



**City of Hamilton**  
**GENERAL ISSUES COMMITTEE**  
**REVISED**

**Meeting #:** 21-007  
**Date:** March 29, 2021  
**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

Stephanie Paparella, Legislative Coordinator (905) 546-2424 ext. 3993

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**1. CEREMONIAL ACTIVITIES**

**2. APPROVAL OF AGENDA**

(Added Items, if applicable, will be noted with \*)

**3. DECLARATIONS OF INTEREST**

**4. APPROVAL OF MINUTES OF PREVIOUS MEETING**

**5. COMMUNICATIONS**

- \*5.1. Correspondence from Mary Love, Secretary, Council of Canadians - Hamilton Chapter respecting the Province of Ontario's Revised Municipal Planning Guidelines

Recommendation: Be received

- \*5.2. Correspondence from Cordelia Clarke Julien, Assistant Deputy Minister, Ministry of Municipal Affairs and Housing, respecting A Place to Grow: Growth Plan for the Greater Golden Horseshoe

Recommendation: Be received.

- \*5.3. Correspondence respecting GRIDS 2 and the Municipal Comprehensive Review - Land Needs Assessment

Recommendation: Be received and referred to the consideration of Items 8.1 and 8.2.

- \*5.3.a. Rose Janson
- \*5.3.b. Eleanor Hayward
- \*5.3.c. Ken Inouye
- \*5.3.d. Don Brown
- \*5.3.e. Durand Neighbourhood Association
- \*5.3.f. Hart Jansson, Halton Action for Climate Emergency Now
- \*5.3.g. Frank Ahern
- \*5.3.h. Doyne Ahern
- \*5.3.i. Paul Copcutt
- \*5.3.j. David Atkins
- \*5.3.k. Veronica Ross Mottley
- \*5.3.l. Halton Hills Climate Action
- \*5.3.m. Sue Carson
- \*5.3.n. Laurie Nielsen
- \*5.3.o. Paul Wilson
- \*5.3.p. Ron and Mary Sealey
- \*5.3.q. Tina Di Clemente
- \*5.3.r. Mervyn Russell

- \*5.3.s. Andrea Zorzi
- \*5.3.t. Diane Samchuk
- \*5.3.u. Elizabeth Seidl
- \*5.3.v. Lyn Folkes
- \*5.3.w. Richard Koroscil, Chair, Bay Area Climate Change Council; and, Bianca Caramento, Chair, Bay Area Climate Change Council
- \*5.3.x. Wayne Poole, Eco Churches of West Hamilton
- \*5.3.y. Rosa Beraldo
- \*5.3.z. Margot Olivieri
- \*5.3.aa. Janet Duval and Jane Fogul, Co-leaders, Halton Hills Climate Action Plan
- \*5.3.ab. Harvey Feit
- \*5.3.ac. Dr. Meghan Davis, Crown Point Family Health Centre
- \*5.3.ad. C. A. Klassen
- \*5.3.ae. Marine Wilson
- \*5.3.af. Marsha Sulewski
- \*5.3.ag. Mary Ellen Scanlon
- \*5.3.ah. Nancy Cooper and Brian Hay
- \*5.3.ai. Nicole Buchanan, MD
- \*5.3.aj. North End Neighbourhood Association
- \*5.3.ak. Paul Shaker, Principal, CivicPlan
- \*5.3.al. Peg Kelly
- \*5.3.am. Rachel Cook
- \*5.3.an. Rachelle Sender

- \*5.3.ao. Richard Dejong
- \*5.3.ap. Richard McKinnon
- \*5.3.aq. Rose Janson, Eco-Locke
- \*5.3.ar. Sara Shwadchuck
- \*5.3.as. Sukhdeep Dhillon
- \*5.3.at. Subhas Ganguli
- \*5.3.au. Sue Yarwood
- \*5.3.av. Susie O'Brien
- \*5.3.aw. Virginia H. Aksan
- \*5.3.ax. Rob Stovel, Stovel and Associates Inc.
- \*5.3.ay. Susan Wortman
- \*5.3.az. Mark A. Cachia, MD
- \*5.3.ba. Colin Chung, Glen Schnarr and Associates
- \*5.3.bb. Rose Janson, Eco-Locke, Eco Churches of Locke Street
- \*5.3.bc. Sarah Hopen
- \*5.3.bd. Stuart Campbell
- \*5.3.be. Natalie Lazier
- \*5.3.bf. Norman Newbery
- \*5.3.bg. Adeline H Brown
- \*5.3.bh. Agnes Bongers
- \*5.3.bi. Anka Cassar
- \*5.3.bj. Barb Allen
- \*5.3.bk. Barry Coombs

- \*5.3.bl. Bianca Beraldo
- \*5.3.bm. Brenda Ginn
- \*5.3.bn. Bruce R. Allen
- \*5.3.bo. Carolanne and Duncan Forster
- \*5.3.bp. Catherine Thomas
- \*5.3.bq. Catherine Woodley
- \*5.3.br. Charlane Surerus
- \*5.3.bs. Cheryl Paterson
- \*5.3.bt. Chris and Theresa Cardey
- \*5.3.bu. Chris Wilson
- \*5.3.bv. Cynthia Meyer
- \*5.3.bw. Dale Guenter
- \*5.3.bx. Danielle Steenwyk-Rowaan
- \*5.3.by. David Hitchcock
- \*5.3.bz. David Price
- \*5.3.ca. David Higgins
- \*5.3.cb. Debbie Medeiros
- \*5.3.cc. Derek Hrynyshyn
- \*5.3.cd. Don Brown
- \*5.3.ce. Donna Lewis
- \*5.3.cf. Doreen Stermann
- \*5.3.cg. Tushar Mehta
- \*5.3.ch. Edward Reece

- \*5.3.ci. Emma Cubitt, Principal, Invizij Architects
- \*5.3.cj. Trina Hetherington
- \*5.3.ck. Michelle Hruschka
- \*5.3.cl. Megan Sonke
- \*5.3.cm. Maryann Botts
- \*5.3.cn. Judy Moore
- \*5.3.co. Don McLean
- \*5.3.cp. Thomas Cassidy
- \*5.3.cq. Stephanie Bochenek
- \*5.3.cr. Sonia Mataj
- \*5.3.cs. Shirley Schellenberg and Wilf Ruland
- \*5.3.ct. Shelley Porteous
- \*5.3.cu. Sandra Starr
- \*5.3.cv. Rose Anne Prevec
- \*5.3.cw. Rodger Brunning
- \*5.3.cx. Roderick Gillyatt
- \*5.3.cy. Rhu Sherrad
- \*5.3.cz. Rashne Baetz
- \*5.3.da. Peggy Freeman
- \*5.3.db. Norman Newbery
- \*5.3.dc. Natalie Lazier
- \*5.3.dd. Michelle Aasman
- \*5.3.de. Michael Cuberovic

- \*5.3.df. Melissa Ricci
- \*5.3.dg. Matthew Nash
- \*5.3.dh. Matthew Belanger
- \*5.3.di. Maryanne Lemieux
- \*5.3.dj. Mary De Sousa
- \*5.3.dk. Mary Collier
- \*5.3.dl. Mary Beth Neibert
- \*5.3.dm. Mark A. Cachia, MD
- \*5.3.dn. Malcolm Clark
- \*5.3.do. Maeve Hay Cooper
- \*5.3.dp. Macey Noseworthy
- \*5.3.dq. Lyn M. Gates
- \*5.3.dr. Liz Koblyk
- \*5.3.ds. Lindsey Daubney
- \*5.3.dt. Lianne Lefebvre
- \*5.3.du. Liam MacLeod
- \*5.3.dv. Lauren Stephen
- \*5.3.dw. Laura Konyndyk
- \*5.3.dx. L. Christine Shepherd
- \*5.3.dy. Kristen Stark
- \*5.3.dz. Kirsten McCarthy
- \*5.3.ea. Kevin Intini
- \*5.3.eb. Kenneth Jackson

- \*5.3.ec. Kenneth Burgess
- \*5.3.ed. Kay O'Sullivan
- \*5.3.ee. Kate Chung
- \*5.3.ef. John O'Connor
- \*5.3.eg. Joanne Patak
- \*5.3.eh. Joanna Sargent
- \*5.3.ei. Jill Tonini
- \*5.3.ej. Jacob Stief
- \*5.3.ek. Hussam Taha
- \*5.3.el. Heather Vaughn
- \*5.3.em. Hart Jansson
- \*5.3.en. George Sweeney
- \*5.3.eo. Gail Lorimer
- \*5.3.ep. Frank Ahern
- \*5.3.eq. Erin Rittich-Haber

## 6. DELEGATION REQUESTS

- \*6.1. Delegation Requests respecting GRIDS 2 and the Municipal Comprehensive Review - Land Needs Assessment

**NOTE: Regardless of the order on the agenda, video submissions will be played after all other delegates in attendance via WebEx have concluded.**

- \*6.1.a. Mike Collins-Williams, West End Homebuilders Association
- \*6.1.b. Don McLean
- \*6.1.c. Paul Szachlewicz and Ed Fothergill, Hamilton Chamber of Commerce
- \*6.1.d. Rabbi David Mivasair

- \*6.1.e. Laura Katz
- \*6.1.f. Ruth Pickering
- \*6.1.g. Jim Quinn
- \*6.1.h. Kathleen Livingston
- \*6.1.i. Akira Ourique
- \*6.1.j. Nancy Hurst
- \*6.1.k. Senna Thomas
- \*6.1.l. Michelle Tom
- \*6.1.m. Glen Brown
- \*6.1.n. Summer Elly Thomas
- \*6.1.o. Suzanne Mills
- \*6.1.p. David Carson
- \*6.1.q. Lynda Lukasik
- \*6.1.r. Howard Katz
- \*6.1.s. Becky Katz
- \*6.1.t. Chris McLaughlin, Bay Area Restoration Council
- \*6.1.u. Dr. Gail Krantzberg  
**(Video Submission)**
- \*6.1.v. Cameron Kroetsch
- \*6.1.w. Patricia Baker  
**(Video Submission)**
- \*6.1.x. Kathy Garneau
- \*6.1.y. Gord McNulty, Hamilton Naturalists' Club

- \*6.1.z. Katharine King, Hamilton 350  
**(Video Submission)**
- \*6.1.aa. Kojo Dampsey, Hamilton Centre for Civic Inclusion
- \*6.1.ab. Frances Murray, Chair, Durand Neighbourhood Association, Climate Change Committee
- \*6.1.ac. Miriam Sager
- \*6.1.ad. Aaron Marques
- \*6.1.ae. Diane Shamchuk
- \*6.1.af. Dr. Meghan Davis, Crownpoint Family Health Centre
- \*6.1.ag. Veronica Gonzalez, Environment Hamilton
- \*6.1.ah. Beverly Wager
- \*6.1.ai. Cheryl M. Patterson
- \*6.1.aj. Drew Spoelstra, Ontario Federation of Agriculture
- \*6.1.ak. Zoe Green  
**(Video Submission)**
- \*6.1.al. Rebecca Guzzo, ACORN
- \*6.1.am. Yuki Hayashi
- \*6.1.an. Ian Borsuk, Environment Hamilton
- \*6.1.ao. Rhu Sherrard
- \*6.1.ap. Lilly Noble
- \*6.1.aq. Lisa Hind, Hamilton ACORN - Mountain Chapter
- \*6.1.ar. Peter Ormond  
**(Video Submission)**

- \*6.1.as. Mark Noskiewicz, Goodmans LLP on behalf of the Elfrida Landowners Group
- \*6.1.at. Stephanie Brash
- \*6.1.au. Elizabeth Ellis  
**(Video Submission)**
- \*6.1.av. Alex Wilson
- \*6.1.aw. Lauren Stephen  
**(Video Submission)**
- \*6.1.ax. John Corbett, Corbett Land Strategies Inc., on behalf of the Upper West Side Landowners Group
- \*6.1.ay. Lee Parsons, MGP City Plan LTD, on behalf of the Upper West Side Landowners Group
- \*6.1.az. John Doherty, Gowling WLG (Canada) LLP
- \*6.1.ba. Jonathan Minnes, Gowling WLG (Canada) LLP
- \*6.1.bb. Paul Lowes, SGL Planning & Design Inc
- \*6.1.bc. Alice Park
- \*6.1.bd. Mary Love, IndigenousAffinity Group, Extinction Rebellion Hamilton
- \*6.1.be. Chris Krucker, National Farmers Union
- \*6.1.bf. Jackson Hudecki
- \*6.1.bg. Cynthia Meyer

## **7. CONSENT ITEMS**

## **8. STAFF PRESENTATIONS**

- 8.1. GRIDS 2 and Municipal Comprehensive Review - Final Land Needs Assessment (PED17010(i)) (City Wide)
  - \*8.1.a. Amendment to Report PED17010(i), respecting GRIDS2 and Municipal Comprehensive Review - Final Land Needs Assessment

- 8.2. GRIDS 2 and Municipal Comprehensive Review - Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria (PED17010(j)) (City Wide)

**9. PUBLIC HEARINGS / DELEGATIONS**

**10. DISCUSSION ITEMS**

**11. MOTIONS**

**12. NOTICES OF MOTION**

- \*12.1. Request to Delay Submission of Growth Plan Conformity Official Plan Amendment, Suspension of the Timetable for Municipal Conformity of the Growth Plan and an Extension to the Deadline for Growth Plan Conformity

**13. GENERAL INFORMATION / OTHER BUSINESS**

**14. PRIVATE AND CONFIDENTIAL**

**15. ADJOURNMENT**

Several of our members have watched a number of your online Council meetings, and while we appreciate all the efforts you and City staff have made to conduct them as well as possible, we are sure you would agree that they are far from satisfactory when it comes to fulfilling your pledge that “Citizens are consulted and involved in making the decisions that impact them.” I note that several people who were on the speakers’ list the other day for the budget delegation day gave up because the internet problems encountered made the meeting longer than it would have been in person. Some people even have to “turn their face off” in order to be heard. This takes away greatly from the impact of their words!

The heavy government, media and wider society’s absorption with COVID makes it impossible for the general citizenry to be aware of much that is going on, including this important legislation that would lock in boundary changes till a fair number of us, both in our chapter and in your Council will not even be alive anymore. People not aware of something can’t even begin to learn about it and form an opinion, let alone go through the extra steps now needed to take part in public life. What will they say to their grandchildren if these changes go through? “I am so sorry I’ve made it impossible for you to eat good local food! I was concerned about your great grand parents’ health in long term care and didn’t notice what was being proposed by the Ontario government.”?

One of the inequities in this country that the Council of Canadians is very aware of because we have chapters from coast to coast to coast, is access to a reliable internet connection. Those who can’t afford even a spotty rural connection would have no chance to participate in consultations on the urban boundary question and its short and long term implications for our community.

In closing, Mr. Mayor and Councillors, the Hamilton Chapter of the Council of Canadians respectfully requests that Hamilton City Council pass a similar “Delay” resolution to the one the Town of Halton Hills

unanimously passed on February 1st. On February 17, the Halton Regional Council also voted unanimously to delay deliberating on the province of Ontario's revised municipal planning guidelines until in-person public consultation can begin again. Ultimately, we hope that you will listen to those calling on you to freeze our city's urban boundary and direct new development to take place within the existing built-up areas. This will give us the space and spur we need to continue to develop smart intensification plans that are good for people and planet for the long term, which is the only term that matters what it comes to the survival and well-being of future generations and of the lands and waters around the Great Lakes that have been so well cared for by Indigenous peoples since time immemorial, and which we settlers need to learn to protect much better.

Thank you for considering our request. We hope you will receive our letter as official correspondence.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Mary Love". The signature is written in a cursive style with a large, looped initial "M".

Mary Love,

Secretary, Hamilton Chapter of the Council of Canadians

**Ministry of  
Municipal Affairs and Housing**

**Ontario Growth Secretariat**

777 Bay Street, 23<sup>rd</sup> Floor, Suite 2304  
Toronto ON M7A 2J3  
Tel: 416 325-1210  
Fax: 416 325-7403

**Ministère des Affaires  
municipales et du Logement**

**Secrétariat des initiatives de  
croissance de l'Ontario**

777, rue Bay, 23<sup>e</sup> étage, bureau 2304  
Toronto ON M7A 2J3  
Tél. : 416 325-1210  
Télééc. : 416 325-7403



February 23, 2021

Jason Thorne  
General Manager of Planning and Economic Development  
City of Hamilton

Dear Jason Thorne:

As part of Ontario's COVID-19 economic recovery efforts, this past summer changes were made to A Place to Grow: Growth Plan for the Greater Golden Horseshoe to help increase housing supply, create more jobs, attract business investments, and better align infrastructure while protecting what matters most, including the Greenbelt.

I am writing to you today in follow up to our discussions this past summer regarding the proposed and final changes to the Plan and the upcoming requirements for Municipal conformity. The date by which upper and single-tier municipalities must update their official plans to conform with the policies in A Place to Grow is July 1, 2022. This can be achieved through phasing a series of official plan amendments or a single official plan amendment.

As you know, the Plan's policies require municipalities to designate all land required to accommodate the Schedule 3 growth forecasts to the 2051 planning horizon. We encourage you to work with the Ministry of Municipal Affairs and Housing staff at the various stages as you work towards meeting conformity. As a reminder, Official Plans/Official Plan Amendments must be submitted by end of 2021 or early 2022.

Continued engagement with our Indigenous partners helped inform the changes to A Place to Grow. As part of these changes, a reminder that municipalities have a requirement to work with Indigenous communities in recognition of the unique relationship that all levels of government have with Indigenous Peoples.

We are committed to continue working with you and our inter-ministerial partners to achieve balance that ensures local decision-making that better reflects local realities. Should you or your staff have any questions about A Place to Grow, its implementation criteria, or matters related to conformity, please feel free to contact the Ontario Growth Secretariat at [growthplanning@ontario.ca](mailto:growthplanning@ontario.ca).

Thank you for your ongoing commitment to your community and for your ongoing collaboration and engagement in support of effective growth management in the Greater Golden Horseshoe.

Sincerely,

A handwritten signature in black ink, appearing to read 'Cordelia Clarke Julien'. The signature is fluid and cursive, with a large loop at the end.

Cordelia Clarke Julien  
Assistant Deputy Minister

Subject: PLEASE DELAY ACTION ON HAMILTON GROWTH PLAN

Date: Fri, 12 Mar 2021 16:43:03 -0500

From: Rose Janson

To: mayor@hamilton.ca

Dear Mayor and Councilors,

Thank you for the work you continue to do under difficult circumstances.

We ask you to delay adopting the proposed growth plan for Hamilton. We need time for good consultation with citizens. Halton Region got a delay in a unanimous vote on Feb. 17th.

We need to delay this until after Covid restrictions have passed and citizens can once again assemble and have an active voice in how our city grows.

We should not lock in sprawl for 30 years by adopting the Ford government's "market driven" policy changes.

-Our agricultural land in the areas outside our present boundary is Class 1 and 2. We shouldn't risk losing these lands to large lots for expensive suburban tract housing.

-Sprawl is the key lever in locking in greenhouse emissions according to Yuill Herbert, the CEEP consultant for Hamilton.

-New sprawling subdivisions cost taxpayers more with added infrastructure, as you are well aware.

At the March 29 meeting, please support the motion introduced by Councilor Brad Clark and seconded by Brenda Johnson to ask for a delay.

Hamilton Council should ask the Province to suspend the timetable for municipal conformity to the Growth Plan and the Provincial Policy Statement.

With respect,

Rose Janson and Family

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This email has been checked for viruses by AVG.

<https://www.avg.com>

**From:** Eleanor Hayward

**Sent:** March 12, 2021 6:40 PM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>

**Cc:** Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>

**Subject:** NO BOUNDARY EXPANSION

Greetings to the Representatives in the City of Hamilton,

As a resident of Hamilton Ward 1, I firmly request that you follow the lead of neighbouring Halton Hills' council.

They recently requested that the province suspend the timetable for the municipality to conduct the needed growth plan process until the pandemic is over; please support Councillor Brad Clark's motion to delay the planning until after public consultations can occur.

I agree with this local editorial: <https://www.thestar.com/local-stoney-creek/opinion/editorials/2021/03/01/hamilton-council-needs-to-stop-expanding-the-urban-boundary.html>

"Allowing sprawl to eat up the already disappearing farmland in the region for the sake of homeowners wanting to live in a large, sprawling residence with a white picket fence and backyard is nonsensical. If Hamilton is truly interested in protecting the environment, preserving rural areas and tackling climate change, it needs to stop expanding the urban boundary."

Thank you for your community service,  
Eleanor Hayward

**From:** Ken Inouye  
**Sent:** March 19, 2021 9:48 AM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Freeze Hamilton's Urban Boundary

Dear City of Hamilton Office of the Clerk,

As a resident of Hamilton, I am writing to you to raise concerns about the expansion of the urban boundary of Hamilton. It has come to my attention that the City of Hamilton is looking at expanding its urban boundary into prime agricultural lands. Environmental groups such as Environment Hamilton, 350 Hamilton, and others are bringing attention to the impact the urban expansion will have on transit, affordable housing, the environment, and vulnerable communities.

As your constituent, I am asking that you vote to FREEZE Hamilton's urban boundary. This action is essential if we have any hope of building a sustainable, climate-resilient, inclusive future for Hamilton!

Thank you for your time.

Sincerely,  
Ken Inouye

Hamilton, ON  
Canada

**From:** Don Brown

**Sent:** March 13, 2021 3:03 PM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>

**Cc:** Wilson, Maureen <[Maureen.Wilson@hamilton.ca](mailto:Maureen.Wilson@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; [sam.medulla@hamilton.ca](mailto:sam.medulla@hamilton.ca); Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; [judy.partridge@hamilton.ca](mailto:judy.partridge@hamilton.ca); [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** Urban Planning

Dear Mayor and Councilors,

I want to add my voice to others in raising concern over the proposed growth plans for our City.

Having lived in Waterdown for 30 years, it was heart rending to watch so much agricultural land being exploited as a resource for housing people when it was clearly suited as a source for providing food for people. Especially when there are other ways to house people.

That's why, now living in the City Core, I ask you to delay adopting the proposed growth plan for Hamilton. We need time for good consultation with citizens. Halton Region got a delay in a unanimous vote on Feb. 17th.

We need to delay this until after Covid restrictions have passed and citizens can once again assemble and have an active voice in how our city grows.

We should not lock in sprawl for 30 years by adopting the Ford government's "market driven" policy changes.

-Our agricultural land in the areas outside our present boundary is Class 1 and 2. We shouldn't risk losing these lands to large lots for expensive suburban tract housing.

-Sprawl is the key lever in locking in greenhouse emissions according to Yuill Herbert, the CEEP consultant for Hamilton.

-New sprawling subdivisions cost taxpayers more with added infrastructure, as you are well aware.

At the [March 29](#) meeting, please support the motion introduced by Councilor Brad Clark and seconded by Brenda Johnson to ask for a delay. Hamilton Council should ask the Province to suspend the timetable for municipal conformity to the Growth Plan and the Provincial Policy Statement.

With respect,

Don Brown  
Hamilton, ON

The best option for our municipality is to freeze the urban boundary and direct new development to within the existing built-up areas. Low density residential development is an economic disaster, as well as an environmental one. Our current infrastructure deficit will only grow as we continue to build out into green fields. Our current tax base cannot support the building of new roads and water infrastructure as existing infrastructure repairs and maintenance are already pushing budgets to the limit. Moreover, there are major environmental impacts that are a result of sprawl. In particular, storm run-off from impermeable surfaces will only increase as the effects of climate change grow. As well, transportation emissions from these developments will prevent us from reaching our climate targets and should not be considered. We have more than enough land within the current urban boundary to develop complete, self-sustaining communities for future growth until 2031 and should have the flexibility to plan for 2041 using the guiding principles of Places to Grow.

Councillor Fogal of Halton Hills suggests that for this action to delay to be effective, councils around the Golden Horseshoe will need to pass similar motions and stand in solidarity. Therefore, for posterity's sake, we urge you to delay Hamilton's Official Review Plans (MRC) at the March 29 GIC meeting.

Thank you for considering these important issues.

Sincerely,



Christopher Redmond  
President, Durand Neighbourhood Association



Frances Murray  
Chair, DNA, Climate  
Change Committee

**From:** Hart Jansson

**Sent:** March 14, 2021 4:15 PM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>; Thorne, Jason <[Jason.Thorne@hamilton.ca](mailto:Jason.Thorne@hamilton.ca)>

**Subject:** [\*\*\*\*POSSIBLE SPAM]Delay of Municipal Comprehensive Review

To: Hamilton Council – Mar 15, 2021

**From:** Hart Jansson on behalf of HACEN (Halton Action for Climate Emergency Now), a citizen's group advocating for rapid and effective action to lower carbon emissions in Halton and Ontario. We are addressing our neighbouring municipality of Hamilton in recognition of the fact that climate change knows no boundaries, and a united front among Ontario municipalities to defer critical decisions regarding long-term land use planning is necessary.

**The changes to a number of Provincial Statutes and policies that impact how municipalities plan for growth could be of serious concern to many Hamilton residents, if they could understand their potential impact.**

These changes include:

- The Provincial Policy Statement,
- A Place to Grow: The Growth Plan for the Greater Golden Horseshoe,
- The Development Charges Act,
- The Planning Act,
- The Environmental Assessment Act, and
- The Conservation Authorities Act;

Some of these changes are:

- reduced density targets in new greenfield development from 80 persons and jobs per hectare to 50 persons and jobs per hectare,
- reduced intensification targets from 60% beyond 2031 to 50%,
- setting minimum population and employment growth forecasts that can be exceeded subject to Provincial approval,
- extended the planning horizon from 2041 to the year 2051,
- introducing market demand as a consideration in determining the housing mix, and
- revisions to how municipalities fund growth

### **Potential Impacts**

The impact of these changes is far-reaching and difficult to comprehend given their scope, their interactivity, the length of time they are in force and the timeframe of their long-term impact.

These and other changes signal an abrupt shift from the emphasis on creating compact and complete communities to a planning regime that facilitates lower density and car dependent communities.

Hamilton is among the dozens of Ontario municipalities and the over 500 Canadian jurisdictions that have declared climate change emergencies; Hamilton must consider the impact of land use planning in its strategy to reduce its greenhouse gas emissions.

The planning changes mentioned create pressure to convert more farmland in Hamilton to urban uses than necessary, which is contrary to Hamilton's Official Plan and its Strategic Plan.

Ensuring that Ontarians have access to healthy safe food in the future requires thoughtful consideration of the long-term impact of converting thousands of acres of prime agricultural lands in the Greater Golden Horseshoe to urban uses.

**I suggest that you have a duty to consider that changing the official plans in the GTHA to accommodate these changes will lock in increasing carbon emissions and other environmental damage potentially for generations.**

### **Justification for Delay**

- the news cycle has been dominated by COVID-19 for the past year, therefore the profound changes to policies and statutes regarding municipal planning for growth have had little exposure in the media
- the magnitude, scope and long-term duration of impacts of these changes are much more significant than typical policy/legislative changes, therefore consultation is of utmost importance
- the changes are contrary to federal objectives and regional/municipal policies regarding growth and climate change
- the pandemic has not allowed and will not allow the usual means for in-person consultation and discussion, therefore the quality of consultation will suffer
- people who are technology-challenged may be left out
- people in rural areas who have limited or less than reliable internet access may be left out
- further time is needed for proper and thorough consultation with citizens, including education of citizens in this regard

**Therefore, I ask you to support this Resolution to extend the period of the Municipal Comprehensive Review.**

**From:** Frank Ahern

**Sent:** March 14, 2021 8:22 PM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>

**Cc:** Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** Motion to Delay Land Use Planning Deadline

Dear Mr Farr, Mayor Eisenberger and Councillors:

As you are aware, the province has revised municipal planning guidelines to include population projections to 2051, while lowering density targets for new development and enacting a “market-driven” approach to planning for new residential.

As a concerned Hamilton citizen I request that Hamilton City Council delay Hamilton’s Official Review Plans (MRC) at the March 29 GIC meeting. There is recent precedent for this delay as Halton Hills unanimously voted on February 1st for a delay, and the Region of Halton did the same on February 17.

We must not lock in planning guidelines that encourage sprawl until 2051. Land use planning is the key lever we have in increasing or decreasing greenhouse emissions for decades into the future.

Given COVID restrictions, constituents cannot be properly consulted on major policy decisions. Many Hamilton residents do not have internet access or lack the expertise to use Zoom software to delegate to council. Critical decisions, which will impact Hamilton for the next 30 years, should not be made while in-person consultation is impossible. Hamilton’s 2016-2025 Strategic Plan makes clear the city’s commitment and responsibility to community engagement and participation when it states: “Citizens are consulted and involved in making the decisions that impact them.”

Councillor Fogal of Halton Hills suggests that for this action to delay to be effective, councils around the Golden Horseshoe will need to pass similar motions and stand in solidarity. Therefore, for the sake of our children and grandchildren, I urge you to delay Hamilton’s Official Review Plans (MRC) at the March 29 GIC meeting.

Thank you for considering these important issues.

Sincerely,

Frank Ahern

Hamilton

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Frank Ahern  
Hamilton, Ontario

**From:** Doyne Ahern <[doyne@cogeco.ca](mailto:doyne@cogeco.ca)>

**Sent:** March 14, 2021 8:31 PM

**To:** Frank Ahern; Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>

**Cc:** Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** Re: Motion to Delay Land Use Planning Deadline

Dear Mr Farr, Mayor Eisenberger and Councillors:

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Councillor Fogal of Halton Hills suggests that for this action to delay to be effective, councils around the Golden Horseshoe will need to pass similar motions and stand in solidarity. Therefore, for the sake of our children and grandchildren, I urge you to delay Hamilton’s Official Review Plans (MRC) at the March 29 GIC meeting.

Thank you for considering these important issues.

Sincerely,

Doyne Ahern

--

Doyne Ahern  
Hamilton, Ontario

**From:** Paul Copcutt  
**Sent:** March 8, 2021 5:12 PM  
**To:** Paul Copcutt  
**Subject:** Please stop the Hamilton sprawl

Dear Mayor and All of Council

Further to recent news items and attention to the proposed expansion of Hamilton development boundaries can I please ask that you consider focusing on urban development within current city limits.

<https://www.thestar.com/local-stoney-creek/opinion/editorials/2021/03/01/hamilton-council-needs-to-stop-expanding-the-urban-boundary.html>

There are plenty of positive outcomes that building up versus building out can have for our city and communities. We do not need more suburban sprawl.

When this comes up for consideration and vote I implore you to vote against expanding urban boundaries.

Thank you

Paul Copcutt

**From:** David Atkins  
**Sent:** March 18, 2021 1:59 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Stop The Sprawl

Dear City of Hamilton Office of the Clerk,

As a resident of Hamilton, I am writing to you to raise concerns about the expansion of the urban boundary of Hamilton. It has come to my attention that the City of Hamilton is looking at expanding its urban boundary into prime agricultural lands. Environmental groups such as Environment Hamilton, 350 Hamilton, and others are bringing attention to the impact the urban expansion will have on transit, affordable housing, the environment, and vulnerable communities.

As your constituent, I am asking that you vote to FREEZE Hamilton's urban boundary. This action is essential if we have any hope of building a sustainable, climate-resilient, inclusive future for Hamilton!

Thank you for your time.

Sincerely,  
David Atkins

Sidney, BC  
Canada

**From:** Veronica Ross Mottley  
**Sent:** March 18, 2021 9:14 AM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Stop The Sprawl

Dear City of Hamilton Office of the Clerk,

As a resident of Hamilton, I am writing to you to raise concerns about the expansion of the urban boundary of Hamilton. It has come to my attention that the City of Hamilton is looking at expanding its urban boundary into prime agricultural lands. Environmental groups such as Environment Hamilton, 350 Hamilton, and others are bringing attention to the impact the urban expansion will have on transit, affordable housing, the environment, and vulnerable communities.

As your constituent, I am asking that you vote to FREEZE Hamilton's urban boundary. This action is essential if we have any hope of building a sustainable, climate-resilient, inclusive future for Hamilton!

Thank you for your time.

Sincerely,  
Veronica Ross Mottley

Hamilton, ON  
Canada



38 Chelvin Drive  
Georgetown ON L7G 4P9  
haltonhillsclimateaction@gmail.com  
haltonhillsclimateaction.com

16 March 2021

Mayor Fred Eisenberger and members of Council  
Hamilton City Hall  
71 Main St. West  
Hamilton, ON L8P 4Y5

Your Worship and members of Council:

We are in firm support of Councillor Brad Clark's motion asking that the province allow the City to delay its report on a municipal comprehensive review of its Official Plan, until full and fair in-person public consultation becomes possible after the pandemic.

We congratulate the City on declaring a climate emergency. If the climate threat is to be mitigated and carbon emissions reduced, then fresh, creative land use planning is vital. Unchecked urban sprawl must give way to firm urban boundaries, intensification of housing within those boundaries, and preservation of prime agricultural lands and green spaces. Do we expect Peru to feed us when those lands are gone?

We are proud that the Town of Halton Hills aims for net-zero carbon emissions by 2030. We are proud that our town and the Region of Halton both unanimously passed motions similar to the one that Councillor Clark proposes. We hope that the City of Hamilton will do the same.

Yours sincerely,

A handwritten signature in black ink that reads "Janet Duval".

Janet Duval

A handwritten signature in black ink that reads "Jane F. Fogal".

Jane Fogal

Co-leaders, Halton Hills Climate Action

Cc: clerk@hamilton.ca  
brad.clark@hamilton.ca

**From:** Sue Carson  
**Sent:** March 18, 2021 5:30 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Urban Sprawl - we need to stop and reflect longer

Dear Mayor Eisenberger and city councillors.

I have been reading information provided by Environment Hamilton, an organisation that I have trusted in the past on Climate Change issues. And so I have been impelled to write and ask that your decision about Hamilton's urban boundary be put on hold until after the COVID pandemic. People are too preoccupied with the dangers of illness to think about what is happening to their future city.

By making such an important decision about future housing as a time when most of us are too fearful about leaving our homes is not a wise decision. There needs to be a chance for all residents to have input not just those who have access to their own computers. When I see how the library computers are used by an enormous number of people any decision you make without allowing input from all members of society will paint you as a council that only cares about the ones who might re-elect you.

As to the urban boundary eating into farm lands this is not a sensible decision. Why can't we grow food on our doorsteps and save emissions from transportation. Eating local is better for us and for the planet.

As a society we need to rethink the space we have in the city and build up rather than outwards. Housing costs are rising and more affordable housing is needed in the city, close to transportation, rather than homes sprawling into the green spaces that are needed for our sanity.

I hope that council will take the sensible decision and tell Mr. Ford that more time and consideration are needed before embarking on 30 years of paving over some of the most beautiful areas that surrounded our great city.

I hope that you all think carefully before March 29<sup>th</sup> and realise that speed on this is the wrong decision at this time.

respectfully, Sue Carson.

Sue Carson

**From:** Laurie Nielsen

**Sent:** March 18, 2021 11:45 AM

**To:** Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>

**Cc:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** RE:

Dear Councillor Wilson,

I am a resident of Ward 1 and am writing to ask that you support a motion to delay any further discussion on the provinces changes to the municipal planning guidelines which would be locked in until 2051 and impact severely our greenhouse gas emission.

Current restrictions, due to COVID-19, do not allow the public to fully take part in the consultation on this decision. Many residents do not have internet access or lack the expertise or internet capacity to take part in Zoom events.

On Feb. 17<sup>th</sup> Halton Region became one of the first municipalities to unanimously vote for a delay on the planning decision. I am asking Hamilton City Council to do the same, just until a fully open (i.e. in-person) public consultation can take place.

Sincerely,

Laurie Nielsen

Hamilton, ON

Please don't print this e-mail unless you really need to.

**From:** Paul Wilson

**Sent:** March 16, 2021 11:09 AM

**To:** Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>

**Cc:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** Sprawl

March 16, 2021

Dear Jay, Fred and Councillors,

RE: Motion to Delay Land Use Planning Deadline

I'm hoping Hamilton City Council will decide to delay Official Review Plans (MRC) at the March 29 GIC meeting.

We shouldn't lock in planning guidelines that encourage sprawl until 2051.

Critical decisions that will impact Hamilton for the next 30 years should not be made while in-person consultation is impossible.

The best option for Hamilton is to freeze the urban boundary and direct new development to within existing built-up areas.

Hamilton may have a history rooted in industry, but we are blessed to still have green space right at our doorstep. Let's protect this precious resource.

Thank you.

Sincerely,  
Paul Wilson

Hamilton, ON

**From:** Ron and Mary Sealey  
**Sent:** March 17, 2021 2:21 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Please delay adoption of growth plan for Hamilton

Dear Hamilton Clerk:

Thank you for the work you continue to do under the difficult circumstances of this COVID-19 pandemic!

We are concerned about the possible sprawl of urban growth into valuable agricultural land beyond the current urban boundary.

At the March 29 meeting, we ask the Council to please support the motion introduced by Councillor Brad Clark and seconded by Brenda Johnson to delay adopting the proposed growth plan for Hamilton. We need time for good consultation with citizens. Note that Halton Region got a delay in a unanimous vote on February 17.

We need to delay this plan until after pandemic restrictions have passed and citizens can once again assemble and have an active voice in how our city grows.

Hamilton Council should ask the Province to suspend the timetable for municipal conformity to the Growth Plan and the Provincial Policy Statement.

We should not lock in sprawl for 30 years by adopting the Ford government's "market driven" policy changes. Our agricultural land in the areas outside our present boundary is Class 1 and 2. We shouldn't risk losing these lands to large lots for expensive suburban tract housing.

New sprawling subdivisions cost taxpayers more with added infrastructure that is not offset by contributions from developers.

Please delay adoption of any growth plan for Hamilton and ask for delay from the Province.

Respectfully,

Ron and Mary Sealey

Waterdown ON

**From:** Tina Di Clemente  
**Sent:** March 17, 2021 2:43 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Save our farmland + greenspaces

Dear Clerk,  
I have pasted below a copy of the letter I have sent to our Mayor and all Councillors.  
Thank you.

Dear Councillor

If the pandemic has taught us anything, it has made crystal clear how the LACK OF PREPARATION can lead to disaster.

Politicians have been ignoring science for decades because such cautionary advice gets in the way of “doing business”.

But recent events are waking us all up to realize this is not the way to a healthy future. The historic loss of power across Texas (the most energy rich state in the USA!) during a sudden and rare deep freeze, EXPOSES the reckless behaviour of many politicians who show little regard for a stable climate and the overall common good.

Now the Ford government is proceeding “Texas-style” as they push to pave much of our valuable farmland and green spaces in the name of “doing business”. But people are starting to understand that the reckless promotion of our economy often leads to a small number of people getting richer while the vast majority foot the bill for the poor vision of such policies.

The pandemic and climate change disasters have taught us we will pay sooner or later for such short-sighted planning.

If a sudden disaster were to hit Hamilton, I don’t think a new housing development or new highway is going to help us.

We need our farmland to supply a basic food supply. In light of a changing climate, it would be reckless to rely on the global food supply to meet our needs.

We need our greenspaces to help provide clean water and clean air for our community.

Greenspaces have also played a critical role in getting us through this terrible pandemic. People need outdoor recreation to keep our hearts and minds healthy. My walks through the RBG trails have literally kept me from going crazy during the pandemic!

What does Hamilton really need?

- A FIRM URBAN BOUNDARY
- A PLAN THAT ADDRESSES THE CLIMATE EMERGENCY
- PROTECTED FARMLAND
- PROTECTED GREENSPACES

The City of Hamilton needs to stand up to the irresponsible tactics of the Ford government.

I implore you Councillor to act in the interest of your community, not in the interest of money-making projects that only benefit the few and lead to unforeseen disaster into our common future.

I look forward to your reply and I thank you for your time and attention.

Sincerely,  
Tina Di Clemente  
Ward 1 Resident

**From:** Mervyn Russel  
**Sent:** Monday, March 15, 2021 4:44 PM  
**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>  
**Subject:** Fwd: Delay of Municipal Comprehensive Review

Dear Mayor, I hope you will share this message with your colleague Councillors  
Following my HACEN colleague ,Hart Jansson's email, I have attached the Region of Halton Resolution on Extending the Consultation Process for the Regional Official Plan Review which was moved by Councillor Jane Fogal of the municipality of Halton Hills and seconded by Regional Chair , Garry Carr  
I have also attached Councilor Fogal's statement regarding urban sprawl. I hope these two documents will encourage the Council of the City of Hamilton to resist the demands and land development intentions of the Provincial government.  
Regards

Mervyn Russell

Oakville ON

# A sprawling disaster - Ford's plan for Ontario

According to Halton Hills councillor Jane Fogal, development sprawl will occur if the proposed changes to the Places to Grow Act go unchecked.

BY JANE FOGAL

FEBRUARY 21, 2021

The Ford government, through a rapid fire series of decisions and legislation, has successfully rewritten the rules for municipal planning in a manner that is very favourable to developers and very unfavourable to municipalities trying to build healthy, complete communities and address climate change.

Since 2005, municipalities in Ontario have been obliged to conform to the Places to Grow Act. This Act sought to reign in sprawl by requiring municipalities to meet intensification goals when planning to accommodate growth. Also development on new urban areas, generally farmland, was required to meet higher density targets as well.

The Greenbelt Act was also approved to ensure greenspace and natural areas remain intact to protect the ecological function of the land.

Over the past 15 years, Ontarians also saw enormous investments by Metrolinx in GO Transit and additional funding for municipal transit systems which benefitted from intensification.

The Green Energy Act and Cap and Trade provided incentives for green energy production and funding for transit and energy efficiencies.

The province shifted funding away from new higher order highways. In the case of the GTA West highway, the cancellation came after an expert panel found that transportation goals could be reached through other interventions such as creating subsidized truck lanes on highway 407 or introducing congestion pricing. These alternatives could be achieved in a much shorter timeframe, would cost less and be

more effective, all without the environmental damage or increased greenhouse gas emissions.

## **And then everything changed**

The Conservatives, led by Doug Ford, won the provincial election in June 2018. Although changes to municipal planning and weakening of environmental protections were not part of the Ford election platform, they have become a major focus both before and during the pandemic.

The Cap and Trade system and Green Energy Act were cancelled and green projects under construction were ordered to be dismantled. Incentives for electric vehicles and energy retrofits were cancelled.

## **Reviving the GTA West/Highway 413**

Shortly after taking power, Premier Ford announced the revival of the GTA West 400 series highway (413) with the launch of a fast-tracked environmental assessment. Reviving the 413 was not included in Ford's platform and was a surprise to most people. There was no consideration given to the alternative solutions recommended in the expert panel's report. However, there is no doubt that major landowners along the GTA West corridor will reap benefits as it is normal for land along a 400 series highway to be rezoned for development. Although the construction of the highway alone will have significant negative impacts due to destruction of sensitive environmental areas and farmland, the anticipated adjacent development will do far more harm in the long run. This will result in sprawl along the length of the new highway.

## **Amendment #1 to the Places to Grow Act and the provincial policy statement**

The Places to Grow Act and the Provincial Policy Statement (PPS) work together to help municipalities build complete healthy communities. The Ford government has changed a number of important legislated requirements through the introduction of Amendment #1 and amendments to the PPS.

Changes that will promote sprawl include

- Amendment #1 stipulates minimum population growth goals but removed maximums, meaning that developers can push for greater population increases.
- Density goals have been reduced, meaning there can be more single family dwellings -- ie. sprawl.
- 'Market Demand' was explicitly added as justification for planning the housing mix. Since we know there is a demand for single family dwellings, the developers will argue for it based on the market. Expect more sprawl.
- The planning horizon has been moved out to 2051. This means that today's municipal councils must approve plans to accommodate population growth to 2051. It pushes designating rural land now to provide housing up to 30 years into the future. The net result is that developers who have speculated on future development lands don't have to wait 20 years to get permission to build. They get permission for all of the land required for 30 years of housing development now.
- The deadline for municipalities to approve their 30 year plan is summer 2022, conveniently before the next provincial election. Should Ford lose the election, it doesn't matter. The land will have been approved for development and cancelling approved land has never been done before.
- Public input into planning for the next 30 years is scheduled to happen during the pandemic when it is impossible to hold in-person public meetings or workshops.

## Consequences

We are living in a time when climate change is causing weather related events such as massive destructive hurricanes, frightening wild fires, famine, property damage, floods, massive loss of species, etc. etc.

Due to this emergency cities around the world are working hard at reducing their greenhouse gas emissions by holding the line on sprawl, creating complete healthier communities, reducing car dependence and protecting farmland.

Ontario is moving in the opposite direction, purposely encouraging sprawl, making people more dependent on cars and commuting for hours each day, making transit less effective, building new highways that will encourage more driving, devoting more space to parked cars and less to greenspace for people, paving over ecological areas that support our water resources.

There is only one logical explanation for this massive failure to lead Ontario in a positive healthy direction – greed. Just follow the money. The developers want to make more money and Ford has made it much easier for them to do that.

## What can we do about it?

1. Municipalities should refuse to meet the timetable set out to be compliant with the Places to Grow Act. There is no reason to rush to identify lands that won't be available for 10 more years at a minimum. Planning anything this big should wait until after the pandemic and be after the next provincial election. The people of Ontario deserve an opportunity to understand what is being proposed and an opportunity to say how their communities will grow.
2. Municipalities should refuse to open up their urban boundaries at this time. Although making the boundaries permanently fixed is the best solution, they are always open to review by future councils. Developers won't like that so they will appeal the decision. The appeal process will take months to sort out, by which time the election will have taken place and perhaps sanity will return with a new government.
3. People can lobby their MPPs and tell them that this is not what they voted for. Protests such as we saw regarding the 413 highway actually work. The uproar over Ford telling developers he would open up the Greenbelt for development blew up and he walked that idea back.
4. To address the problem of affordability, which Ford said was the impetus for the planning act changes, municipalities should demand that all subdivision plans include 10 per cent affordable units that will be available for the municipality to purchase. The municipality can then require that these units be built to the highest energy efficiency level. Upon purchase the municipality would rent the affordable units at rates to pay for the carrying costs. The cost of the added energy upgrades would be offset by the reduced energy costs. The net result would be a guaranteed increase in rental properties and increased energy efficiency in the housing stock. It would also contribute to achieving a complete community with a mix of housing types and affordability.

## Conclusion

The priorities of the current government have resulted in fundamental changes to how Ontario evolves. Unfortunately this is out of step with the circumstances and challenges we are facing today. The climate change emergency gets worse by the day and cannot be ignored by any level of government.

The solutions to our problems exist but to use those solutions there must be a will to act in the best interests of all the people. We need the government to change course and do the right things. Incentivizing sprawl and car culture is no longer acceptable.

Now is the time to push back and call for the government to stop enriching developers and start tackling affordable housing, greenhouse gas emissions, the loss of significant wetlands and habitats and the loss of some of the best agricultural lands in Canada.

**From:** Andrea Zorzi  
**Sent:** March 20, 2021 4:17 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Freeze Hamilton's Urban Boundary

Dear City of Hamilton Office of the Clerk,

As a resident of Hamilton, I am writing to you to raise concerns about the expansion of the urban boundary of Hamilton. It has come to my attention that the City of Hamilton is looking at expanding its urban boundary into prime agricultural lands. Environmental groups such as Environment Hamilton, 350 Hamilton, and others are bringing attention to the impact the urban expansion will have on transit, affordable housing, the environment, and vulnerable communities.

As your constituent, I am asking that you vote to FREEZE Hamilton's urban boundary. This action is essential if we have any hope of building a sustainable, climate-resilient, inclusive future for Hamilton!

Thank you for your time.

Sincerely,  
Andrea Zorzi

-----Original Message-----

From: Diane Shamchuk <

Sent: March 22, 2021 3:51 PM

To: Wilson, Maureen <[Maureen.Wilson@hamilton.ca](mailto:Maureen.Wilson@hamilton.ca)>

Cc: Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>;

Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam

<[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson,

Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward

8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria

<[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>;

Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene

<[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry

<[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>;

[clerk@hamilton.ca](mailto:clerk@hamilton.ca)

Subject: Urban Sprawl

Dear Maureen,

I am a property tax paying citizen in ward 1 and I am concerned about the haste city council may be in to approve urban sprawl throughout Elfrida and I am asking you, the mayor and city councillors to pause the decision making/planning until in person consultations have occurred. Not all citizens are comfortable with webinars and zoom meetings and many citizens have no idea what is happening regarding these important decisions. In person town halls and information sessions are needed so ideas can be exchanged and knowledge gained. I fear the elected leaders of our communities are being irresponsible in making these important decisions during a pandemic.

Urban sprawl is costly, and our tax dollars are needed for our crumbling infrastructure, as this is where people live and work. Population density within our urban boundaries can be increased at a much lower cost than suburban infrastructure needs, such as emergency services, public transportation, schools, roads, utilities, etc.

Regarding climate change, though we all acknowledge as citizens that world's climate is changing, I believe there is a disconnect that people, including citizens of our own communities, believe the climate problems are happening elsewhere and not in our own backyard. As elected leaders you all have a obligation to ensure that integrity of our climate footprint is accurately measured, listen to the science.

I am asking all of you to not accept the motion to move forward with the GRIDS 2/MCR report without further stakeholder, in person consultation.

Sincerely,  
Diane Shamchuk

**From:** Elizabeth Seidl  
**Sent:** March 23, 2021 7:09 AM  
**To:** clerk@hamilton.ca; Paparella, Stephanie <Stephanie.Paparella@hamilton.ca>  
**Subject:** GRIDS 2 / MCR Final Land Needs Assessment and Related Reports

To the Mayor & Councillors of the City of Hamilton,

As a resident of Hamilton, I am writing to you because I'm very concerned about the possible expansion of the urban boundary of Hamilton. I understand from the MCR/GRIDS2 report that the City of Hamilton is looking at expanding its urban boundary into prime agricultural lands. I was part of a small group of people to participate in the MCR/GRIDS2 consultation in January, only because it was brought to my attention by Environment Hamilton who explained what was going on and what it was all about.

During the consultation survey, I was disappointed to see that there was no option to freeze the urban boundary and that you were essentially forced to choose the least bad option in terms of expansion. I don't recall being given the option to 'opt out' of making a choice but I did leave comments that recommended the urban boundary **not** be expanded and the city should strongly consider various opportunities for infill within the existing boundary.

It also doesn't seem right that the consultation pool for the report was so small (our city has over 540,000 people in it) and this review relates to planning for the next 30 years. And with the pandemic shifting living and working patterns in ways that continue to unfold, who can even say that the data and criteria used to generate the target growth numbers are even valid anymore? Why are we rushing into this? Why are we doing this now, in the midst of a global pandemic? My position is that not nearly enough people were consulted on this very important decision, because internet access is not equitable across the city (my child is in remote school so I see the effects of this every day).

Environmental groups such as Environment Hamilton, 350 Hamilton, and others are bringing attention to the impact the urban expansion will have on transit, affordable housing, the environment, farming and vulnerable communities. Expanding the urban boundary will be a move against the actions the city should be taking in addressing the climate emergency that was declared two years ago now.

As your constituent, I am asking that you vote to FREEZE Hamilton's urban boundary. This action is essential if we have any hope of building a sustainable, climate-resilient, inclusive future for Hamilton!

Thank you for your time.

Elizabeth Seidl

**From:** Lyn Folkes  
**Sent:** March 18, 2021 4:38 PM  
**To:** Paparella, Stephanie <Stephanie.Paparella@hamilton.ca>  
**Subject:** Grids2 & MCR

To Whom It Concerns,

This is a final plea from a resident of Hamilton to ask that the current worsening Climate Crisis be considered FIRST in any decisions made concerning our present and future development in the Hamilton area.

Although I learned about this impending devastation in the late 1980's while attending the University of Waterloo, in general the seriousness of the threats from global warming are largely ignored. We haven't been doing enough to reverse the trend in global GHG emissions for over 30 years since then. Just the idea of developing all of the remaining green space around Hamilton shows extremely poor judgement by our current provincial leaders.

I am worried about my future, the future of my family, and the future of the world. As a scientist, I continue to collect good quality data so that we can monitor and prepare for the negative impacts that the Climate Crisis continues bringing to our population. I hope for changes soon, changes which we have waited far too long to make in our society. I hope the situation we have put ourselves in can be mediated to some extent by new innovative research ideas. In order to do that we need to find new green solutions and stop following traditional patterns, like robots who cannot see the writing on the wall.

Please act responsibly and understand that the citizens of Hamilton do not want their natural green spaces paved over, nor do we want to end up with a lack of good farmland which is necessary to meet our most basic life needs. We don't need more highways and stores, we need clean air, water and soil to survive. And I see that there is no slowing of habitat destruction in Hamilton today - quite the reverse. I fear we are doomed due to those in charge not understanding the gravity of our situation.

The climate crisis will soon overtake any effort we have made to date. Be warned of what our climate holds in the near future. Pay attention to the number of extinctions in today's world and the loss of species in the Hamilton area that will come with continued disregard of the seriousness of the climate crisis. Our current provincial government is steering us in the wrong direction and I will support farther thinking Hamilton leaders in resisting strongly.

Sincerely,  
Lyn Folkes  
Ward 8 Hamilton

On behalf of the Bay Area Climate Change Council, we would like to thank the members of the General Issues Committee for their time and consideration.

The Bay Area Climate Change Council represents a collaborative voice for climate action in the Hamilton-Burlington region. Members of the Council and our implementation teams span the two cities and represent organizations in the municipal, non-profit, education and private sectors, and include citizen representatives.

Buildings and transportation account for 28% of Hamilton’s overall greenhouse gas emissions (GHG). Any land needs assessment (LNA) put forward by the City of Hamilton to determine urban growth needs to account for the impact growth would have on these two sources of emissions.

Much like a fiscal budget, the City of Hamilton is bound by a GHG budget. Meeting our target of 50% emission reductions by 2030 and net zero by 2050 requires that we weigh long term planning decisions through the lens of what we can ‘afford’ to emit.

Through this lens, conservative urban growth with high-efficiency building standards and the provision of transit oriented development is likely the most we can afford to accommodate. **To confirm that projection, we strongly recommend committee members delay their land needs assessment decision until the Community Emissions and Energy Plan confirms the City of Hamilton’s capacity for urban growth from a carbon budget perspective.**

We thank the committee for its efforts to improve Hamilton’s emissions profile so far. The Bay Area Climate Change Council continues to support the region’s transition to a low carbon future.

Sincerely,



**Richard Koroscil**  
Chair, Bay Area Climate Change Council



**Bianca Caramento**  
Manager, Bay Area Climate Change Council

March 18, 2021

To Mayor Eisenberger and Hamilton City councillors. I am writing to you on behalf of the Eco churches of West Hamilton, EcoWHam, to express our concerns over the proposed growth plan.

### **Climate Change**

Notwithstanding nuclear war, our greatest existential threat is climate change. Given that the City has formally declared a Climate Emergency, we are deeply concerned that the urban growth plan will only facilitate sprawl, at a time when urban boundaries should be frozen to protect the Greenbelt, and development intensified within existing boundaries. This is in keeping with the City's stated principle of intensification. Sprawl perpetuates the car culture, increases greenhouse gases, pollution, the potential for flooding, and is unsustainable. Conversely, intensification will support efficient public transit and hasten the shift from private vehicles.

### **Development**

Development should not be market driven, as it leads to inappropriate development and sprawl, with the loss of irreplaceable agricultural land. All possible avenues should be explored to contain development within existing urban boundaries.

### **Greenbelt/Whitebelt**

It is imperative that we maintain current Greenbelt boundaries and incorporate, if at all possible, existing Whitebelt lands as these are often prime agricultural properties which act as a carbon sink and reduce run-off and flooding.

### **Infrastructure**

Sprawl requires expensive new infrastructure. Instead, the priority should be to rehabilitate/replace the city's existing sewer infrastructure, especially as the aging storm/sanitary system is incapable of handling greater stormwater volumes as we experience more frequent "one hundred year" storms.

### **Timelines**

We are puzzled by the Province's thirty year planning timeline and question the rationale for such a timeline. We ask that Hamilton Council approach the Province to suspend the timetable for municipal conformity to the Growth Plan and the Provincial Policy Statement.

### **Public Consultation**

The public should have every opportunity to weigh in on the growth plan. Important as it is, any decision on growth should not be rushed. Given the current situation with COVID, WE ask that adoption of the proposed plan be delayed until the public has had sufficient time to provide input.

(cont'd...)

(cont'd...)

Respectfully,

Wayne Poole, Chair

Eco churches of West Hamilton

(St. Mark's United, St. James Anglican, St. Paul's United, Knox Presbyterian, Westdale United,  
Quaker Meeting House)

To whom it may concern,

We are dealing with unprecedented times the global covid pandemic and all it's frightening affects. It's troubling that this is the time our Council chooses to vote on expanding our urban boundaries. A vote in favour will put forward a chain of environmentally damaging policies that will have detrimental consequences not only for our community but the planet.

The pandemic has demonstrated more than ever the importance of preserving our farm lands, so we can continue to supply our communities and neighbours with locally grown foods. So as not be as depend on trucked in produce, and food source from the U.S. This is good for our community and environment. Our farmers and their farms are precious resources that need to be protected and supported for the betterment of everyone, including the environment. Lowering carbon emissions is a must.

At a time when more people are home and enjoying the outdoors in their communities, we need them to be kept safe, and walker/biker friendly. I as an Ancaster resident I can say this need to improve greatly, traffic jams, speeders, pollution, safety caused by too much vehicular traffic are already alarming. Adding any more vehicles to our roads is not acceptable to me for these reasons.

Our children's safety and future depend on clean air, reliable and local food sources. Protecting our communities protects the planet for all children.

It is important for our elected officials to stand up for the environment and not the self -interest of Developers.

Sincerely,

Rosa Beraldo

Dear Mayor and Councillors,

I am writing to express my concerns about the government's plans to expand our urban limits into our greenspaces and farmlands.

We know the Ford government is taking advantage of the distraction of the pandemic to push forward short-sighted. Agendas. These will result in the loss of protected areas and more sprawl, while a few developers and other citizens profit from these reckless and quickly implemented decisions.

Greenspace is necessary to the health and well being of every community. We need only look at our situation through the winter months to notice that people and communities rely on these spaces. I see more and more walkers, cyclists, joggers and families taking advantage of our green spaces in order to combat the frustration, loneliness and tedium brought on by the pandemic.

The loss of such spaces will be disastrous to the environment as well. It will create an ever increasing dependence on cars, and thus an increase of the deadly emissions we are attempting to contain.

Sprawl will not solve our housing crisis, nor will it assist our aging population, of which I am a member, in accessing essential services and amenities.

Hamilton needs: A FIRM URBAN BOUNDARY  
A PLAN TO ADDRESS THE CLIMATE EMERGENCY  
PROTECTED FARMLAND FOR A RELIABLE FOOD SOURCE  
PROTECTED GREEN SPACES

I am hopeful that our Council will see past the shortsighted, self serving plans of the Ford government and do the right thing for Hamilton's future.

Thank you for your attention to my request. I look forward to a reply and to learning that our council is truly working for the good of our wonderful city.

Margot Olivieri  
Dundas, Ward 13



38 Chelvin Drive  
Georgetown ON L7G 4P9  
haltonhillsclimateaction@gmail.com  
haltonhillsclimateaction.com

16 March 2021

Mayor Fred Eisenberger and members of Council  
Hamilton City Hall  
71 Main St. West  
Hamilton, ON L8P 4Y5

Your Worship and members of Council:

We are in firm support of Councillor Brad Clark's motion asking that the province allow the City to delay its report on a municipal comprehensive review of its Official Plan, until full and fair in-person public consultation becomes possible after the pandemic.

We congratulate the City on declaring a climate emergency. If the climate threat is to be mitigated and carbon emissions reduced, then fresh, creative land use planning is vital. Unchecked urban sprawl must give way to firm urban boundaries, intensification of housing within those boundaries, and preservation of prime agricultural lands and green spaces. Do we expect Peru to feed us when those lands are gone?

We are proud that the Town of Halton Hills aims for net-zero carbon emissions by 2030. We are proud that our town and the Region of Halton both unanimously passed motions similar to the one that Councillor Clark proposes. We hope that the City of Hamilton will do the same.

Yours sincerely,

A handwritten signature in black ink that reads "Janet Duval".

Janet Duval

A handwritten signature in black ink that reads "Jane F. Fogal".

Jane Fogal

Co-leaders, Halton Hills Climate Action

Cc: clerk@hamilton.ca  
brad.clark@hamilton.ca

# A sprawling disaster - Ford's plan for Ontario

According to Halton Hills councillor Jane Fogal, development sprawl will occur if the proposed changes to the Places to Grow Act go unchecked.

BY JANE FOGAL

FEBRUARY 21, 2021

The Ford government, through a rapid fire series of decisions and legislation, has successfully rewritten the rules for municipal planning in a manner that is very favourable to developers and very unfavourable to municipalities trying to build healthy, complete communities and address climate change.

Since 2005, municipalities in Ontario have been obliged to conform to the Places to Grow Act. This Act sought to reign in sprawl by requiring municipalities to meet intensification goals when planning to accommodate growth. Also development on new urban areas, generally farmland, was required to meet higher density targets as well.

The Greenbelt Act was also approved to ensure greenspace and natural areas remain intact to protect the ecological function of the land.

Over the past 15 years, Ontarians also saw enormous investments by Metrolinx in GO Transit and additional funding for municipal transit systems which benefitted from intensification.

The Green Energy Act and Cap and Trade provided incentives for green energy production and funding for transit and energy efficiencies.

The province shifted funding away from new higher order highways. In the case of the GTA West highway, the cancellation came after an expert panel found that transportation goals could be reached through other interventions such as creating subsidized truck lanes on highway 407 or introducing congestion pricing. These alternatives could be achieved in a much shorter timeframe, would cost less and be

more effective, all without the environmental damage or increased greenhouse gas emissions.

## **And then everything changed**

The Conservatives, led by Doug Ford, won the provincial election in June 2018. Although changes to municipal planning and weakening of environmental protections were not part of the Ford election platform, they have become a major focus both before and during the pandemic.

The Cap and Trade system and Green Energy Act were cancelled and green projects under construction were ordered to be dismantled. Incentives for electric vehicles and energy retrofits were cancelled.

## **Reviving the GTA West/Highway 413**

Shortly after taking power, Premier Ford announced the revival of the GTA West 400 series highway (413) with the launch of a fast-tracked environmental assessment. Reviving the 413 was not included in Ford's platform and was a surprise to most people. There was no consideration given to the alternative solutions recommended in the expert panel's report. However, there is no doubt that major landowners along the GTA West corridor will reap benefits as it is normal for land along a 400 series highway to be rezoned for development. Although the construction of the highway alone will have significant negative impacts due to destruction of sensitive environmental areas and farmland, the anticipated adjacent development will do far more harm in the long run. This will result in sprawl along the length of the new highway.

## **Amendment #1 to the Places to Grow Act and the provincial policy statement**

The Places to Grow Act and the Provincial Policy Statement (PPS) work together to help municipalities build complete healthy communities. The Ford government has changed a number of important legislated requirements through the introduction of Amendment #1 and amendments to the PPS.

Changes that will promote sprawl include

- Amendment #1 stipulates minimum population growth goals but removed maximums, meaning that developers can push for greater population increases.
- Density goals have been reduced, meaning there can be more single family dwellings -- ie. sprawl.
- 'Market Demand' was explicitly added as justification for planning the housing mix. Since we know there is a demand for single family dwellings, the developers will argue for it based on the market. Expect more sprawl.
- The planning horizon has been moved out to 2051. This means that today's municipal councils must approve plans to accommodate population growth to 2051. It pushes designating rural land now to provide housing up to 30 years into the future. The net result is that developers who have speculated on future development lands don't have to wait 20 years to get permission to build. They get permission for all of the land required for 30 years of housing development now.
- The deadline for municipalities to approve their 30 year plan is summer 2022, conveniently before the next provincial election. Should Ford lose the election, it doesn't matter. The land will have been approved for development and cancelling approved land has never been done before.
- Public input into planning for the next 30 years is scheduled to happen during the pandemic when it is impossible to hold in-person public meetings or workshops.

## Consequences

We are living in a time when climate change is causing weather related events such as massive destructive hurricanes, frightening wild fires, famine, property damage, floods, massive loss of species, etc. etc.

Due to this emergency cities around the world are working hard at reducing their greenhouse gas emissions by holding the line on sprawl, creating complete healthier communities, reducing car dependence and protecting farmland.

Ontario is moving in the opposite direction, purposely encouraging sprawl, making people more dependent on cars and commuting for hours each day, making transit less effective, building new highways that will encourage more driving, devoting more space to parked cars and less to greenspace for people, paving over ecological areas that support our water resources.

There is only one logical explanation for this massive failure to lead Ontario in a positive healthy direction – greed. Just follow the money. The developers want to make more money and Ford has made it much easier for them to do that.

## What can we do about it?

1. Municipalities should refuse to meet the timetable set out to be compliant with the Places to Grow Act. There is no reason to rush to identify lands that won't be available for 10 more years at a minimum. Planning anything this big should wait until after the pandemic and be after the next provincial election. The people of Ontario deserve an opportunity to understand what is being proposed and an opportunity to say how their communities will grow.
2. Municipalities should refuse to open up their urban boundaries at this time. Although making the boundaries permanently fixed is the best solution, they are always open to review by future councils. Developers won't like that so they will appeal the decision. The appeal process will take months to sort out, by which time the election will have taken place and perhaps sanity will return with a new government.
3. People can lobby their MPPs and tell them that this is not what they voted for. Protests such as we saw regarding the 413 highway actually work. The uproar over Ford telling developers he would open up the Greenbelt for development blew up and he walked that idea back.
4. To address the problem of affordability, which Ford said was the impetus for the planning act changes, municipalities should demand that all subdivision plans include 10 per cent affordable units that will be available for the municipality to purchase. The municipality can then require that these units be built to the highest energy efficiency level. Upon purchase the municipality would rent the affordable units at rates to pay for the carrying costs. The cost of the added energy upgrades would be offset by the reduced energy costs. The net result would be a guaranteed increase in rental properties and increased energy efficiency in the housing stock. It would also contribute to achieving a complete community with a mix of housing types and affordability.

## Conclusion

The priorities of the current government have resulted in fundamental changes to how Ontario evolves. Unfortunately this is out of step with the circumstances and challenges we are facing today. The climate change emergency gets worse by the day and cannot be ignored by any level of government.

The solutions to our problems exist but to use those solutions there must be a will to act in the best interests of all the people. We need the government to change course and do the right things. Incentivizing sprawl and car culture is no longer acceptable.

Now is the time to push back and call for the government to stop enriching developers and start tackling affordable housing, greenhouse gas emissions, the loss of significant wetlands and habitats and the loss of some of the best agricultural lands in Canada.

Addressing: General Issues Committee, March 29, 2021, item 8.1 - Municipal Comprehensive Review, and related issues.

March 25, 2021

Written Delegation

To: Mayor Eisenberger and all Members of Hamilton City Council

Dear Mayor and Members of City Council:

I am writing to ask you to delay all decisions relating to the Land Needs Assessment process and the expansion of the Hamilton city limits to accommodate the expected future expansion of the population of the city, and to reject the recommendations in item 8.1. The delay would afford the time to do a professional, credible, and responsible assessment of all future market demands, and the best available means to meet them. Such an assessment is necessary to fulfill the responsibility of your office and Council toward the present and future citizens of Hamilton and to the future of the City itself.

Briefly, my reasons for a delay are as follows:

1) The projections of the future market demand for new housing in Hamilton are based on a report that appears to use past growth to project future growth. This is an erroneous means of projecting future market demand, as has been well known for several decades. Where it was used in the past it led to flawed decisions, unmet emerging market demands, foreclosed opportunities for development, and to serious waste of taxpayers' funds and of market investments. And erroneous data and decisions have been subject to successful court challenges, and sometimes rejection of underway plans or other costly changes.

I will give but one immediate example of why past growth in demand for real estate cannot be used to project future market demands on which to plan for housing and associated infrastructure and services. The current generation of the province that is now entering adulthood and the more precarious job market is marrying at a significantly later age, and it is having children later in life than previous generations. Their market demand will be for single, and two-member family housing for a significant part of their active lives. This housing demand will not be met by single-family houses on newly urbanized land for families with children. It will require core and urban-center housing on already serviced grey lands. These may be larger condos with outside spaces, townhouses, or low-rise multi-dwellings with ample adult recreational facilities. This is what many developers today are talking about developing and investing in, a process accelerated by the pandemic. Hamilton is already promoting and investing in such housing.

A significant part of planning, infrastructure and servicing expenses funded by the city for future housing must be directed to these market demands. Tax dollars are limited, and existing and ongoing suburban development has already placed high financial burdens on the city for maintaining and servicing suburban areas with city finances. Expanding those areas dramatically will drain city resources from other needs and market demands, as well as further indebt the city.

It is surprising for city planners to present to Council a plan based on data that is erroneous, without at least indicating the inadequacies, and evaluating the consequences of making decisions based on those data. And it would be irresponsible of Council to proceed to discuss such a plan without such

considerations. And irresponsible as well as to use such a plan as a basis for its decisions that will shape the future development and possibilities of the city for decades.

2) Given that the market projections of housing demand presented to and used by the city planners and Council are not up to the best current practice, a serious consultation and review process guided by Council's needs for information and responsible decision-making should be instituted.

The consultation process to date has been mis-informative, and not widely accessible to a broad diversity of affected organizations or interested citizens. The consultation to date compounds and obscures the failures in the processes that have occurred so far. Council needs to take greater control and responsibility for what is happening in this planning process.

The consultation process to date does not serve the city because it does not consider the diverse market options the city needs to develop and to offer to future citizens, and to organizations that will be considering whether to make Hamilton part of their future – both market-based organizations and other potential future employers.

If the full range of interests and needs of Hamilton's citizens and developers is to be considered, it will require at minimum, a meaningful, informed, and appropriately extended time frame for significant public participation and for interested parties involved in all forms of development to be involved in a consultation process. A broadened and properly facilitated consultation can identify for city planners and Council both needs and market demands that have been overlooked in the present data and the planning process to date. It will also acknowledge wider social and environmental concerns.

I strongly urge you Mr. Mayor and Council to extend and develop the consultation, and to make it an effective process that can address the diverse futures of the city, before reaching any decisions about land needs. No single group or interest should be allowed to prevail to the exclusion of other groups, those with other market interests or those with other future contributions to make to the development of Hamilton.

Erroneous data, faulty planning and failed and exclusionary consultation should not be allowed to take the place of responsible action by Mayor and Council.

Sincerely,

[signed]

Harvey A. Feit, PhD, FRSC  
Professor Emeritus of Anthropology  
Hamilton

**Crown  Point**  
**Family Health Centre**

67 KENILWORTH AVE N, LOWER LEVEL  
HAMILTON, ONTARIO L8H 4R6  
TELEPHONE (905) 547-2302  
FASCIMILE (905) 548-9722

DR. MEGHAN DAVIS

22 Mapleside Avenue  
Hamilton ON  
L8P3Y5

March 25<sup>th</sup>, 2021

Dear Mayor and Councillors,

As a resident of Ward 1, a family physician in the Crown Point neighbourhood and a member of CAPE (Canadian Association of Physicians for the Environment), I ask that Hamilton City Council delay consideration of Hamilton's Final Land Needs Assessment and related reports, currently on the March 29 GIC meeting agenda, until in-person meetings are being held again.

I believe it is vitally important that all citizens have an opportunity to be engaged in critical decisions about how and when our city grows. The pandemic has prevented us from participating in time-honoured in-person public engagement processes, including meetings held at multiple locations and different times of day, that are designed to increase civic engagement. In fact, the only public engagement opportunities available to citizens on Grids2 during the pandemic have been two online webinars posted on the Engage Hamilton website.

This is a failure in civic engagement on a subject that affects the future of every citizen.

As a physician, I know that the best way to communicate with my patients is through a discussion that allows questions to be asked and answered in real time, leading to an organic back-and-forth that results in true understanding. This cannot be replicated in a live or, worse, recorded webinar with time constraints that limit questions and discussion among attendees.

Furthermore, many people in both rural and urban parts of our city do not have access to the technology, including high speed internet, or the knowledge and confidence needed to run a Zoom or webex.

In short, online outreach should be considered one tool the city can use for public engagement but it by no means should replace in-person town halls and meetings. As a result, I hope you'll do the right thing and postpone the discussion planned for March 29.

As part of this letter, I would also like to comment on Ontario's revised municipal planning guidelines for a "market-driven" approach to city planning.

As a physician in the Crown Point neighbourhood, I am acutely aware of the health outcomes of people living in poverty in our inner city. Lack of affordable housing, crumbling infrastructure, lack of basic services like sidewalk snow clearing, safe bike lanes for those who don't own a car, and reliable public transit all further marginalize families already living in precarious circumstances. It is widely known that building out more subdivisions is very costly for a city. As such, **I believe the best course of action for the health and wellbeing of our citizens is for Hamilton to freeze the urban boundary and direct new development and spending within the current urban boundary.**

Climate change is another important reason to establish city plans and policies that are led by public health, not market forces. [The Lancet Countdown on Health and Climate Change](#) policy brief for Canada, published in November 2019, states that “climate change is the biggest global health threat of the 21st century and tackling it could be our greatest health opportunity. The health of a child born today will be impacted by climate change at every stage in their life. Without significant intervention, this new era will come to define the health of an entire generation.”<sup>1</sup> If Hamilton's vision is to be the best place to raise a child, climate change cannot be ignored.

Climate change is, in fact, already affecting the health of Canadians, including wildfire-related asthma and population displacement, flood and drought-related deaths and damage, increased severity and duration of pollen seasons, tick-borne diseases, and heat-related illness due to heat waves.

Expanding urban boundaries moves people further from mass transit, requiring more use of automobiles and generating more GHGs and fine particulate air pollution. In 2018, [8400 Canadians died from air pollution](#).<sup>2</sup> We should be making planning decisions that reduce this number, not put more citizens at risk of illness and death from poor air quality.

In her 2017 [Report on the State of Public Health in Canada](#)<sup>3</sup>, Dr. Theresa Tam, Canada's Chief Public Health Officer, says, “Our communities are changing and often expanding through urban sprawl rather than by building compact and ‘complete communities’.” Urban sprawl has been linked to sedentary lifestyles, easy access to unhealthy food, less physical activity and higher rates of obesity. She advocates for the “development of new communities located within urban containment boundaries that support active transportation and physical activity by including higher density and land use mix, a range of housing options and affordability, easy access to recreational facilities and parks and good links to frequent public transit.”

Similarly, a 2017 Heart and Stroke Foundation of Canada position paper, [Community Design, Physical Activity, Heart Disease and Stroke](#)<sup>5</sup>, recommends that municipal governments, community planners and developers work together to “establish urban containment policies to manage the outward growth of cities to promote increased development density and opportunities for active travel.” The most popular forms of active travel include walking and cycling.

In their [“Planning Healthy Communities Fact Sheet Series”](#)<sup>4</sup>, The Canadian Institute of Planners points out that the “lack of physical activity is considered a ‘conveyor belt’ to heart disease, stroke and other chronic conditions, including cardiovascular disease, diabetes and various cancers.” They mention a study of Vancouver residents that found that the walkability index and its components related to land-use mix, residential density and street connectivity were significant predictors of body mass index, a key health indicator.

We need to put people at the center of city planning decisions. Carlos Moreno's [15-minute city](#)<sup>6</sup> framework does just that. Moreno, Paris City Hall's [special envoy for smart cities](#), is regarded as the

key theorist behind the recent resurgence in this new model for urban planning. The concept is to improve quality of life by creating cities where everything a resident needs can be reached within a quarter of an hour by foot or bike. The 15-minute city requires minimal travel among housing, offices, restaurants, stores, parks, educational facilities, hospitals, recreation and cultural venues. The cost to provide a 15-minute city experience in sprawl-oriented development would be astronomical.

To recap, land zoning that discourages urban sprawl makes for strong climate policy and best practice health policy. People who live in walkable neighbourhoods occupy less space, have a higher quality of life, a smaller carbon footprint, drive less and have better health. Urban planning guidelines that put people closer to each other create successful public transit systems, making our society more efficient and more equitable.

In closing, I urge you to delay consideration of GRIDS2 and the Municipal Comprehensive Review until citizens have the opportunity to fully engage in a robust public consultation process. I also ask you to think about the impact of “market-driven” municipal planning on the health of Hamiltonians and the vitality of our city.

Thank you for your consideration,

Meghan Davis

Dr. Meghan Davis

1. [https://storage.googleapis.com/lancet-countdown/2019/11/Lancet-Countdown\\_Policy-brief-for-Canada\\_FINAL.pdf](https://storage.googleapis.com/lancet-countdown/2019/11/Lancet-Countdown_Policy-brief-for-Canada_FINAL.pdf)
2. <https://policybase.cma.ca/documents/PolicyPDF/PD21-01.pdf>
3. <https://www.canada.ca/en/public-health/services/publications/chief-public-health-officer-reports-state-public-health-canada/2017-designing-healthy-living.html>
4. <https://www.cip-icu.ca/Files/Resources/FACTSHEETS-ActiveTransportation-FINALenglish.aspx>
5. <https://www.heartandstroke.ca/-/media/pdf-files/canada/2017-position-statements/community-design-ps-eng.ashx?la=en>
6. <https://www.bbc.com/worklife/article/20201214-how-15-minute-cities-will-change-the-way-we-socialise>

**From:** C.A. Borstad Klassen

**Sent:** March 26, 2021 12:00 PM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** Urban boundary expansion

Dear Mayor and Councillors,

I'm a resident of Ward 2, and I'm writing to you today to urge you not to expand the urban boundary and to pause any long-term land use planning decisions until in-person public consultation can safely take place. Expanding the urban boundary to meet market demand for single-family homes benefits developers, to be sure, and perhaps those few residents left (or coming) who can afford these homes. But in a time where the crisis of the pandemic has laid bare the inequities of the climate crisis and the housing crisis, we must all work in the broadest sense of the public interest, which I trust you all strive to do. The type of housing that would be built on these lands will not solve the affordable housing crisis, but it will irrevocably turn rare land where food can be grown into land where it cannot.

I worry for the future, especially for the world I'm part of building and leaving to my child. Please, for the sake of all Hamiltonians present and future, I urge you to slow this decision-making process down and consider it carefully and with full, in-person public consultation when it is safe to do so with regard to pandemic conditions.

Sincerely,  
C.A. Klassen

-----Original Message-----

From: Wilson

Sent: March 25, 2021 11:16 AM

To: Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>; Thorne, Jason <[Jason.Thorne@hamilton.ca](mailto:Jason.Thorne@hamilton.ca)>

Subject: Re; March 29 Decision on Urban Boundaries

I am writing in regards to the Council meeting being held March 29th in regards to expanding our Urban Boundary.

I watched the video created by Stop Sprawl Hamilton and believe they articulated the dilemma that is facing many communities right now. Our green space and our farmland once built upon will never be regained. Most people now are acutely aware of the impact of human sprawl on our environment, its effect on climate change, and the world we are leaving our children and grandchildren.

To develop urban sprawl in the interests of the economy is short-sighted and disastrous for our future.

I disagree completely with any attempts to expand our Urban Boundary and think we should focus on expansion within the boundaries we have.

We could take direction from the Indigenous communities across Canada, including Caledonia and LandBack Lane. We all need to focus on preserving and maintaining our green spaces, and protecting our water.

Marnie Wilson

Hamilton, ON

**From:** Marsha Sulewski

**Sent:** March 25, 2021 9:04 PM

**To:** VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Wilson, Maureen <[Maureen.Wilson@hamilton.ca](mailto:Maureen.Wilson@hamilton.ca)>; Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>

**Subject:** Urban Sprawl

Dear Arlene, I am a property tax paying citizen in ward 1 and I am concerned about the haste city council may be in to approve urban sprawl throughout Elfrida and I am asking you, the mayor and city councillors to pause the decision making/planning until in person consultations have occurred. Not all citizens are comfortable with webinars and zoom meetings and many citizens have no idea what is happening regarding these important decisions. In person town halls and information sessions are needed so ideas can be exchanged and knowledge gained. I fear the elected leaders of our communities are being irresponsible in making these important decisions during a pandemic.

Urban sprawl is costly, and our tax dollars are needed for our crumbling infrastructure, as this is where people live and work. Population density within our urban boundaries can be increased at a much lower cost than suburban infrastructure needs, such as emergency services, public transportation, schools, roads, utilities, etc.

Regarding climate change, though we all acknowledge as citizens that world's climate is changing, I believe there is a disconnect that people, including citizens of our own communities, believe the climate problems are happening elsewhere and not in our own backyard. As elected leaders you all have an obligation to ensure that integrity of our climate footprint is accurately measured, listen to the science.

I am asking all of you to not accept the motion to move forward with the GRIDS 2/MCR report without further stakeholder, in person consultation.

Thank you,

Marsha Sulewski

**From:** mescanlon mescanlon

**Sent:** March 26, 2021 11:07 AM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>

**Subject:** I support a freeze on urban boundary expansions at this time

Dear Mayor Eisenberger and Members of Council,

I wish to add my voice to those in this community who are opposed to any further deliberation over an urban boundary expansion at this time. It is anti-democratic to take such an important planning decision during a pandemic. I am disappointed that this Council is bolstering the efforts of the Provincial government to silence meaningful community engagement in planning matters.

I am also very concerned that there is no consideration of any option apart from boundary expansion. There seems to be little regard for food security in spite of the struggles this community has faced during the pandemic. I also object to the use of the term "white belt" to describe productive lands that could be used to support the local agricultural sector. The implication of "white belt" is that these lands are in need of a real purpose. This term would be better applied to underused lands already within the urban boundary which could be redeveloped sustainably.

Thirty years ago this municipality was recognized for excellence in planning for a sustainable future. The objectives of Vision 2020 included "support the local agricultural sector" and "protect valuable farmland". It is rather sad to see how far we have wandered from that Vision.

Thank you,

Mary Ellen Scanlon, Hamilton

**From:** nancy cooper  
**Sent:** March 26, 2021 11:33 AM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Written Delegation

Dear Mayor and city council

This is a request for a freeze on the city of Hamilton Urban Boundary plan.

This is a request to prevent planned sprawl and focus instead on accommodating urban growth within existing boundaries. As a city we must instead implement new and innovative ways to build a climate resistant community.

It is imperative to save and prioritize farm land for food security. Inclusive in this we must also preserve and increase green buffer areas for climate and environmental protection.

A focus on improved mass and alternative transit to allow an alternative to dependence on fossil fuel based cars.

We must be brave enough to work towards a sustainable, climate resilient, and inclusive Hamilton.

We must stop the destructive, and short sighted pattern of damage by the current Ford government.

Thank you for your time

Sincerely

Nancy Cooper and Brian Hay

**From:** Nicole Buchanan

**Sent:** March 25, 2021 8:47 PM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Wilson, Maureen <[Maureen.Wilson@hamilton.ca](mailto:Maureen.Wilson@hamilton.ca)>; Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** Urgent letter from Hamilton Physician

Dear Mayor and Councillors,

As a resident of Hamilton and a physician, I urge you to enshrine health into the GRIDS2 municipal comprehensive review. The best course of action for the health and wellbeing of our citizens is for Hamilton to freeze the urban boundary and direct new development and spending into the current urban boundary.

I am acutely aware of the health outcomes of people living in poverty in our inner city. Lack of affordable housing, crumbling infrastructure, lack of basic services like sidewalk snow clearing, safe bike lanes for those who don't own a car, and reliable public transit all further marginalize families already living in precarious circumstances. Building more subdivisions beyond the current City boundaries will further gut the core of our City.

We are in a climate emergency and sprawl would only make it worse. The prestigious medical journal The Lancet has stated that "climate change is the biggest global health threat of the 21st century and tackling it could be our greatest health opportunity"<sup>1</sup> Expanding urban boundaries moves people further from mass transit, requiring more use of cars and generating more greenhouse gas emissions and fine particulate air pollution, which we know kills over 8,000 Canadians annually.<sup>2</sup> We should be making planning decisions that reduce this number, not put more citizens at risk of illness and death from poor air quality.

In her 2017 Report on the State of Public Health in Canada<sup>3</sup>, Dr. Theresa Tam, Canada's Chief Public Health Officer, says, "Our communities are changing and often expanding through urban sprawl rather than by building compact and 'complete communities'." Urban sprawl has been linked to sedentary lifestyles, easy access to unhealthy food, less physical activity and higher rates of obesity. She advocates for the "development of new communities located within urban containment boundaries that support active transportation and physical activity by including higher density and land use mix, a range of housing options and affordability, easy access to recreational facilities and parks and good links to frequent public transit."

Similarly, the Heart and Stroke Foundation of Canada, recommends that municipal governments, community planners and developers work together to "establish urban containment policies to manage the outward growth of cities to promote increased development density and opportunities for active travel."<sup>5</sup> The most popular forms of active travel include walking and cycling.

In their “Planning Healthy Communities Fact Sheet Series”<sup>4</sup>, The Canadian Institute of Planners points out that the “lack of physical activity is considered a ‘conveyor belt’ to heart disease, stroke and other chronic conditions, including cardiovascular disease, diabetes and various cancers.” They mention a study of Vancouver residents that found that the walkability index and its components related to land-use mix, residential density and street connectivity were significant predictors of body mass index, a key health indicator.

We have an enormous opportunity to discourage urban sprawl. Doing so would be one of our best tools for fighting climate change and improving peoples’ health. People who live in walkable neighbourhoods occupy less space, have a higher quality of life, a smaller carbon footprint, drive less and have better health. Urban planning guidelines that put people closer to each other create successful public transit systems, making our society more efficient and more equitable.

Sprawl threatens the health of our community today and generations into the future. I urge you to vote to freeze the urban boundary and direct new development and spending into the current urban boundary.

Thank you for your consideration,

Nicole Buchanan MD  
Resident Doctor, McMaster University

[https://storage.googleapis.com/lancet-countdown/2019/11/Lancet-Countdown\\_Policy-brief-for-Canada\\_FINAL.pdf](https://storage.googleapis.com/lancet-countdown/2019/11/Lancet-Countdown_Policy-brief-for-Canada_FINAL.pdf)

<https://policybase.cma.ca/documents/PolicyPDF/PD21-01.pdf>

<https://www.canada.ca/en/public-health/services/publications/chief-public-health-officer-reports-state-public-health-canada/2017-designing-healthy-living.html>

<https://www.cip-icu.ca/Files/Resources/FACTSHEETS-ActiveTransportation-FINALenglish.aspx>

<https://www.heartandstroke.ca/-/media/pdf-files/canada/2017-position-statements/community-design-ps-eng.ashx?la=en>

<https://www.bbc.com/worklife/article/20201214-how-15-minute-cities-will-change-the-way-we-socialise>

On Mar 17, 2021, at 5:35 PM, North End Neighbours wrote:

Good afternoon,

During a recent community meeting our Environmental Committee raised the issue that was discussed regarding urban boundaries decisions being made by the City.

Our neighborhood association is concerned that after a climate change emergency being declared, these boundaries could be enlarged creating secondary issues and reducing land for agriculture. As everyone is currently living through a pandemic and full open public consultation hasn't taken place, we request that any decision about boundary expansion be delayed or halted - see attached.

Regards

**North End Neighbourhood Association**



North End Neighbourhood Association

March 3, 2021

Motion: Request that Hamilton City Council delay a decision on urban boundary expansion

Mover: Jon Davey

Seconder: Judy Snyder

Whereas the Ontario Government has revised municipal planning guidelines to include population projections to 2051, lowered density targets for new development and enacted a “market-driven” approach to planning for new residential, and whereas the city of Hamilton has declared a climate emergency, NENA is concerned that any expansion of our urban boundaries would increase emissions and permanently lose some of Ontario’s remaining prime local agricultural land.

Being in the midst of a pandemic we’re also concerned that citizens without internet access are being deprived of an ability to participate in the public consultation on this issue.

Therefore we request that Hamilton City Council delay Hamilton’s Official Review Plans (Municipal Comprehensive Review) at your upcoming meeting. The region of Halton voted unanimously to pause their planning on Feb 17 and we believe Hamilton should follow suit.

Yeas: 13

Nays: 0

Abstained: 1

March 3, 2021

**From:** Paul Shaker  
**Sent:** March 26, 2021 11:29 AM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Motion on Lands Needs Assessment

Dear Mayor and Council,

I'm writing to support the proposed motion calling for an extension of consultation on the Lands Needs Assessment and for the inclusion of a third option that demonstrates how our anticipated growth can be accommodated within our existing urban boundary.

It is not an understatement to say that the decision on how we decide to grow today will influence our success as a city for decades to come. By only presenting two sprawl-growth options, we are significantly limiting our opportunities to explore how we can become a prosperous city with sustainable growth, both economically and environmentally. As such, there needs to be a more fulsome set of options to consider for the next 30-years. Having reviewed the planning documents, there appears to be a number of opportunities for growth that are not part of the discussion, but would still create outcomes that would comply with Provincial requirements. The inclusion of a third option that demonstrates how our growth can be accommodated within our existing urban boundary, while complying with Provincial requirements will only strengthen debate around this important decision.

Additionally, the level of engagement to date, as highlighted in the staff report, should be higher for an initiative of this importance. It is not only essential to have more engagement, but this city-wide discussion around the future of Hamilton can be a positive community-building exercise where people from across our region feel they can play a part in building a legacy. City planning at its best brings a community together to have an inspiring conversation about what the future can hold. Hamilton has a deep well of community expertise in a number of areas that should be brought to the table to help articulate different options and alternatives. The discussion around Hamilton growth over the next 30 years can become an example of this type of planning.

I urge you to pass the motion to address these two issues of more growth options and more engagement.

Regards,

**Paul Shaker, MCIP, RPP**  
Principal

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[civicplan.ca](http://civicplan.ca)

**From:** Margaret Kelly  
**Sent:** March 26, 2021 8:44 AM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** pleas stop the sprawl!

Dear Mayor and Council members please stop the sprawl of our city into our rural farm and watershed land.

Act responsibly and morally.

Ward 1 constituent, Margaret Kelly

**From:** Rachel Cook

**Sent:** March 26, 2021 10:28 AM

**To:** Wilson, Maureen <[Maureen.Wilson@hamilton.ca](mailto:Maureen.Wilson@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** Freeze the urban boundary

Hi Maureen and City Clerk,

I'm writing to add my voice to the many others to ask our city council to freeze our urban boundaries. There are countless reasons behind this, but the key ones for me are the need for local agriculture, the need for green space, the high cost of infrastructure to reach the sprawl, and the need for revitalization in the downtown core. Expanding our boundaries seems so short-sighted! Please urge council to not let any other green space or farm land go.

Thank you,  
Rachel Cook

-----Original Message-----

From: Rachelle Sender

Sent: March 25, 2021 9:00 PM

To: [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

Cc: Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>

Subject: Stop urban sprawl

Dear Mayor Eisenberger and City Council:

I am a family physician and a long time resident of Hamilton. I urge the city to freeze Hamilton's urban boundaries until proper consultation can take place, once the pandemic is over. We do NOT need more urban sprawl; it is bad for the health of the planet and of Hamilton's citizens.

Your sincerely,

Rachelle Sender, MD, CCFP, FCFP  
Hamilton

**From:** RICHARD DE JONG

**Sent:** March 25, 2021 8:34 PM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** Upcoming vote on developing farm land/ green land

Please let councillors know that development of green space to expand Hamilton is a bad idea. There is pressure from the provincial government to make changes that will make this development easier. Do not accede to this pressure. Over Developing green space is a bad idea in the long term and these decisions should be made keeping the best interests of Hamiltonians in mind- not the short term interests of developers.

We will back our councilors if they stand up to Our provincial government.

Yours

Richard DeJong

-----Original Message-----

From: Richard MacKinnon

Sent: March 17, 2021 8:07 PM

To: [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

Subject: Sprawl

Councillors

Sprawl is antithetical to climate change. It's a crucial issue that as to be dealt with now. Although the province is clearly in the pockets of developers, you needn't.

Richard MacKinnon

Ward 3

-----Original Message-----

From: Rose Janson

Sent: March 25, 2021 8:29 PM

To: Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>; clerk@hamilton.ca; Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>

Subject: Fwd: ECO-LOCKE ASKS FOR DELAY ON HAMILTON GROWTH PLAN

Dear Mayor and Councilors,

For the last six years, 'Eco-Locke' (Eco Churches of Locke St.), has been raising awareness about environmental issues in our congregations and communities. Eco-Locke represents five Churches: St. Josephs, St. Johns, Melrose United, Blessings Church and the Unitarian Church of Hamilton.

We ask you to delay adopting the proposed growth plan for Hamilton. We need time for good consultation with our members. We need to delay this until after Covid restrictions have passed and citizens can once again assemble and have an active voice in how our city grows.

We should not lock in sprawl for 30 years by adopting the Ford government's "market driven" policy changes.

- We need to preserve precious farmland, as growing populations will need local food.
- We need to focus on affordable housing within the urban boundary, that is not car-dependent
- Our City should not be investing in expensive 'sprawl' infrastructure

At your March 29 meeting, please support the motion to ask for a delay. Hamilton Council should ask the Province to suspend the timetable for municipal conformity to the Growth Plan and the Provincial Policy Statement.

With respect,

Rose Janson  
Contact person for Eco-Locke

I would like to start by first saying hello to my ward councillor Jason Farr.

Secondly, I would like to state that I am writing on behalf of the birds.

When I visited the proposed area of development in Elfrida on Sunday March 21<sup>st</sup>, I observed a variety of bird species: Chickadees, Red-tailed hawks, Goldfinches, House finches, and most notably – Killdeer. I counted a total of 17 Killdeer in the area.

The following is from the Government of Canada website:

“Results from the Breeding Bird Survey suggest that the species has exhibited a large and unabated decrease in abundance since 1970. The Killdeer's use of cultivated or managed habitat exposes it to significant threats. The Committee on the Status of Endangered Wildlife in Canada (COSEWIC) has listed the Killdeer as is a [candidate wildlife species](#) for assessment. This species has been identified as a priority for conservation and/or stewardship in one or more [Bird Conservation Region Strategies](#) in Canada.”

Killdeer are listed as a priority species in the lower great lakes – our region.

Therefore, we need to ensure that our actions do not jeopardize this species even further.

There are three billion fewer birds in North America today than 50 years ago. One of the key threats to birds is habitat loss. I want Hamilton to freeze the urban boundary and build a climate resilient city – and a bird friendly city.

Thank you,

Sara Shwadchuck, Co-chair of Bird Friendly City of Hamilton & Burlington

Hamilton, Ontario

[birdfriendlycityhamburl@gmail.com](mailto:birdfriendlycityhamburl@gmail.com)

**From:** Sukhdeep Dhillon  
**Sent:** March 25, 2021 6:43 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Stop The Sprawl

Dear City of Hamilton Office of the Clerk,

As a resident of Hamilton, I am writing to you to raise concerns about the expansion of the urban boundary of Hamilton. It has come to my attention that the City of Hamilton is looking at expanding its urban boundary into prime agricultural lands. Environmental groups such as Environment Hamilton, 350 Hamilton, and others are bringing attention to the impact the urban expansion will have on transit, affordable housing, the environment, and vulnerable communities.

As your constituent, I am asking that you vote to FREEZE Hamilton's urban boundary. This action is essential if we have any hope of building a sustainable, climate-resilient, inclusive future for Hamilton!

Thank you for your time.

Sincerely,  
Sukhdeep Dhillon

**From:** Subhas Ganguli  
**Sent:** March 25, 2021 10:15 PM  
**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Please don't support urban sprawl

Dear Mayor and Councillors,

**As a resident of Hamilton and a physician**, I urge you to enshrine health into the GRIDS2 municipal comprehensive review. The best course of action for the health and wellbeing of our citizens is for Hamilton to freeze the urban boundary and direct new development and spending into the current urban boundary.

I am acutely aware of the health outcomes of people living in poverty in our inner city. Lack of affordable housing, crumbling infrastructure, lack of basic services like sidewalk snow clearing, safe bike lanes for those who don't own a car, and reliable public transit all further marginalize families already living in precarious circumstances. Building more subdivisions beyond the current City boundaries will further gut the core of our City.

**We are in a climate emergency and sprawl would only make it worse.** The prestigious medical journal The Lancet has stated that "climate change is the biggest global health threat of the 21st century and tackling it could be our greatest health opportunity"<sup>1</sup> Expanding urban boundaries moves people further from mass transit, requiring more use of cars and generating more greenhouse gas emissions and fine particulate air pollution, which we know kills over 8,000 Canadians annually.<sup>2</sup> We should be making planning decisions that reduce this number, not put more citizens at risk of illness and death from poor air quality.

In her 2017 [Report on the State of Public Health in Canada](#)<sup>3</sup>, Dr. Theresa Tam, Canada's Chief Public Health Officer, says, "Our communities are changing and often expanding through urban sprawl rather than by building compact and '[complete communities](#)'." Urban sprawl has been linked to sedentary lifestyles, easy access to unhealthy food, less physical activity and higher rates of obesity. She advocates for the "development of new communities located within urban containment boundaries that support active transportation and physical activity by including higher density and land use mix, a range of housing options and affordability, easy access to recreational facilities and parks and good links to frequent public transit."

Similarly, the Heart and Stroke Foundation of Canada, recommends that municipal governments, community planners and developers work together to "establish urban containment policies to manage the outward growth of cities to promote increased development density and opportunities for active travel."<sup>5</sup> The most popular forms of active travel include walking and cycling.

In their "[Planning Healthy Communities Fact Sheet Series](#)"<sup>4</sup>, The Canadian Institute of Planners points out that the "lack of physical activity is considered a 'conveyor belt' to

heart disease, stroke and other chronic conditions, including cardiovascular disease, diabetes and various cancers.” They mention a study of Vancouver residents that found that the walkability index and its components related to land-use mix, residential density and street connectivity were significant predictors of body mass index, a key health indicator.

**We have an enormous opportunity to discourage urban sprawl.** Doing so would be one of our best tools for fighting climate change and improving peoples’ health. People who live in walkable neighbourhoods occupy less space, have a higher quality of life, a smaller carbon footprint, drive less and have better health. Urban planning guidelines that put people closer to each other create successful public transit systems, making our society more efficient and more equitable.

Sprawl threatens the health of our community today and generations into the future. I urge you to vote to freeze the urban boundary and direct new development and spending into the current urban boundary.

Thank you for your consideration, sincerely,

Subhas Ganguli

Hamilton

1. [https://storage.googleapis.com/lancet-countdown/2019/11/Lancet-Countdown\\_Policy-brief-for-Canada\\_FINAL.pdf](https://storage.googleapis.com/lancet-countdown/2019/11/Lancet-Countdown_Policy-brief-for-Canada_FINAL.pdf)
2. <https://policybase.cma.ca/documents/PolicyPDF/PD21-01.pdf>
3. <https://www.canada.ca/en/public-health/services/publications/chief-public-health-officer-reports-state-public-health-canada/2017-designing-healthy-living.html>
4. <https://www.cip-icu.ca/Files/Resources/FACTSHEETS-ActiveTransportation-FINALenglish.aspx>
5. <https://www.heartandstroke.ca/-/media/pdf-files/canada/2017-position-statements/community-design-ps-eng.ashx?la=en>
6. <https://www.bbc.com/worklife/article/20201214-how-15-minute-cities-will-change-the-way-we-socialise>

----- Forwarded message -----

From: **Sue Yarwood**

Date: Thu, Mar 25, 2021 at 2:49 PM

Subject: Urban Sprawl

To: <[Ward1@hamilton.ca](mailto:Ward1@hamilton.ca)>

I'm extremely concerned about the proposed re-zoning of agricultural land for the purposes of inefficient, environmentally toxic and very costly suburban housing. Council should delay decision making on this vital issue until Covid measures have ceased. The public MUST be able to provide in person delegations and be given extensive opportunities to contribute to the consultations.

Thank you for considering this important matter, Sue Yarwood

( ward 1 resident)

**From:** Susie O'Brien  
**Sent:** March 26, 2021 9:06 AM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Land use legislation

To Mayor Eisenberger and City Councillors,

I am writing to urge you to delay voting on the decision to expand Hamilton City boundaries to allow further discussion. Promoting the conversion of agricultural land to sites for urban development will have devastating, irreversible effects on climate, food security and housing accessibility. The voices of those who will be affected by this decision, including urban and rural residents deserve a chance to be heard in a conversation that has so far been steered by developers who have the ear of government. The consequences of this decision will be far-reaching for the region, for many decades into the future. Please act to support local democracy and the environment and delay a vote on this decision.

Sincerely,

Susie O'Brien, Hamilton

**From:** Aksan, Virginia

**Sent:** March 26, 2021 11:53 AM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>

**Cc:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>; Thorne, Jason <[Jason.Thorne@hamilton.ca](mailto:Jason.Thorne@hamilton.ca)>

**Subject:** Don't let Sprwal Take All

I live in a downtown condo and love it. I also love the outdoors. Everytime I walk in our great parks and conservation areas, I say to myself, what if previous councils had agreed to pave them over? Ermosa Karst is so instructive for that, now completely surrounded by ubiquitous single housing developments and unsightly, on their last legs, big box malls. Please stop letting the developers set the agenda. Please move from the 1950s to the 2020s. Greenbelts, whitebelts. Whatever it takes. There is very little time left to us all to create the liveable and sustainable environment.

Virginia H. Aksan, Professor Emeritus  
Department of History  
McMaster University  
Hamilton, ON  
Canada L8S 4L9  
Excrementum vincit cerebellum

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**Stovel and Associates Inc.**  
*Planners, Agrologists and Environmental Consultants*

February 12, 2021

Hamilton City Hall  
71 Main Street West  
Hamilton, Ontario  
L8P 4Y5

Attention: **Heather Travis**, Senior Project Manager, Policy Planning

**RE: City of Hamilton Official Plan Update**

Dear Ms. Travis:

Stovel and Associates Inc. has been retained by The Greenhorizons Group of Farms Ltd. and Greenhorizons Holdings Inc. ("Greenhorizons"), Willow Valley Holdings Inc. ("Willow") and 1231 Shantz Station Road Inc. ("Shantz") to review the work completed to date in association with the City of Hamilton's Official Plan Update.

Greenhorizons, Willow and Shantz own land that is fronting on Upper James and the easterly Urban Area boundary line (see attachment for title documents and property mapping) and immediately east of the John C. Munro International Airport.

In total, the lands in question comprise approximately 329.94 acres:

1. 8474 English Church Road,
2. 2907 Highway 6,
3. 3065 Upper James Street,
4. 3005 Upper James Street,
5. Con 5 Pt Lot 7 GL GB (Airport Road), and
6. Con 5, Pt Lot 8 GB RP 62R11806 Part 1, Airport Road.

We note that Appendix "H" to Report PED 1701(h) identifies a large blue polygon described as "*Whitebelt Restricted to Employment Only*" on a Figure entitled *Whitebelt Growth Options – City of Hamilton*. My clients' parcels 1-4 inclusive and parcel 6 are wholly contained in this blue polygon. The remaining parcel, (Parcel 5) is mostly contained within the blue polygon with the southernmost portion being mapped as "Whitebelt Outside 28 dB NEF".

It is our opinion that the lands in question are a prime candidate for inclusion within the expansion of the Urban Area boundary and should be designated Employment Lands. The following paragraphs set out our rationale for inclusion:

- **Amazon Fulfillment Centre:** my client's lands are located in very close proximity to the recently approved Amazon Fulfillment Centre. Please find attached photographs from the driveway of parcel 2 that my client took recently. The tower cranes (4 in total) in the background represent the construction zone for the Amazon Fulfillment Centre. It is located immediately across Highway 6; literally a "stone's throw away". The local effects of the development are (and will continue to be) tremendous. Additional employment lands will be needed in this immediate vicinity as the multiplier effect from Amazon will exceed substantially the availability of Employment Land in this immediate area.

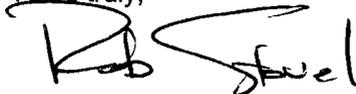
As the City's Economic Development Officer indicated:

*"Hamilton is home to Canada's busiest overnight express cargo airport, the busiest port on the Canadian Great Lakes and one of the lowest rates of traffic congestion in the Greater Toronto/Hamilton Area (GTHA). With Amazon Canada's announcement of their intent to invest in Hamilton, this solidifies Hamilton's position as a Canadian goods movement leader, encapsulates the type of investments targeted for the Airport Employment Growth District and illustrates investor confidence from one of the most recognizable brands and the largest e-commerce company in the world." - Norm Schleeahn, Director, Economic Development, City of Hamilton*

- **Municipal Services**: the availability of existing services in this local area is also a consideration. Currently, it is our understanding that municipal services already exist along the frontage of these properties on Upper James Street, in immediate proximity to four of my client's parcels.
- **Limited Agricultural Use of My Client's Lands**: much of my client's land base has been converted to non-agricultural uses, primarily a golf course and a parking lot/business office, but also non-farm residential parcels. These lands are considered to have a lower agricultural capability than adjacent farmlands and are constrained by the surrounding development for agricultural uses. My client recognizes that the area is in transition, and is prepared to move its existing agricultural type operations to a more suitable rural area to complete the transition. In addition, the potential for impacts on adjacent agricultural operations (i.e. MDS 1 setbacks) have already been addressed through the approval of the golf course.

This letter constitutes our request for the lands to be included in the proposed Urban Area expansion of the City of Hamilton and designated Employment Lands. We look forward to participating in discussions with the City and their planning staff/consultant in regards to the Official Plan update. Please do not hesitate to contact me should you have any questions.

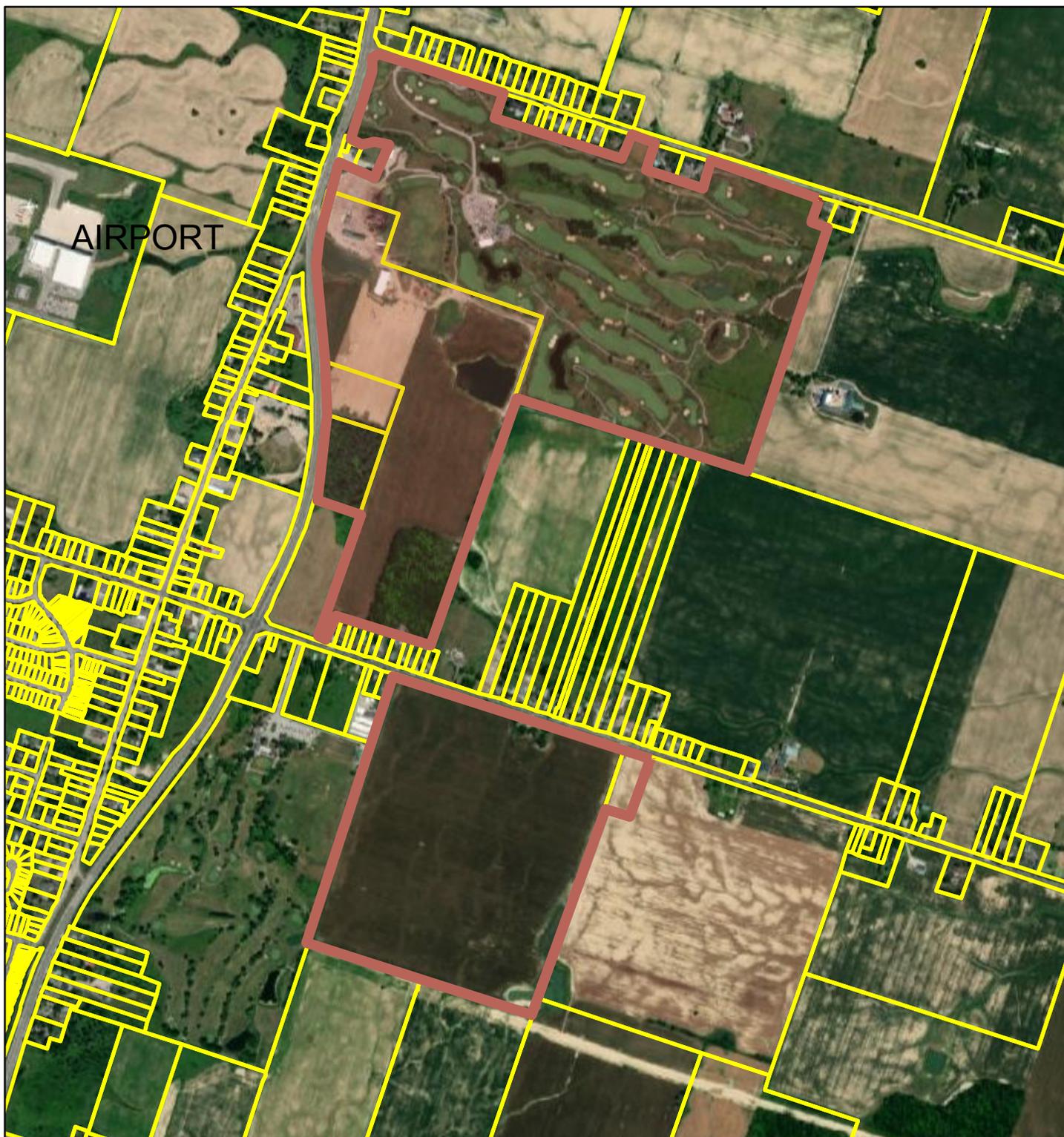
Yours truly,



Robert P. Stovel, M.Sc., M.C.I.P., R.P.P., P.Ag.

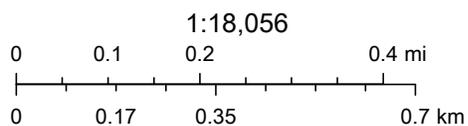
cc. Clerks Department, City of Hamilton  
Steve Schiedel, Greenhorizons Holdings Inc., Willow Valley Holdings Inc., 1231 Shantz Station Rd Inc.  
Jeff Wilker, Thomson, Rogers Lawyers

# ArcGIS Web Map



2/11/2021, 2:49:12 PM

-  Override 1 SUBJECT LANDS
-  Override 1
-  NPCA Member Municipalities
-  Assessment Parcels



USDA FSA, GeoEye, Maxar





**From:** Susan Wortman  
**Sent:** March 13, 2021 7:26 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Biodiversity Action Plan

To all Hamilton Councillors,

I understand that on April 7th, staff will present a Biodiversity Action Plan Framework to the General Issues Committee. I am writing to let you know that I support a Biodiversity Action Plan for Hamilton. Along with the Climate Crisis, we are in a global biodiversity crisis worldwide, and Hamilton is no exception. The federal government responded by setting biodiversity goals and targets that were to be achieved by the end of 2020. One of those targets is for municipalities to include biodiversity considerations into their planning practices.

The City of Hamilton has implemented some policies that support urban biodiversity, however, we are no where near where we need to be.

Not only does nature have its own intrinsic value, but it provides critical eco-systems services to humans, such as filtering air and water, safeguarding against flooding and drought--green infrastructure supporting gray infrastructure, providing nature based solutions to the climate crisis.

I urge you to be champions for biodiversity protection, enhancement and restoration and to vote on our behalf for a healthy city.

Thank you, Susan Wortman

**From:** Mark Andrew Cachia <[mark.cachia@medportal.ca](mailto:mark.cachia@medportal.ca)>

**Sent:** March 25, 2021 11:09 AM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Wilson, Maureen <[Maureen.Wilson@hamilton.ca](mailto:Maureen.Wilson@hamilton.ca)>; Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** Protecting the Future Health of Hamilton Residents

Dear Mayor and Councillors,

As a resident of Hamilton and a physician, I urge you to enshrine health into the GRIDS2 municipal comprehensive review. **The best course of action for the health and wellbeing of our citizens is for Hamilton to freeze the urban boundary and direct new development and spending into the current urban boundary.**

I am acutely aware of the health outcomes of people living in poverty in our inner city. Lack of affordable housing, crumbling infrastructure, lack of basic services like sidewalk snow clearing, safe bike lanes for those who don't own a car, and reliable public transit all further marginalize families already living in precarious circumstances. **Building more subdivisions beyond the current City boundaries will further gut the core of our City.**

We are in a climate emergency and sprawl would only make it worse. The prestigious medical journal The Lancet has stated that "climate change is the biggest global health threat of the 21st century and tackling it could be our greatest health opportunity"<sup>1</sup> Expanding urban boundaries moves people further from mass transit, requiring more use of cars and generating more greenhouse gas emissions and fine particulate air pollution, which we know **kills over 8,000 Canadians annually**.<sup>2</sup> We should be making planning decisions that reduce this number, not put more citizens at risk of illness and death from poor air quality.

In her 2017 Report on the State of Public Health in Canada<sup>3</sup>, Dr. Theresa Tam, Canada's Chief Public Health Officer, says, "Our communities are changing and often expanding through urban sprawl rather than by building compact and 'complete communities'." **Urban sprawl has been linked to sedentary lifestyles, easy access to unhealthy food, less physical activity and higher rates of obesity.** She advocates for the "development of new communities located within urban containment boundaries that support active transportation and physical activity by including higher density and land use mix, a range of housing options and affordability, easy access to recreational facilities and parks and good links to frequent public transit."

Similarly, the Heart and Stroke Foundation of Canada, recommends that municipal governments, community planners and developers work together to "establish urban containment policies to manage the outward growth of cities to promote increased development density and opportunities for active travel."<sup>5</sup> The most popular forms of active travel include walking and cycling.

In their “[Planning Healthy Communities Fact Sheet Series](#)”, The Canadian Institute of Planners points out that the “lack of physical activity is considered a ‘conveyor belt’ to heart disease, stroke and other chronic conditions, including cardiovascular disease, diabetes and various cancers.” They mention a study of Vancouver residents that found that the walkability index and its components related to land-use mix, residential density and street connectivity were significant predictors of body mass index, a key health indicator.

We have an enormous opportunity to discourage urban sprawl. Doing so would be one of our best tools for fighting climate change and improving peoples’ health. People who live in walkable neighbourhoods occupy less space, have a higher quality of life, a smaller carbon footprint, drive less and have better health. Urban planning guidelines that put people closer to each other create successful public transit systems, making our society more efficient and more equitable.

Sprawl threatens the health of our community today and generations into the future. I urge you to vote to freeze the urban boundary and direct new development and spending into the current urban boundary.

Thank you for your consideration,

Mark A. Cachia, MD

McMaster University  
David Braley Health Sciences Centre Department of HEI - Public Health & Preventive Medicine

100 Main St W  
Hamilton, ON  
L8P 1H6

1. [https://storage.googleapis.com/lancet-countdown/2019/11/Lancet-Countdown\\_Policy-brief-for-Canada\\_FINAL.pdf](https://storage.googleapis.com/lancet-countdown/2019/11/Lancet-Countdown_Policy-brief-for-Canada_FINAL.pdf)
2. <https://policybase.cma.ca/documents/PolicyPDF/PD21-01.pdf>
3. <https://www.canada.ca/en/public-health/services/publications/chief-public-health-officer-reports-state-public-health-canada/2017-designing-healthy-living.html>
4. <https://www.cip-icu.ca/Files/Resources/FACTSHEETS-ActiveTransportation-FINALenglish.aspx>
5. <https://www.heartandstroke.ca/-/media/pdf-files/canada/2017-position-statements/community-design-ps-eng.ashx?la=en>
6. <https://www.bbc.com/worklife/article/20201214-how-15-minute-cities-will-change-the-way-we-socialise>

--

Mark A. Cachia, MD (He/Him)  
PGY-1 Public Health & Preventive Medicine  
McMaster University



January 29, 2020

GSAI File: 709-014

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

**Attention:** Ms. Stephanie Paparella,  
Legislative Coordinator

**RE: GRIDS 2 / Municipal Comprehensive Review – Land Needs Assessment  
and Technical Background Report (PED17010(h) (City wide)  
City of Hamilton**

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Glen Schnarr & Associates Inc. (GSAI) represents Hamilton Country Properties Ltd., who own land within the Elfrida area that is generally located at the northwest corner of Hendershot Road and Golf Club Road (see attached key map). We have been actively monitoring the City of Hamilton's GRIDS 2 and Municipal Comprehensive Review. Recently, our office participated in the Virtual Information Meeting on the draft Land Needs Assessment on January 18<sup>th</sup> and 20<sup>th</sup>, 2021. Our clients have reviewed the above noted Land Needs Assessment, which was considered at the General Issues Committee on December 14<sup>th</sup>, 2020. As such, we are providing our comments in support of Staff's findings thus far through this process; being that the draft Lands Needs Assessment confirms the City needs to support intensification and responsible urban boundary expansion to meet its 2051 population and growth projections. We would like to express our support of the land needs scenarios, *Growth Plan Minimum* (50% intensification) and *Increased Targets* (55% intensification), as both scenarios represent reasonable growth targets that are in keeping with the Province's market-based approach for land use planning.

At the December 14, 2020 General Issues Committee meeting, both Committee members and others expressed concerns that urban expansion into the Elfrida area will result in the removal of prime agricultural land. In response, we would like to provide commentary on these concerns. The Staff Report states that a majority of Rural Hamilton is located within the Greenbelt Plan. The Greenbelt Plan area permits agricultural uses.

10 KINGSBRIDGE GARDEN CIRCLE  
SUITE 700  
MISSISSAUGA, ONTARIO  
L5R 3K6  
TEL (905) 568-8888  
FAX (905) 568-8894  
www.gsai.ca



**GLEN SCHNARR & ASSOCIATES INC.**  
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

Whitebelt lands are those lands located within Rural Hamilton but are not included in the Greenbelt Plan area. While Whitebelt lands are currently characterized by rural and agricultural land uses, they are not subject to the same policy framework as ‘prime agricultural lands’ designated in Provincial policy. The draft Land Needs Assessment has identified that most or all of the City’s ‘Community Area whitebelt lands’ will be required for future growth to the year 2051.

The expansion of a settlement boundary area to accommodate provincially mandated growth is permitted by the Provincial Policy Statement (as referenced in *Section 1.1.3.8*), so long as it is warranted. Through the GRIDS 2 and MCR processes, the City of Hamilton is fulfilling their responsibility and obligation in determining if an urban boundary expansion is warranted to meet provincial growth projections.

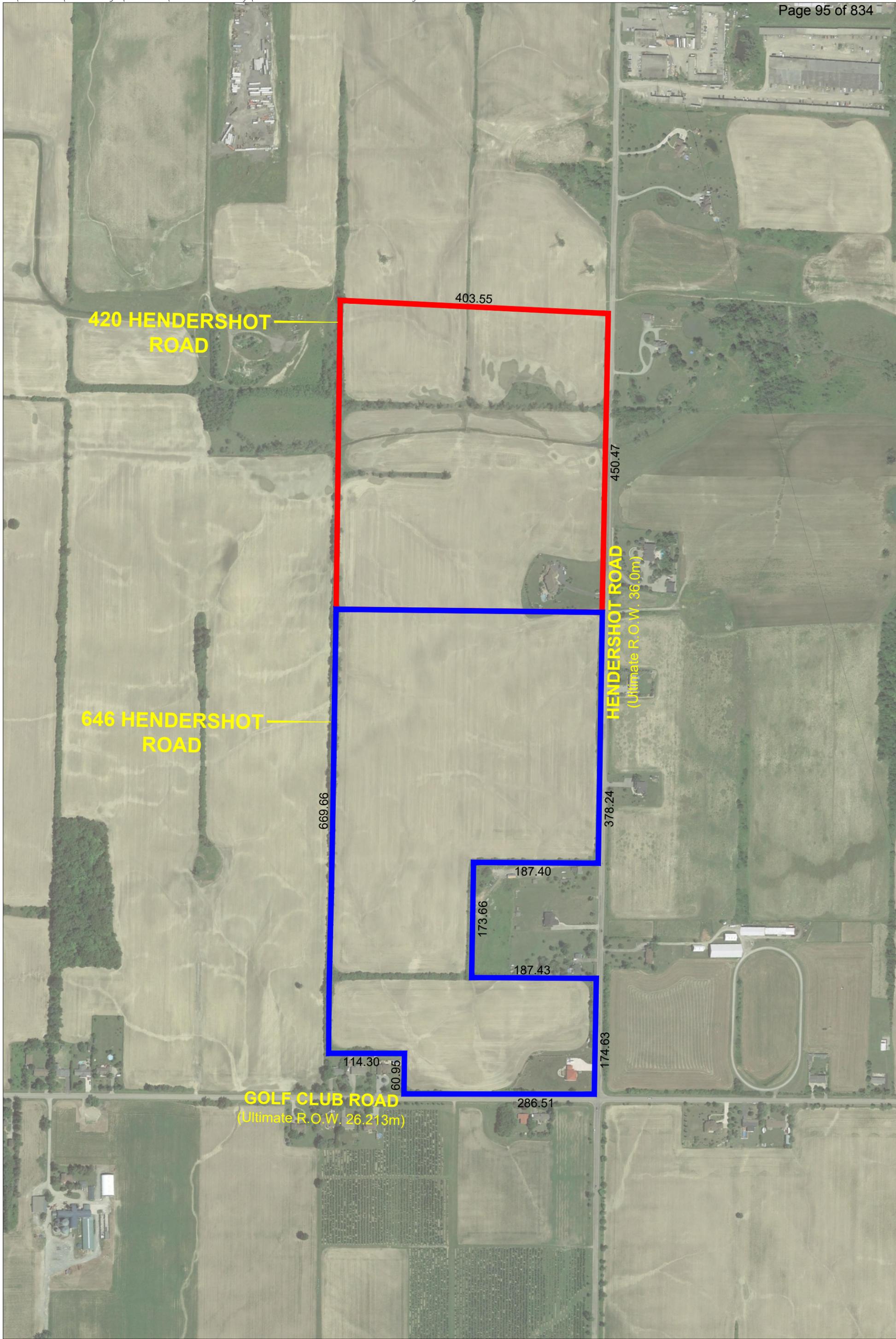
It is understood that urban expansion to include the Elfrida area has been long debated. Through the GRIDS 1 process (2006), the City identified Elfrida as Hamilton’s next urban boundary expansion area to accommodate growth to 2031, coupled with intensification of the downtown and built-up areas. Furthermore, in 2017 and 2018, the City held public consultation and community meetings on the “Elfrida Growth Area Study” seeking public input on ‘visioning and design’ and community structure scenarios for Elfrida. Through GRIDS 2, Elfrida continues to be studied and is identified as a strategic growth option that is necessary to meet the City’s population and employment projections. Contrary to other submissions made to the Committee, it is our opinion that the Elfrida area continues to remain a logical and viable option to expand the City’s urban boundary to accommodate growth and development.

Our office will continue to monitor the City’s GRIS 2 and MCR process. Please provide notification of a public meeting and staff report regarding this matter. Please contact the undersigned should you have any questions.

Yours very truly,

**GLEN SCHNARR & ASSOCIATES INC.**

Colin Chung, MCIP, RPP  
Partner



# AERIAL CONTEXT PLAN

420 & 646 HENDERSHOT ROAD,  
CITY OF HAMILTON,  
REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH



SCALE 1:5000  
JANUARY 27, 2021



-----Original Message-----

From: Rose Janson

Sent: March 25, 2021 8:29 PM

To: Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>; clerk@hamilton.ca; Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>

Subject: Fwd: ECO-LOCKE ASKS FOR DELAY ON HAMILTON GROWTH PLAN

Dear Mayor and Councilors,

For the last six years, 'Eco-Locke' (Eco Churches of Locke St.), has been raising awareness about environmental issues in our congregations and communities. Eco-Locke represents five Churches: St. Josephs, St. Johns, Melrose United, Blessings Church and the Unitarian Church of Hamilton.

We ask you to delay adopting the proposed growth plan for Hamilton. We need time for good consultation with our members. We need to delay this until after Covid restrictions have passed and citizens can once again assemble and have an active voice in how our city grows.

We should not lock in sprawl for 30 years by adopting the Ford government's "market driven" policy changes.

- We need to preserve precious farmland, as growing populations will need local food.
- We need to focus on affordable housing within the urban boundary, that is not car-dependent
- Our City should not be investing in expensive 'sprawl' infrastructure

At your March 29 meeting, please support the motion to ask for a delay. Hamilton Council should ask the Province to suspend the timetable for municipal conformity to the Growth Plan and the Provincial Policy Statement.

With respect,

Rose Janson  
Contact person for Eco-Locke

**From:** Sarah Hopen

**Sent:** March 26, 2021 11:40 AM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** written delegation - general issues committee meeting March 29th

Good morning,

I would like to submit my written delegation in advance of the March 29th special session of the General Issues Committee focused on the Growth Related Integrated Development Strategy (GRIDS2).

As a citizen of Hamilton deeply concerned about the effects of climate change on the future of our city, I would like to ask that the committee consider two actions:

**1.) Pause the review and approval** of the GRIDS2 until such a time as this topic can be discussed and considered in person. The implications of the city planning strategy will affect future generations. Pushing this incredibly important planning tool through at this time is inappropriate and ill considered.

**2.) Revisit this strategy** with a clear articulated, vision of climate change mitigation. Strong urban boundaries, public transportation, innovative waste and rainwater management, mixed use and high density growth, public green spaces, and public energy projects are among the current tools that Hamilton could bake into its planning.

The City of Hamilton declared a climate emergency.

Our urban planning strategy for the next 30 years should reflect that bold step.

Thank you,

Sarah Hopen

Lynden, ON

**From:** Stuart Campbell  
**Sent:** March 26, 2021 11:23 AM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Freeze Urban Boundary

Hello,

I am writing to express my concern for the expansion of the Hamilton Urban Boundary. I do not believe this is consistent with the recent declaration of a Climate Emergency by the Hamilton City Council. There are many alternatives to address housing issues (i.e. infilling, higher density urban housing, laneway suits).

As a long time member of the Hamilton community, this concept does **not** have my support.

Regards,

Stuart

**From:** Natalie Lazier < >

**Sent:** March 26, 2021 11:03 AM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** Written delegation for General Issue Meeting March 29 (GRIDS2)

Hello City Clerk

Hope this email finds you well. Please see my written delegation for the General Issues Committee Meeting coming up Monday March 29, 2021.

I am a member of Ward 3 with elected representative Cllr Nrinder Mann.

The written delegation is attached.

Thank you

**From:** Norman Newbery <  
**Sent:** March 25, 2021 7:12 PM  
**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>  
**Cc:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Submission to Council Meeting, Mar 29 re: Changes to Zoning until 2050

Dear Mayor Fred Eisenberger and Members of Council,

I write with concern about changes to the proposed growth plan for Hamilton which will be in force for the next 30 years. It is absolutely essential that we move forward with plans for growth that are sustainable not only in terms of the costs of maintenance but also in terms addressing the issues resulting from the impacts of suburban lifestyles on the health of its citizens and the entire world. Earlier today, The Canadian Association of Physicians for the Environment (CAPE) issued a press release applauding the Supreme Court of Canada's ruling in favour of the constitutionality of a federal carbon price.

They state that "as physicians, their expectation is that governments at all levels will do everything they can to address the climate crisis. Carbon pricing is recognized by over 3,500 economists and 27 Nobel Prize winners as the single most effective tool to manage the climate emergency". Carbon pricing protects our health. The Lancet, the world's top medical journal, calls carbon pricing the best single treatment for climate change. It decreases greenhouse gas emissions and air pollution, saving lives and healthcare dollars. "Climate inaction kills, and climate action is good for health.

We need to look at our Zoning, Planning and actions through a climate lens. Our past models of suburban lifestyles that are car based; carbon intensive; inefficient and unaffordable are well documented as major contributors to climate change; poor air quality and unhealthy lifestyles.

A major concern for me is that we are still building most homes according to 1960's energy standards. These homes are out of date even before they are occupied. The Passif Haus (Passive Home Standard) has demonstrated how buildings can be built using up to 90% less energy). We need to consider if as a progressive city we can mandate builders to provide a carbon budget much like happens when we buy a new car or a refrigerator. Inefficient oversized homes might make big profits for builders but they are the worst thing for the environment. We can also expect that millennials will reject these white elephants once their energy characteristics are made available.

Carbon pricing protects our health. The Lancet, the world's top medical journal, calls carbon pricing the best single treatment for climate change. It decreases greenhouse gas emissions and air pollution, saving lives and healthcare dollars. "Climate inaction kills, and climate action is good for health".

We ask you to delay adopting the proposed growth plan for Hamilton. We need time to more carefully examine our options for development including careful consideration of how we can accommodate greater intensification in our present built up areas to meet the total need for the next 30 years.

At the March 29 meeting, please support the motion introduced by Councilor Brad Clark and seconded by Brenda Johnson to ask for a delay. Hamilton Council should ask the Province to suspend the timetable for municipal conformity to the Growth Plan and the Provincial Policy Statement until after Covid restrictions have passed and citizens can once again assemble and have an active voice in how our city grows.

Your respectfully,  
  
Norman Newbery,

**From:** Aline Brown <  
**Sent:** March 25, 2021 11:57 AM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Motion on Delay of Replacing Farmland

Dear Mayor and Council:

I sincerely hope you will reconsider the motion on the changes to land use which would result in farm use being changed to residential use until 'in-person' public hearings can be safely scheduled.

Thank You

Adeline H Brown

**From:** Agnes Bongers <  
**Sent:** March 25, 2021 9:43 PM  
**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); VanderBeek, Arlene  
<[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>  
**Subject:** Please stop Urban Sprawl

Dear Arlene

I live in Ward 13, where I own a home and pay property taxes. I am writing to express my concern about the haste city council may be in to approve urban sprawl throughout Elfrida.

I am asking you, the mayor and city councillors to pause the decision making/planning until in person consultations have occurred. Not all citizens are comfortable with webinars and zoom meetings and many citizens have no idea what is happening regarding these important decisions. In person town halls and information sessions are needed so ideas can be exchanged and knowledge gained. These are important decisions that need to be decided with due process, not in this manner during a pandemic.

There are more effective use of our resources and ways to support the growth of our cities. Urban sprawl is costly, and our tax dollars are needed for our crumbling infrastructure, as this is where people live and work. Population density within our urban boundaries can be increased at a much lower cost than suburban infrastructure needs, such as emergency services, public transportation, schools, roads, utilities, etc.

As elected leaders you also have a obligation to ensure that integrity of our climate footprint is accurately measured, listening to the science. A move to increase urban sprawl into precious lands, and to ignore the needed infrastructures of housing, and means for walkability, public transportation and cycling within the city does not address both the needs of our citizens and the impact on climate.

I am asking all of you to **not accept** the motion to move forward with the GRIDS 2/MCR report without further stakeholder, in person consultation.

Sincerely,  
Agnes Bongers

**From:** Anka Cassar <  
**Sent:** March 24, 2021 8:10 AM  
**To:** Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>  
**Cc:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Thorne, Jason <[Jason.Thorne@hamilton.ca](mailto:Jason.Thorne@hamilton.ca)>  
**Subject:** Delay the City's Growth Plan

Dear Councillor Lloyd Ferguson,

As a Ward 12 Constituent, I am writing to you to ask you and your fellow councillors to consider delaying the city's growth plans and follow similar actions taken by Halton Region. I am requesting that Hamilton City Council delay the Official Review Plans (MCR) at your upcoming meeting and I feel that Hamilton needs to freeze the urban boundary and prevent any more sprawl. More residents need to be aware of the plans to expand our boundaries but the pandemic has been the focus of citizens for the past year. Citizens need to be included in the decision making and they need to be informed. I have not heard or read one single mention of this on any news site and just recently learned about this after stumbling upon it on Facebook. I am sure there are many more residents in my community that feel the same way that I do but are unaware of what the city's plans are. Wait until after Covid has passed so that in person consultations can occur to ensure that the community has a chance to truly be involved and have a chance to share their voice. When I drive down Garner Rd in Ancaster I am personally disheartened every time I see farmland that is up for sale for development knowing that this will be built up soon with more homes and businesses. My heart sinks thinking about all of the farmland and natural areas in my community that will be paved over and destroyed. What will happen to our local farmers and local food, There is so much research out there that outlines the numerous negative impacts that come with suburban sprawl and this is counterintuitive considering Hamilton has declared a climate emergency. I want my children to be left with a community that is environmentally friendly and provides them with local food, green spaces, natural areas, clean air and one that is not dependent on fossil fuels.

Thank you,

Anka Cassar

-----Original Message-----

From: Barb Allen <

Sent: March 25, 2021 10:01 AM

Subject: [\*\*\*POSSIBLE SPAM]NO expansion of current urban boundary!

Hello,

How wonderful it would be to see Hamilton grow WITHIN its present city limits. 🍷

Barb Allen

Ward 2

## **BIRD FRIENDLY CITIES**

Hamilton/Burlington Team 2021

### **Statement to Hamilton General Issues committee on March 29, 2021**

The Bird Friendly City Hamilton/Burlington Bird Team opposes this development on the grounds of irretrievable habitat loss. Our team partners with Environment Hamilton, Conservation Halton, Hobbitstee Wildlife Refuge, Burlington Green, Ontariogreen, Trumpeter Swan Coalition, and the Hamilton Aviary and is supported by the Hamilton Naturalists' Club.

The fields, streams and woodlots of Elfrida host a significant population of resident and breeding birds and support a large number of migratory bird species on their journey from Central and South America to the boreal forest and tundra. The welfare of many of these species is of critical concern.

Habitat loss is listed by the Birds Canada organization as one of the five key threats to healthy bird populations. It's scientifically proven that a healthy bird population is essential to biodiversity.

On March 29, a Biodiversity Action Plan will be presented to this General Issues committee. We hope that this plan will be adopted. However, the loss of the Elfrida lands to a development that is the antithesis of current and progressive urban planning will detract greatly from any effort to protect and increase badly needed biodiversity in our region.

Scores of bird species use the Elfrida lands and these include year-round residents, breeding birds, winter residents and migrants.

In the past week, American Kestrels have returned to the Elfrida lands to breed. These small falcons are a **Priority** species, which controls rodent populations. They have experienced a **large decrease** in population since 1970. This decrease is primarily due to loss of habitat. This species will no longer breed on the Elfrida lands if the proposed development is approved.

Killdeer, a plover that has adapted to agricultural lands, is also a **Priority** species and has suffered a **large decrease** in population. The Elfrida lands host a significant population of breeding Killdeer, which will also lose their vital habitat.

Winter visitors to the area include other **Priority** species such as Snow Bunting and Snowy Owl. These species have also suffered **large decreases** in their numbers.

If this proposed development is approved, many bird species will still attempt to migrate through the area. They will be subject to other key threats, specifically deadly collisions with windows and predation by outdoor, roaming cats. These two threats combine for hundreds of millions of bird deaths annually in North America.

We thank the committee members for their time and attention and repeat our objection to the development of the Elfrida lands. Hamilton will only be a Green city when it is a bird friendly city.

**From:** Bianca Beraldo

**Sent:** March 25, 2021 9:32 AM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** FREEZE HAMILTON'S URBAN BOUNDARY

Dear City of Hamilton and Lloyd Ferguson, I am your Ward 12 constituent.

I won't bore you with a long winding letter, but I will ask you this:

Do you even care about the future of our children, or grandchildren?

This system is so unbelievably corrupt that I am truly disgusted.

Why would you allow developers to re-zone and build on prime agricultural land that the entire province of Ontario will need by 2050? We live in a time when Climate Change is the biggest concern all around the world, and even our own councilors are doing absolutely nothing to stop it.

I urge you to watch this short video and carefully consider your moral and ethical standards in the vote on March 29th.

[https://www.youtube.com/watch?app=desktop&v=WZQZOi2c8v4&fbclid=IwAR0coGJ42YrnPF1epn7zrgtIET\\_L4rGrCYThbekf\\_n\\_yhcpvcqb4VMULdU4](https://www.youtube.com/watch?app=desktop&v=WZQZOi2c8v4&fbclid=IwAR0coGJ42YrnPF1epn7zrgtIET_L4rGrCYThbekf_n_yhcpvcqb4VMULdU4)

What side of history do you want to be on?

PLEASE FREEZE Hamilton's urban boundary. This action is essential if we have any hope of building a sustainable, climate-resilient, inclusive future for Hamilton!

What is so wrong with gentle density like 3 to 6 storey residential buildings along major arterials like Upper James or along an east-west LRT system, and greyfield redevelopment (like transforming Eastgate Square - the eastern terminus of the proposed LRT route - into a high density residential/commercial complex)... Why does it have to be on prime agricultural land?

All of the above outcomes will ultimately help to create a city that is capable of accommodating growth in a manner that is far more sustainable, climate resilient and inclusive than the sprawling, car-dependent, high carbon output alternative.

-Firm boundaries combined with good municipal policy can also work to increase the availability of more affordable housing options in the city - a critical goal to achieve right now with so many people struggling to find affordable places to live in our city.

**What is at stake right now?**

Despite the call from the community, and despite the **CLIMATE EMERGENCY** declaration, city planning staff and consultants did not offer a 'no boundary expansion' option for the public to consider; we are in danger of losing huge tracts of prime agricultural land to urban expansion.

The final staff recommendation regarding the LNA will go to Planning Committee and Council in March of this year.

Meanwhile, we know from the Intergovernmental Panel on Climate Change (IPCC) that **climate action needs to be swift and significant over the next decade if we have any hope of averting extreme climate impacts. This is why Environment Hamilton is calling for Hamilton City Council to FREEZE Hamilton's urban boundary.**

**I urge you to listen to your people.**

**Regards,  
Bianca Beraldo**

**From:** brenda ginn <>  
**Sent:** March 24, 2021 10:13 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Act Now to Stop Climate-Destroying Sprawl in Hamilton  
**Importance:** High

Dear Mayor Eisenberger and City Council Representatives:  
Hamilton is currently pursuing expanding into the vulnerable and MASSIVELY important section of the Greenbelt that is Elfrida, in order to build more low-density housing.

I am writing to inform you directly that I am opposed. While we need more housing for current and future Hamiltonians, expansion is *not* the answer.

Hamilton's Chapter of [350.org](http://350.org) writes:

"Stop the rush *at least* until in-person public consultation can take place. A motion calling for delay will be considered at the *Monday, March 29* meeting where the agenda includes a recommendation to dramatically expand the urban area onto foodlands to make way for more low-density housing.

**The growth plans for the next THIRTY years are being determined now in the middle of the pandemic when appropriate public consultation and engagement is impossible.**

Rural residents without adequate internet are excluded. Low-income residents who can't afford computers and/or internet access are excluded. Those uncomfortable with or unfamiliar with Zoom-type technology are excluded.

**Low-density urban sprawl worsens the climate emergency in multiple ways.**

It increases car dependency. It replaces rural carbon sinks with urban carbon sources. It replaces vegetated areas with pavement and buildings. It overuses land, making the city more spread out and increasing distances travelled. It is impossible to efficiently service with transit. It increases the urban heat island effect. It increases stormwater runoff and consequent flooding. It requires millions of dollars in new roads, pipes and other infrastructure that consume already very scarce city finances.

Of course it reduces food security by permanently eliminating more foodlands. Its car dependency excludes affordable housing and lower income residents thus further ghettoizing residents. It also degrades wildlife habitat and makes ecological restoration more difficult."

The answer is not in expansion but retooling. Many other cities around the world, like Singapore, have done this well and efficiently.

Thank you for your consideration.

Sincerely,

Brenda Ginn

**From:** B <>  
**Sent:** March 24, 2021 8:50 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Sprawl

Please be advised that I join the voices of those opposing continued urban sprawl in Hamilton. Urban sprawl will be the death of us all in the face of the climate change crisis.

Bruce R. Allen  
Paralegal

## **Written Delegation to the General Issues Committee Meeting, Monday March 29, 2021**

Completed by Carolanne Forster and Duncan Forster  
Residents of the Municipality of Hamilton

Good Morning/Afternoon Chairperson and Members of the Planning Committee. Thank you for this opportunity to write to this Committee today.

We are responding to the City of Hamilton's Urban Growth Management Plan and the possible expansion of the present urban boundary as one option contained in the draft **Land Needs Assessment (LNA)** document.

We take serious issue with the kind of decision making taking place at this time during the second and third waves of a **pandemic** which has forced Hamiltonians into isolation for the past full year and continues forward. The City's proposed 'Public Engagement' timeline for January, February and March 2021, has occurred during a Public Health mandated lockdown. The public, as a key stakeholder is preoccupied and less likely to engage in these vital planning issues.

Given this, we respectfully request this process is **delayed** until the pandemic is declared over. We list the following key issues the public may not be fully educated about or broadly aware of with respect to multiple provincial planning policy guideline changes brought in by the Ford government:

- Private boundary expansions up to 40 hectares in size with no limits to the allowed number, and private requests that can occur outside the municipal process, threatening the urban/rural boundary
- Reinstatement of market demand as the driving force for LNA
- Urban intensification and density targets lowered from 60% to 50%
- Planning horizon expanded from 2041 to 2051 - increased time horizons lead to greater unpredictability in housing demand forecasts.
- The potential for serious urban sprawl resulting in the loss of large parcels of natural areas and prime agricultural lands

The City of Hamilton LNA planning 'engagement survey,' posted to its website, provided two options for the public to select. Gentle density or ambitious density, with no mention of urban boundary expansion. With a now 30 year planning horizon, community members need more choices.

Lastly, Hamiltonians are very concerned about climate change. Many do not want the urban boundary expanded and want to see the city deal with growth in a way that is more climate adaptable and resilient, both for themselves and for our future generations.

Taken together, these points demonstrate that significant changes are being made to the Urban Growth Management Plan. Given this, and that the current pandemic is focusing the public's attention elsewhere, we believe a delay in the process is appropriate.

Thank you for your time,  
Carolanne Forster  
Duncan Forster



**From:** Catherine Thomas  
**Sent:** March 25, 2021 3:08 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Hamilton growth plans

**Dear Mayor and Council - I am asking that you stop the provincial plan to extend the boundaries of our city. We need to limit the urban sprawl and prevent the paving over of prime farm land of which we are in short supply in southern Ontario. Much of our oil city is ripe for renovation and redevelopment within the current boundaries and clearly densification is the way to go considering the impacts of climate and the need to become more self sufficient in food supply.**

**The growth plans for the next THIRTY years are being determined now in the middle of the pandemic when appropriate public consultation and engagement is impossible.**

It is incumbent on you, as the decision makers for this city, to look out for the future of our children and grandchildren we depend on you to make the right decision. None of this was part of the platform for those who have been voted in as our representatives. Please take a stand for the wishes of the people of Hamilton.

Yours sincerely  
Catherine Thomas

Hamilton  
Ontario

**From:** Catherine Woodley

**Sent:** March 26, 2021 11:36 AM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** The need for public consultation pertaining to Hamilton's growth plans

Dear Mayor Eisenberger and members of the Hamilton City Council,

I am very concerned that a decision will be made regarding the growth of Hamilton for the next thirty years without providing the opportunity for appropriate public consultation. This is too important a matter to be rushed through: our world is changing around us as I write and paving over paradise (farmland) will have major consequences which might seem minor or unlikely now but will not seem so minor when they occur. Recent flooding in NSW Australia was exacerbated by the expansion of urban/suburban areas: paved areas simply did not allow for the absorption of stormwater runoff generated by 'once in a century flood rains'. Alas, climate change more or less guarantees that we'll all be experiencing 'once in a century' events of various kinds.

I therefore ask you to support the motion calling for a delay regarding this decision. Much more open discussion is needed regarding the deleterious consequences of low-density urban sprawl. Indeed, this type of development only contributes to the problem and makes (catastrophic?) climate change even more likely (e.g. it increases car dependency; replaces vegetated areas with pavement and buildings; requires expensive infrastructure which would be better spent preparing for said climate change - and on other unmet needs, e.g. for low-income housing; etc.)

I look forward to hearing that the Council has seriously considered the need for public involvement and has supported the motion to delay the decision until civil society organizations and members of the public are given an opportunity to air their views. After all, we do live in a democracy.

Yours truly,

Catherine Woodley (Ms.)

**From:** Charlane Surerus

**Sent:** March 25, 2021 5:03 PM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** Please NO Boundary Expansion!

I am a constituent of Ward 1, although I grew up in Upper Stoney Creek.

Please do not vote in favour of expanding our boundaries for development. Farmland is irreplaceable and it may seem like we have a lot of it, but we really don't. This arable land will be even more important for future generations with the warming of our climate.

Instead, let's concentrate our development on the core, filling in parking lots and building taller buildings on top of retail malls etc. I was also hoping to see more laneway housing since the city passed that. We have so much area that needs to be developed in the inner city before we ever think of spreading the tendrils of overdevelopment into our farmland.

This really is an easy decision to make when made by the citizens of Hamilton. Let's hope your decision reflects their desires for a more sustainable future that values biodiversity in our community.

Thank you very much for your time,  
Charlane Surerus

**From:** Cheryl Paterson >

**Sent:** March 24, 2021 2:02 PM

**To:** VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>

**Cc:** Wilson, Maureen <[Maureen.Wilson@hamilton.ca](mailto:Maureen.Wilson@hamilton.ca)>; Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** Urban Sprawl

Dear Arlene,

I am a property tax paying citizen in ward 13 and I am concerned about the haste city council may be in to approve urban sprawl throughout Elfrida and I am asking you, the mayor and city councillors to pause the decision making/planning until in person consultations have occurred. Not all citizens are comfortable with webinars and zoom meetings and many citizens have no idea what is happening regarding these important decisions. In person town halls and information sessions are needed so ideas can be exchanged and knowledge gained. I fear the elected leaders of our communities are being irresponsible in making these important decisions during a pandemic.

Urban sprawl is costly, and our tax dollars are needed for our crumbling infrastructure, as this is where people live and work. Population density within our urban boundaries can be increased at a much lower cost than suburban infrastructure needs, such as emergency services, public transportation, schools, roads, utilities, etc.

Regarding climate change, though we all acknowledge as citizens that our world's climate is changing, I believe there is a disconnect that people, including citizens of our own communities, believe that the climate problems are happening elsewhere and not in our own backyard. As elected leaders you all have an obligation to ensure that integrity of our climate footprint is accurately measured, listen to the science.

I am asking all of you to not accept the motion to move forward with the GRIDS 2/MCR report without further stakeholder, in person consultation. People are focused on staying healthy and the vaccine roll out. We owe it to our citizens to engage in dialogue about our agricultural lands until Covid is over.

I am looking forward to your response.

Sincerely

Cheryl Paterson  
Dundas

**From:** CHRIS & THERESA CARDEY  
**Sent:** March 26, 2021 11:28 AM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** urban sprawl

Dear Mayor and Councillors,  
We are concerned about the proposed urban sprawl plan.

We should not lock in sprawl for 30 years by adopting the Ford government's "market driven" policy changes.  
Our agricultural land in the areas outside our present boundary is Class 1 and 2. As we are in the midst of the climate crisis we need to build up our ability to grow our own food and guarantee food security as we should have done with vaccines.  
Sprawl is the key lever in locking in greenhouse emissions.  
New sprawling subdivisions cost taxpayers more with added infrastructure.  
Let's take a serious look at Second Dwelling Units as well.

We need to delay this until after Covid restrictions have passed and citizens can once again assemble and have an active voice in how our city grows.

At the March 29 meeting, please support the motion introduced by Councilor Brad Clark and seconded by Brenda Johnson to ask for a delay. Hamilton Council should ask the Province to suspend the timetable for municipal conformity to the Growth Plan and the Provincial Policy Statement.

Chris and Theresa Cardey

Hamilton

**From:** Chris Wilson

**Sent:** March 25, 2021 9:59 AM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>; Thorne, Jason <[Jason.Thorne@hamilton.ca](mailto:Jason.Thorne@hamilton.ca)>

**Subject:** NO to greenbelt expansion.

Hi Jason,

I'm a long time Durand resident.

It breaks my heart to see the greenbelt expansion is up for debate. We've talked about making the environment a priority and this decision is right in our backyard.

I want a community and environment that my kids can grow up to enjoy. This will not happen if we continue to make development a priority above all else.

I count on you to vote on my behalf. Please know that it's important to have my voice heard.

**Vote NO to the greenbelt expansion.**

Be well,

Chris

-----Original Message-----

From: cynthia meyer  
Sent: March 25, 2021 11:53 AM  
To: [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
Subject: Stop Hamilton's sprawl

Dear Mayor Eisenberg and Councillors,

My name is Cynthia Meyer and I was born and raised on Bold St. in downtown HAMILTON .I left for university and returned 25 yrs ago. In the 24 year interim I lived in Copenhagen, Waterloo, Toronto, Reykjavik, rural India and Bhutan. Hamilton is my home and my community of which I am deeply invested. I ask you to please examine the real alternatives to extending the city limits. Our downtown core offers great possibilities.

The present climate crisis will only be exacerbated by paving and building over our extremely rich farmland. What good is it to have a spacious house when our food supply is in jeopardy or relying on imported food is too expensive to afford?

Mr Braden, a former councillor, wisely suggests allowing Hamiltonians to build 2nd and 3rd stories creating multiplexes . No expensive infrastructure to add and an increased tax income for the city. Why not?

(It was done to the house I live in converting a bungalow to a multi family dwelling but it took a long process of obtaining neighbours' signatures of support and appearing before the Committee of Adjustment etc. ) Wildlife and farmland is left intact.

Hamiltonians get to determine how our city will be, not speculators and developers who have no interest in Hamilton other than profit.

I thank you for considering my request and to at least delay this decision for urban development of our farmlands and rural areas.

Cynthia Meyer

Hamilton

**From:** Guenter, Dale

**Sent:** March 25, 2021 8:41 PM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Wilson, Maureen <[Maureen.Wilson@hamilton.ca](mailto:Maureen.Wilson@hamilton.ca)>; Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** municipal comprehensive review

March 25th, 2021

Dear Mayor and Councillors,

As a resident of Hamilton and a physician, I urge you to enshrine health into the GRIDS2 municipal comprehensive review. **The best course of action for the health and wellbeing of our citizens is for Hamilton to freeze the urban boundary and direct new development and spending into the current urban boundary.**

I am acutely aware of the health outcomes of people living in poverty in our inner city. Lack of affordable housing, crumbling infrastructure, lack of basic services like sidewalk snow clearing, safe bike lanes for those who don't own a car, and reliable public transit all further marginalize families already living in precarious circumstances. **Building more subdivisions beyond the current City boundaries will further gut the core of our City.**

We are in a climate emergency and sprawl would only make it worse. The prestigious medical journal The Lancet has stated that "climate change is the biggest global health threat of the 21st century and tackling it could be our greatest health opportunity"<sup>1</sup>. Expanding urban boundaries moves people further from mass transit, requiring more use of cars and generating more greenhouse gas emissions and fine particulate air pollution, which we know **kills over 8,000 Canadians annually**.<sup>2</sup> We should be making planning decisions that reduce this number, not put more citizens at risk of illness and death from poor air quality.

In her 2017 Report on the State of Public Health in Canada<sup>3</sup>, Dr. Theresa Tam, Canada's Chief Public Health Officer, says, "Our communities are changing and often expanding through urban sprawl rather than by building compact and 'complete communities'." **Urban sprawl has been linked to sedentary lifestyles, easy access to unhealthy food, less physical activity and higher rates of obesity.** She advocates for the "development of new communities located within urban containment boundaries that support active transportation and physical activity by including higher density and land use mix, a range of housing options and affordability, easy access to recreational facilities and parks and good links to frequent public transit."

Similarly, the Heart and Stroke Foundation of Canada, recommends that municipal governments, community planners and developers work together to "establish urban containment policies to manage the outward growth of cities to promote increased development density and opportunities for active travel."<sup>4</sup> The most popular forms of active travel include walking and cycling.

In their "[Planning Healthy Communities Fact Sheet Series](#)", The Canadian Institute of Planners points out that the "lack of physical activity is considered a 'conveyor belt' to heart disease, stroke and other chronic conditions, including cardiovascular disease, diabetes and various cancers." They mention a study of Vancouver residents that found that the walkability index and its components related to land-use mix, residential density and street connectivity were significant predictors of body mass index, a key health indicator.

We have an enormous opportunity to discourage urban sprawl. Doing so would be one of our best tools for fighting climate change and improving peoples' health. People who live in walkable neighbourhoods occupy less space, have a higher quality of life, a smaller carbon footprint, drive less and have better health. Urban planning guidelines that put people closer to each other create successful public transit systems, making our society more efficient and more equitable.

Sprawl threatens the health of our community today and generations into the future. I urge you to vote to freeze the urban boundary and direct new development and spending into the current urban boundary.

Thank you for your consideration,

Dale Guenter

**From:** Danielle Steenwyk-Rowaan  
**Sent:** March 26, 2021 11:02 AM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Freeze Hamilton's urban boundary

Dear Hamilton City Council,

I am writing today to ask you to freeze Hamilton's urban boundary, joining my voice to many in the city who support intensification rather than sprawl, including Environment Hamilton.

As someone who works with refugee claimants to find long-term housing, I know how urgent the need for affordable housing is in this city. But I don't believe that an ever-growing city boundary is the answer. Rather, I believe that intensification within the existing boundaries through more permissive bylaws for laneway housing, incentives for secondary rental suites within existing homes, and better enforcement of rental bylaws to prevent renovations are the answer.

In a time of climate crisis, which City Council has acknowledged, sprawl will not help us to reduce emissions.

Thank you for your time,

Danielle Steenwyk-Rowaan

Hamilton ON

**From:** Hitchcock, David  
**Sent:** March 25, 2021 10:57 AM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** proposed growth plans

Dear mayor and councillors,

I completed the online survey about Hamilton's plans for growth in the next few decades. I was extremely frustrated that I was not given the option to oppose any extension of the urban boundary.

I live in Westdale, in a detached house on a lot that is 30 feet wide and 100 feet deep. That is plenty big enough. There are all sorts of homes similar to mine that are currently rented by absentee landlords to groups of students. There are around six proposals for development of high-rise apartment buildings along Main Street West, west of Leland Street, that would provide much more suitable accommodation for McMaster students. Homes on my block are already being converted from student houses to owner-occupied homes. Westdale is a wonderful neighbourhood to raise a family, and conversion of student houses back to owner-occupied homes where children live would provide a lot of accommodation for young families. Multiply this scenario across the city and there is no need for expansion of the urban boundary.

I urge you to send a message to the provincial government to allow cities to make their own decisions about their urban boundary and growth plans, taking into account the need to preserve farmland, the benefits in many respects of compact cities, and the massive effort required to get greenhouse emissions down by 60% in the next nine years and then to zero by 2050.

No to sprawl!

David Hitchcock

Hamilton

-----Original Message-----

From: David Price

Sent: March 5, 2021 7:45 AM

To: GRIDS 2 and MCR <[grids2-mcr@hamilton.ca](mailto:grids2-mcr@hamilton.ca)>

Subject: You hid this pretty good

You really have to stop immigration and curtail development. Stay away from Elfrida and Ridge Rd. You're making a mess of the area already Simple!

You're probably hoping more deadly viruses happen to decrease the surplus population!

Signed

Dave Price

**From:** david higgins

**Sent:** March 25, 2021 9:30 PM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** Hamilton Urban planning and hearings on extension of the Urban Area

Dear Mayor Eisenberger and all Members of City Council.

It is atrocious that a decision of this importance is being forced through the planning without appropriate consultation and citizen involvement. My family and I along with many friends and fellow residents of our city are gravely concerned. Decisions which encroach upon farmland, propose new highway development and reduction in green space have far reaching and potentially serious consequences and should NOT be rushed through particularly while citizens are occupied and stressed during a global pandemic. The process is appears at worst deceitful and appears to favour vested interests. Counsellors should be cognizant of these factors when seeking our votes. I urge you to reconsider the current planning process and ensure such a an important matter is seen to be transparent and engaging of the citizens of this city and region.

David Higgins.  
Dundas.

**From:** Medeiros, Debbie

**Sent:** Thursday, March 25, 2021 2:14 PM

**To:** Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>

**Cc:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** Freeze the Urban Boundary

Dear, Councillor Clark,

I am your Ward 9 constituent and fully support your upcoming motion on March 29. Our land is precious, must be respected, and massive urban sprawl will only increase the already high levels of greenhouse gases. We are already in a climate change crisis and expanding boundaries for development will only make things worse. So please, continue your good work to freeze the urban boundary.

Sincerely, Debbie Medeiros

**From:** Derek Hrynyshyn  
**Sent:** March 25, 2021 11:12 AM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Input on decision for March 29th

Dear Mayor Eisenberg:

I am writing to you to express my concern about the plan to expand the urban boundary and absorb more agricultural land for conversion to residential development. I am a resident of Ward 1, and have been for the last 15 years, and expect to be for the next several decades. I love living in Hamilton, and believe it has great potential but that potential will never be developed and the city will never be what it could be if we devote our resources to building large communities at the edge of the city, instead of increasing the density in the city centre.

I am opposed to this plan, or any similar plan that prioritizes the outward growth of cities. Urban expansion into such areas should be stopped in order to make our cities denser, more ecologically sustainable, and more liveable as social spaces.

The present plan to build large single-family dwellings on agricultural land is part of a trajectory of urban planning that has been creating large, thinly-inhabited suburbs around major cities across North America and leaving urban centres under-populated and without significant investment. Thriving urban centres are the source of vital communities. Those thinking about what cities they most want to live in could move to any suburb anywhere, but no one wants to live in a deserted, abandoned downtown core.

People never choose cities that they want to live in because it has large suburbs around it to which they need to drive long distances to get anywhere interesting. People want to live in exciting, thriving urban centres. By expanding our urban boundaries, we are doing nothing to make Hamilton the kind of centre that people think of as a desirable place to live, and thus we are doing nothing to attract important investment to our economy.

On top of all of that, the obvious ecological costs of building low-density suburbs, and the extra fossil fuel combustion necessary for transportation long distances to work places, should make it obvious that in an age of a climate emergency, this is absolutely the wrong thing to do.

Please stop this plan at the next council meeting.  
Sincerely,

Derek Hrynyshyn  
Hamilton, Canada.

**From:** Don Brown

**Sent:** March 13, 2021 3:03 PM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>

**Cc:** Wilson, Maureen <[Maureen.Wilson@hamilton.ca](mailto:Maureen.Wilson@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; [sam.medulla@hamilton.ca](mailto:sam.medulla@hamilton.ca); Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; [judy.partridge@hamilton.ca](mailto:judy.partridge@hamilton.ca); [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** Urban Planning

Dear Mayor and Councilors,

I want to add my voice to others in raising concern over the proposed growth plans for our City.

Having lived in Waterdown for 30 years, it was heart rending to watch so much agricultural land being exploited as a resource for housing people when it was clearly suited as a source for providing food for people. Especially when there are other ways to house people.

That's why, now living in the City Core, I ask you to delay adopting the proposed growth plan for Hamilton. We need time for good consultation with citizens. Halton Region got a delay in a unanimous vote on Feb. 17th.

We need to delay this until after Covid restrictions have passed and citizens can once again assemble and have an active voice in how our city grows.

We should not lock in sprawl for 30 years by adopting the Ford government's "market driven" policy changes.

-Our agricultural land in the areas outside our present boundary is Class 1 and 2. We shouldn't risk losing these lands to large lots for expensive suburban tract housing.

-Sprawl is the key lever in locking in greenhouse emissions according to Yuill Herbert, the CEEP consultant for Hamilton.

-New sprawling subdivisions cost taxpayers more with added infrastructure, as you are well aware.

At the [March 29](#) meeting, please support the motion introduced by Councilor Brad Clark and seconded by Brenda Johnson to ask for a delay. Hamilton Council should ask the Province to suspend the timetable for municipal conformity to the Growth Plan and the Provincial Policy Statement.

With respect,

Don Brown

Hamilton, ON

**From:** Donna Lewis  
**Sent:** March 26, 2021 10:37 AM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Wilson, Maureen <[Maureen.Wilson@hamilton.ca](mailto:Maureen.Wilson@hamilton.ca)>  
**Subject:** Stop urban sprawl. It's making us all sick

this was copied from an email I received from the Canadian medical association  
Please contact me if you require further information.

Dear fellow physician,

I am writing to you with an urgent request. As you may know, on Monday March 29th the City of Hamilton is set to unleash its GRIDS2 municipal comprehensive review that will lock in 30 years of urban sprawl. As you know, urban sprawl has been linked to sedentary lifestyles, easy access to unhealthy food, less physical activity, and higher rates of obesity. Dr. Theresa Tam advocates for the “development of new communities located within urban containment boundaries that support active transportation and physical activity by including higher density and land use mix, a range of housing options and affordability, easy access to recreational facilities and parks and good links to frequent public transit.”

As physicians, our primary responsibility is to serve individuals and families, as well as to identify and address their immediate health needs in clinics and hospitals. But if our goal is optimal health for all our patients, we must also speak out about the upstream causes of illness and injury that we witness and intervene on the conditions that “shape and constrain well-being”.

**Email all Hamilton City councillor, mayor and city clerk using our draft email below by FRIDAY MARCH 26TH AT 12 NOON.**

[clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
Maureen <[Maureen.Wilson@hamilton.ca](mailto:Maureen.Wilson@hamilton.ca)>,

Office of the Mayor" <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>,  
Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>,  
Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>,  
Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>,  
Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>,  
Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>,  
Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>,  
Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>,  
Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>,  
Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>,  
Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>,  
Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>,  
Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>,  
Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>,

If you would like to get more involved with CAPE-ON, please email [capeontariovolunteers@gmail.com](mailto:capeontariovolunteers@gmail.com).

Thank you for considering,

CAPE-ON

Draft email:

Dear Mayor and Councillors,

As a resident of Hamilton and a physician, I urge you to enshrine health into the GRIDS2 municipal comprehensive review. The best course of action for the health and wellbeing of our citizens is for Hamilton to freeze the urban boundary and direct new development and spending into the current urban boundary.

I am acutely aware of the health outcomes of people living in poverty in our inner city. Lack of affordable housing, crumbling infrastructure, lack of basic services like sidewalk snow clearing, safe bike lanes for those who don't own a car, and reliable public transit all further marginalize families already living in precarious circumstances. Building more subdivisions beyond the current City boundaries will further gut the core of our City.

We are in a climate emergency and sprawl would only make it worse. The prestigious medical journal *The Lancet* has stated that "climate change is the biggest global health threat of the 21st century and tackling it could be our greatest health opportunity"<sup>1</sup> Expanding urban boundaries moves people further from mass transit, requiring more use of cars and generating more greenhouse gas emissions and fine particulate air pollution, which we know kills over 8,000 Canadians annually.<sup>2</sup> We should be making planning decisions that reduce this number, not put more citizens at risk of illness and death from poor air quality.

In her 2017 [Report on the State of Public Health in Canada](#)<sup>3</sup>, Dr. Theresa Tam, Canada's Chief Public Health Officer, says, "Our communities are changing and often expanding through urban sprawl rather than by building compact and '[complete communities](#)'." Urban sprawl has been linked to sedentary lifestyles, easy access to unhealthy food, less physical activity and higher rates of obesity. She advocates for the "development of new communities located within urban containment boundaries that support active transportation and physical activity by including higher density and land use mix, a range of housing options and affordability, easy access to recreational facilities and parks and good links to frequent public transit."

Similarly, the Heart and Stroke Foundation of Canada, recommends that municipal governments, community planners and developers work together to “establish urban containment policies to manage the outward growth of cities to promote increased development density and opportunities for active travel.”<sup>5</sup> The most popular forms of active travel include walking and cycling.

In their [“Planning Healthy Communities Fact Sheet Series”](#)<sup>4</sup>, The Canadian Institute of Planners points out that the “lack of physical activity is considered a ‘conveyor belt’ to heart disease, stroke and other chronic conditions, including cardiovascular disease, diabetes and various cancers.” They mention a study of Vancouver residents that found that the walkability index and its components related to land-use mix, residential density and street connectivity were significant predictors of body mass index, a key health indicator.

We have an enormous opportunity to discourage urban sprawl. Doing so would be one of our best tools for fighting climate change and improving peoples’ health. People who live in walkable neighbourhoods occupy less space, have a higher quality of life, a smaller carbon footprint, drive less and have better health. Urban planning guidelines that put people closer to each other create successful public transit systems, making our society more efficient and more equitable.

Sprawl threatens the health of our community today and generations into the future. I urge you to vote to freeze the urban boundary and direct new development and spending into the current urban boundary.

Thank you for your consideration,

Your name

Your home address

Your phone number and email

1. [https://storage.googleapis.com/lancet-countdown/2019/11/Lancet-Countdown\\_Policy-brief-for-Canada\\_FINAL.pdf](https://storage.googleapis.com/lancet-countdown/2019/11/Lancet-Countdown_Policy-brief-for-Canada_FINAL.pdf)
2. <https://policybase.cma.ca/documents/PolicyPDF/PD21-01.pdf>
3. <https://www.canada.ca/en/public-health/services/publications/chief-public-health-officer-reports-state-public-health-canada/2017-designing-healthy-living.html>
4. <https://www.cip-icu.ca/Files/Resources/FACTSHEETS-ActiveTransportation-FINALenglish.aspx>
5. <https://www.heartandstroke.ca/-/media/pdf-files/canada/2017-position-statements/community-design-ps-eng.ashx?la=en>
6. <https://www.bbc.com/worklife/article/20201214-how-15-minute-cities-will-change-the-way-we-socialise>

**From:** Doreen Stermann

**Sent:** March 22, 2021 11:36 AM

**To:** Eisenberger, Fred <[Fred.Eisenberger@hamilton.ca](mailto:Fred.Eisenberger@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Wilson, Maureen <[Maureen.Wilson@hamilton.ca](mailto:Maureen.Wilson@hamilton.ca)>; Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Danko, John-Paul <[John-Paul.Danko@hamilton.ca](mailto:John-Paul.Danko@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>; Thorne, Jason <[Jason.Thorne@hamilton.ca](mailto:Jason.Thorne@hamilton.ca)>

**Cc:** Doreen Stermann

**Subject:** [\*\*\*\*POSSIBLE SPAM]Freeze Urban Boundary /Delay the decision

Hello, I have been a resident of Ward 1 for 30 years. A Hamiltonian for close to 60!  
I vehemently oppose any further expansion of our urban boundary. I request that the City delay any decision in deciding to expand the boundary.

" Insanity: doing the same thing over and over again and expecting different results"  
Albert Einstein

We have a massive Infrastructure maintenance debt which the city has created by continuing to build outward to enlarge the tax base.  
Continuing to expand is costly. IT DOES NOT PAY FOR ITSELF! Inner city wards are subsidizing urban outward expansion. The degradation of the urban infrastructure will only increase. What is the current road replacement plan? I was told by a planner it was 100 yrs! And in time the degradation of the suburbs will also be evident. Look at how long it took to rebuild Sanatorium Road. It took 60 years! The road was in a deplorable state. I have driven on worse roads in third world countries. I kid you not. And that was only one of many roads in poor condition in Hamilton. What is the rate of return on investment by continuing to build outward?

Eliminating viable farmland is not the answer. We are in a climate crisis. The city has acknowledged as much but what does that mean when carrying out our land use policies? "Put your money where your mouth is". Stop claiming one thing and acting the opposite. Local farmland will become more and more necessary as food supplies will cost more dearly and availability will become scarcer. There was a real threat of losing our food supply during this pandemic. How did that make you feel? Had overseas supplies been shut down because of widespread death in factories or farms where would we be? We must secure our local food supply! A failure in imagination of how bad it can get will get us into serious peril.

We have a massive shortfall of available housing. Cars are not the future for the younger generation. they want inner urban walkable sustainable neighbourhoods. They are not buying cars as much and prefer a reliable swift urban transit option. Singles, couples and families can not afford to buy into the housing market. Building outward is continuing to build a car-centric society. How is that acting like we have declared a climate crisis? We must provide inner city affordable housing in multiple forms. 1,2,3 bedroom apartments for singles, couples, families. It does not have to be all tall condos either. There is the Missing Middle Housing option ( multi storey with commerce below).

I also see the huge shopping malls as becoming irrelevant due to the increase in on-line shopping. What will be come of these behemoths? There is opportunity there for Long Term Care facilities tor retirement residences to be built within these malls. We must use our space more efficiently. Build with commerce below/residents above. This provides developers/ store owners an instant market for their goods and provides security (eyes on the street with residents living above). This concept works in Europe why can't North American cities develop this way?

I support a motion to delay a decision being made until the pandemic is over or until we can get herd immunity and we can have a ample in-person public debate on this most serious policy decision confronting us.

Ask yourself why is Premier Ford rushing this? Is it because they know the public is too busy to get involved? Too worried with enough on their plate to just survive getting through the pandemic?

There is no need to rush or ram this through.

A freeze on making a decision is necessary.

A freeze on expanding the urban boundary is crucial to our future.

Sincerely

Doreen Stermann

Ward 1

**From:** Tushar Mehta

**Sent:** March 24, 2021 11:48 PM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>

**Subject:** Urban Sprawl and Hamilton

Dear Mayor and counsellors,

Below is a standard letter drafted by CAPE, the Canadian Association of Physicians for the Environment.

Beyond what it says in the letter, please note that the increasing sprawl causes the permanent destruction of so much natural or farmed land, increasing land fragmentation, biodiversity impacts, energy needs material impacts, and climate change. As we have greater needs than ever to protect the Canadian and global environment, sprawl creates one of the most egregious and irreversible impacts.

Keep Hamilton beautiful and let us work together to protect the remaining environment rather than radical economic growth.

Best wishes

Dr. Tushar Mehta

**From:** Reece Edward <  
**Sent:** March 23, 2021 7:40 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Subject: Urban Boundary Meeting March 29th

**To: Mayor Eisenberger and all Members of City Council**

I am writing to you to express my concerns regarding the proposed expansion of Hamilton's urban boundary. Council needs to freeze the urban boundary and pause planning till in person consultations have occurred.

Expansion of Hamilton's urban boundary will have only negative effects with regards to climate change. Prime farmland will be lost and converted to suburban areas.

People need affordable housing and not the luxury homes that developers plan to build on these lands. There are many opportunities to build affordable housing within Hamilton's current boundaries.

Currently, people are focused on covid and on their own survival, not on urban planning decisions that will affect them far into the future. The hour long webinar that you are planning on March 29<sup>th</sup> cannot replace the in-person town halls and information sessions that need to take place in order for people to properly consider this issue.

Please freeze the urban boundary and pause planning till in person consultations have occurred.

Thank you.

Edward Reece



I N V I Z I J

March 26, 2021

To members of Hamilton City Council and planning staff,

I have lived in Wards One and Two for nearly the past two decades and am a principal of the Hamilton-based architectural practice Invizij Architects. I have led the design of hundreds of new residential dwellings within Hamilton's urban boundary, all of which take into account our professional responsibility to design towards a low-carbon future. This housing has included the adaptive reuse of existing buildings into housing to the redevelopment of sites that contained unusable buildings or parking lots to single family homes in backyards. By developing the spaces we already have within our urban boundaries, we know that we make our city safer, cleaner, and more sustainable places for people to live and work.

I understand a proposed urban boundary expansion is being suggested to Council to meet the revised growth targets from the Province. As a community-engaged architect and Hamiltonian, I wanted to let you know that I was not aware of this proposed boundary expansion until a week ago when I was contacted by some of the members of Environment Hamilton. Being that I was unaware of this massive proposed change, I expect most Hamiltonians are unaware also and as a result I respectfully request that the city delay delivering their final land use plan to the Province until in-person public consultation has occurred. In this time of Covid people are distracted and not focusing on urban planning but it is an important issue that will affect all of us for decades.

Rather than building more new construction further away from our downtown, we know that a better goal is for a more compact, livable city, which is walkable, has higher order transit, and includes infill housing. You were a part of Hamilton's declaration of a Climate Emergency, and know that Urban Sprawl is a huge contributor to GHG emissions. I understand that the report by Lorus did not include an analysis (or even a mention) of climate change in their recommendations which makes me concerned. How can that be possible in this era of knowing that designing in a better way to reduce climate change is necessary for us as decision-makers and professionals. Most of the housing projects I have designed in the past decade have been designed to the Passive House standard which allows for development that is Net Zero Ready (NZR) or Low Carbon in order to help meet Federal Climate Change targets. Due to their infill locations, these households all have well lower car ownership than a typical development as people can rely on walking, cycling, and public transit to get everywhere they need. Alternatively, sprawl development is guaranteed to only be designed to meet the minimum energy standards of the Ontario Building Code and at the same time creating increased gas consumption and traffic due to the need for more cars on the road. It is the opposite of the direction we need to be taking.

In 2019, the Royal Architectural Institute of Canada (of which I am a member), the Canadian Society of Landscape Architects, the Canadian Institute of Planners, the Canadian Water and Wastewater Association and ICLEI Canada wrote a joint statement that we have taken to hear in our architectural practice.

*Canadian professionals have both the opportunity and responsibility to respond to this challenge and address both emissions reduction and adaptation. Our national professional associations have a crucial role to play in advancing ethics, awareness, practices and policies that support this integrated Low*

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*Carbon Resilience approach to action on climate change, due to their prominent roles in many aspects of the development and management of resources, ecosystems and communities.*

I believe major decisions like whether to expand the urban boundary need to take into account this Low Carbon Resilience approach, which is why I am writing to you today.

Rather than expand our urban boundary for future growth, I think we can do a much better job providing the zoning and framework for growth-positive infill housing. For example, one policy that I have been closely engaged with is for the zoning to allow laneway housing and secondary dwelling units (SDU) within our urban boundary. The report on making this SDU zoning city-wide is being presented by Staff to the Planning Committee next week – April 6<sup>th</sup>. I expect that the recommended zoning provisions in this type of infill alone could allow for thousands of infill units over time – many for smaller families and households that are ground oriented and in walkable neighbourhoods. In addition, this type of housing is often intended for family members which will help build healthier communities - either aging parents that want to downsize and live close to family, or adult children that want to live in an affordable home close to their parents. So far, those two demographics have made up all the SDU projects I have designed, which are currently awaiting this new zoning.

In order to show the potential for infill development, I wanted to share a summary table of the hundreds of homes we (as Invizij Architects) have designed to be built within Hamilton's urban boundary. These projects use the existing infrastructure that we already have and allow for more affordable, compact, and livable cities for people to call home. There are thousands of other homes that have been designed just like these within our existing urban boundaries. Rather than pushing the boundary further out, I suggest we take more time and look at how to make this type of development more feasible for developers. This way, we would be improving the built environment we already have, filling in the gaps and holes, rather than ignoring what we already have and putting pressure outwards.

I respectfully request that these suggestions for smart growth be considered and that the city delay delivering their final land use plan to the Province until in-person public consultation has occurred which takes into account development that aligns with the Climate Emergency we live in. Thank you for considering my request.

Respectfully,

Emma Cubitt, MArch, OAA, MRAIC, LEED®AP

Principal Invizij Architects


**Table 1: Recent Infill Housing Projects by Invizij Architects in Hamilton**

Year Constructed / Planned Construction completion	Project Name	Hamilton Ward	Type of project / construction	# New Homes	Energy standard designed to meet
2011	Perkins Centre	Ward 4	Adaptive reuse of former banquet hall and rooming house	46	Low Energy
2016	Rudy Hulst Commons	Ward 4	New Construction on former underused storefront/ parking lot	47	Low Energy
2016	Strathearne Suites	Ward 4	Renovation of existing uninhabitable apartment building	38	
2018	Parkdale Landing	Ward 4	Adaptive reuse of former banquet hall and rooming house	57	Passive House
2020	North End Landing	Ward 2	New Construction on former commercial plaza, includes a new church	45	Passive House
2020	McQuesten Lofts	Ward 4	New Construction on unused lot, includes a new branch library	50	Passive House
2021	Royal Oak Dairy – Phase 1	Ward 3	New Construction on former site of a former dairy (which was beyond repair)	95	Passive House
2022	Royal Oak Stables	Ward 3	Adaptive reuse of former stables and carriage storage building	13	Low Energy
2021	Modern Coach House	Ward 1	SDU (awaiting new zoning)	1	Passive House
2021	Dundurn St. Laneway House	Ward 1	Laneway House (awaiting MV)	1	Passive House
2021	Ottawa/ Cannon apartments	Ward 4	Renovation of existing uninhabitable apartments above commercial space	12	Low Energy
2021	Hamilton Place Seniors Apartments	Ward 2	Adaptive reuse of former commercial space into apartments	15	-



2021	Beulah St. Laneway House	Ward 1	Laneway House	1	Passive House
2022	383 Hughson	Ward 2	Adaptive reuse of a church and new construction	18	Low Energy
2023	55 Queenston	Ward 4	New Construction on former City Motor Hotel site	40	Passive House
2023?	Royal Oak Walkups	Ward 3	New Construction on vacant site	31	Passive House
2023?	Jamesville redevelopment	Ward 2	New Construction on the former Jamesville townhouse site	100-120	Passive House
2023?	Macassa Seniors Apartments (feasibility study)	Ward 7	New Construction on unused green space	65	Passive House

**From:** Trina Hetherington

**Sent:** March 24, 2021 5:16 PM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** NO BOUNDARY EXPANSION

Please include and respect the community and don't allow for the destruction of land only for homes that we cannot afford. I am writing to you as a concerned community member of Hamilton. Our city is treasured for its natural surrounding habitats and agricultural land. Please do not accept the destruction of mother Earth on your watch. Please do not allow yourselves to be persuaded. Please listen to us, we are your city's people and we do not want this. Please support us and work with us.

Trina Hetherington  
Hamilton

**From:** michelle hruschka  
**Sent:** March 24, 2021 8:07 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** STOP THE SPRAWL

Attention to all at City Council:

I am writing to express my perspective on this public consultation.

In my view the greatest issue is the growing homelessness problem, the growing number of tenants like myself facing N12 evictions simply because of greed.

You can all flap your lips about affordable housing that will never be built, as you all represent the needs of affluent rather than those struggling the most.

I have written about Jason Farr and Chad Collins, who were on CHML last summer who were both in complete histrionics, painting very untoward picture of the homeless. It is evident they care about the affluent not concerned about their own lack of action and concern years before that caused the inhuman conditions that were the encampments.

Destroying farmland will cause greater food insecurity, why does the film Soylent Green enter my.mind.

How about the job title housing support worker that does not find you housing and given my recent battle with not for profit organizations who keep saying, not my job, yet you all keep funneling money into a system that still carries the nuances of the workhouses of the Victorian Era.

The covid has definitely affected the ability of individuals like myself who cannot afford to engage in zoom conferences, which is allowing for a rushed public consultation process that sees the affluent earning more.

Stop the sprawl, you guys covered up sewer gate, so there is no possible way you all can say you stand up for the environment the living plants and fellow creatures we live with.

Why is it you are always hiding in camera?

This is not a democracy, in my view! Time to add in all eligible voters in totals opposed to just those who mark an X beside a name which skews results. The current mayor had only around 21%, not the 50 % you all keep pounding into the minds of the public.

I rest my case!!

Michelle Hruschka  
SCRAP  
steel city rising against poverty

 the lion roars

**From:** Megan Sonke

**Sent:** March 24, 2021 8:40 PM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** To: Mayor Eisenberger and all Members of City Council Re: Hamilton's Urban Development Plan

Dear Mayor Eisenberger,

I am writing to inform you directly that I am opposed to the action you are currently taking in pursuit of Hamilton's urban boundary expanding into the Greenbelt area in Elfrida. I understand the pressure you are under, to lead in this time of Covid, to consider the health and lives of your city's residents while considering its future residents. Of course we need more housing for current and future Hamiltonians, it is smart to solve that problem- and quickly! However, expansion is *not* the answer.

Hamilton's Chapter of [350.org](http://350.org) writes:

"Stop the rush *at least* until in-person public consultation can take place. A motion calling for delay will be considered at the *Monday, March 29* meeting where the agenda includes a recommendation to dramatically expand the urban area onto foodlands to make way for more low-density housing.

**The growth plans for the next THIRTY years are being determined now in the middle of the pandemic when appropriate public consultation and engagement is impossible.**

Rural residents without adequate internet are excluded. Low-income residents who can't afford computers and/or internet access are excluded. Those uncomfortable with or unfamiliar with Zoom-type technology are excluded.

**Low-density urban sprawl worsens the climate emergency in multiple ways.**

It increases car dependency. It replaces rural carbon sinks with urban carbon sources. It replaces vegetated areas with pavement and buildings. It overuses land, making the city more spread out and increasing distances travelled. It is impossible to efficiently service with transit. It increases the urban heat island effect. It increases stormwater runoff and consequent flooding. It requires millions of dollars in new roads, pipes and other infrastructure that consume already very scarce city finances.

Of course it reduces food security by permanently eliminating more foodlands. Its car dependency excludes affordable housing and lower income residents thus further ghettoizing residents. It also degrades wildlife habitat and makes ecological restoration more difficult."

There are so many great examples of cities working towards a future that serves us all - Copenhagen, Stockholm, Singapore. The answer is NOT in expansion but in re-tooling.

You MUST act with those of us thinking of our futures, after all, it's your future too!

Sincerely,

Megan Sonke

**From:** Maryann Botts  
**Sent:** March 24, 2021 7:15 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** City Council has the power to stop the urban sprawl

Hello, this is a plea to the Mayor of Hamilton and all City Councillors.

Please consider the effects of urban sprawl within the City of Hamilton. Greenspace and farmland is more important to our survival than development. Climate change is real, and more sprawl, in my opinion, will not help climate change. Increased housing, further away from services, will put more cars on the road, increasing greenhouse gasses, pollution and it will affect climate change. We need more greenspace and farmland to counter the climate emergency that council has previously declared...I believe the push to increase the urban boundary during a pandemic, is just an opportunity for developers to benefit on the backs of civilization in the short term...while no one is watching...

Please consider stopping the urban sprawl, by reviewing the boundaries and the impacts carefully.

Thanks

Maryann Botts

Hamilton

**From:** judy moore  
**Sent:** March 24, 2021 8:22 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Urban Sprawl

Mayor Eisenberger and members of City Council

Please stop this urban expansion move at the expense of our green space and farm land. I do not need to enumerate the devastation this would be not only to our city but to the environment,. The argument in favor of paving “protected” green spaces with housing , roads etc. has no validity when the destruction it would cause is considered. I truly believed that “protected” meant just that and felt secure that we would be assured these areas were safe when the government planned new projects. We need our farm land, crucial to feeding the population, and green areas to sustain wild life and the our well being.

With the stroke of a pen Doug Ford & his conservatives apparently can erase this promise. Listen to the Conservation Authorities and stand against Doug Ford’s short sighted one track mind set. Our water, farmland and green areas are extremely important to Hamilton and our survival.

Judy Moore  
Dundas, Ontario

**From:** Don McLean

**Sent:** March 24, 2021 4:59 PM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Cc:** Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Eisenberger, Fred <[Fred.Eisenberger@hamilton.ca](mailto:Fred.Eisenberger@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; Wilson, Maureen <[Maureen.Wilson@hamilton.ca](mailto:Maureen.Wilson@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Danko, John-Paul <[John-Paul.Danko@hamilton.ca](mailto:John-Paul.Danko@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>

**Subject:** Please include this in the correspondence for the March 29 GIC

Re: General Issues Committee March 29 2021 – item 8.1 – Municipal Comprehensive Review etc

To: Mayor Eisenberger and all Members of Hamilton City Council

Dear elected officials,

I believe there are multiple reasons why you should reject the recommendations in item 8.1 (and delay any decision on 8.2) arising out of the Land Needs Assessment process. These include that the public consultation being reported was inadequate and indeed effectively impossible to carry out during the restriction arising from the COVID-19 pandemic.

Too many Hamiltonians were effectively denied the possibility of participating. And even if they could have participating the vast majority would be unable to interpret the acronyms used to try to engage them. To actually engage residents, the consultation effort would need to wait until in-person meetings are again the norm, and would need to honestly explain that this is about how our city is planned to grow over the next 30 years, and more specifically whether that should include any expansion of the urban boundary onto agricultural and other rural lands.

The consultation would also need to offer a FULL range of options rather than the two presented in the January attempt which were only expansion or more expansion, less foodlands or even less foodlands, elimination of a zero carbon future or even more certain elimination of a zero carbon future, etc. The staff decision to refuse to offer a no boundary expansion option doomed this consultation from the start. So what you are now presented with is not and cannot be the views of the public about the future growth of the city, but merely a choice made by a very small number of residents between two very similar options that could not possibly gather an accurate picture of residents' views.

The consultation process done in January and to date throughout the MCR/GRIDS2 process has also failed because it has not included a full description and accounting of the tax costs of each option presented. The most recent one had effectively nothing to say about this even though it is well established that growth does NOT pay for itself and that the costs of growth are intimately tied to the resulting density.

As you know and your staff constantly remind you, our city is increasingly failing to find the funds to even maintain our existing infrastructure. The current shortfall, I believe, is \$3.8 Billion and rising by about \$200 million per year. Your general manager of finance has advised you that even to just stop making this enormous hole any deeper would require an immediate property tax increase of 30 percent. Unfortunately, council has not chosen to carefully examine how we got into this hole, so we haven't seen staff advice on how to get out of it. No doubt there are complex features of this situation, but one thing is dramatically obvious – we have too much infrastructure to be maintained by existing taxpayers without a massive increase in taxation.

That is fundamentally, I would suggest, a problem of density. We need more residents, but without additional new infrastructure, to start extracting ourselves from this deep financial hole. That's one of the reasons why we need to freeze the urban boundary while our population continues to increase. That will gradually give us more taxpayers to pay for the necessary repair and replacement of our roads, pipes, and other public infrastructure.

But that is not the vision of your planners who stand behind the report at 8.1. They are not grappling with this fundamental problem, and their recommendations will undoubtedly make it much worse. Expanding the urban area with more low-density housing (and anything under 200 persons per hectare cannot support efficient public transit) will sharply increase the amount of public infrastructure and the costs of maintaining that.

It will also bring with it a plethora of additional problems.

We will lose thousands of acres of prime agricultural land that could help feed us in the increasingly difficult food security situation facing the global community.

These car-dependent areas will pour thousands of additional vehicles onto existing publicly-owned roads and escarpment accesses, aggravating congestion and associated problems.

The vast increase in impervious areas will impose much heavier stormwater runoff. It will increase water consumption in areas that are the furthest possible from our water source and treatment facility. It will increase sewage flows over very long distances to those treatment facilities.

Indeed for much of the rural land south of our existing urban boundary, the gravity feed is AWAY from our treatment facilities, thus requiring immense pumping costs to push it uphill before it will be able to take advantage of down slopes.

The new housing will be extremely expensive so these new areas will be ghettos of the well-off (or at least of the deeply indebted well-off). Indeed even trying to locate affordable housing in low-density areas far from the city centre and public facilities is a fool's game. How can low-income people live so far away from their employment and other needs with no more than low frequency transit service?

And most importantly of all, in my view, is the unavoidable climatic impact. If council fails to freeze the urban boundary it should retract its declaration of a climate emergency and stop pretending this was serious.

Thank you for considering my views.

Sincerely

Don McLean  
Hamilton ON

**From:** Thomas Cassidy <  
**Sent:** March 24, 2021 7:27 AM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** MCR GRIDS2

Good morning

I didn't see the online consultation survey but would like the chance here to write with some feedback on the MCR GRIDS2 staff recommendations.

I am sad not to see an option offered that would halt the expansion of the urban boundary.

- We are in a climate emergency. This will not in any way help the situation.
- We have a large infrastructure deficit. This will add new expenses to what we already carry and might even attract people to move away from existing infrastructure downtown. The most cost effective growth is urban intensification.
- Developments like these do not support healthy living. People will need to use cars to get around and will not feel a close-knit community. These areas are tough to serve by public transit and low density.
- We need green spaces for recreation. I like to cycle and it is getting harder and harder to ride out of the city from my house each year.
- We need farmland for food.

My request would be to please ask staff to resubmit the report with an option including a halt of the urban boundary. I think the numbers would show that it is the best option for both financial return and environment. When I say financial return I mean that we have a duty to seek the best return based on taxpayer money. I feel very strongly this would be investment in the downtown core. We have lots of space there to increase population density.

Anecdotally I think it would also be best for quality of life and promotion of health.

Thomas Cassidy  
Ward 1 - Strathcona

**From:** Stephanie Bochenek  
**Sent:** March 24, 2021 9:46 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Freeze Hamilton's Urban Boundary

Dear City of Hamilton Office of the Clerk,

As someone who grew up in Hamilton and who still has family living in Hamilton, I am writing to you to raise concerns about the expansion of the urban boundary of Hamilton. It has come to my attention that the City of Hamilton is looking at expanding its urban boundary into prime agricultural lands. Environmental groups such as Environment Hamilton, 350 Hamilton, and others are bringing attention to the impact the urban expansion will have on transit, affordable housing, the environment, and vulnerable communities.

As a Hamiltonian at heart who loves the city (both the urban and nature parts), I am asking that you vote to FREEZE Hamilton's urban boundary. This action is essential if we have any hope of building a sustainable, climate-resilient, inclusive future for Hamilton!

Thank you for your time.

Sincerely,  
Stephanie Bochenek

Saskatoon, SK  
Canada

**From:** Sonia Mataj <  
**Sent:** March 23, 2021 9:36 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Re: Municipal Comprehensive Review and GRIDS2

To the Mayor and members of Hamilton City Council,

The Hamilton 350 Committee works for real action on climate change. You are now facing an absolutely critical climate decision that will determine whether council actually believes there is a climate emergency and is prepared to act effectively to address that emergency. We urge you to recognize and act decisively to ensure that greenhouse gas emissions from Hamilton are reduced as rapidly as possible, and that additional measures are taken to make our city resilient in the face of the climatic changes ahead and already evident.

The crossroads Hamilton is at is whether to finally protect the city's remaining foodlands and natural areas by freezing the urban boundary. The current provincial government is trying to force municipalities to make decisions by 2022 on how they will accommodate provincial population and job growth projections for the next THIRTY years. These long range projections carry great uncertainty and are premature for planning purposes. In the past two years the current provincial government has torn up or seriously modified almost all the growth planning rules to ensure that so-called independent municipal governments make decisions that it wants.

It is clear that their intent is to force a massive expansion of municipal boundaries onto rural foodlands and natural areas for the pleasure and profit of land speculators and developers. It is literally a crime against present and future generations to decree – as the Ford government has done – that planning for growth must NOT consider climate implications, food security or other aspects of sustainability.

The situation created by the Ford government is bizarre. Never before have municipalities been required to plan 30 years into the future. Never before have they been forced to actually expand their urban area decades before there is any indication that the predicted growth will actually occur. Never before have the features of that growth, the economic landscape, and the likely commuting patterns in the wake of the pandemic been so uncertain. And never before have so many parts of the planning system been turned on their heads or so obviously distorted in favour of private profit and against the public good.

Further expansion of Hamilton's boundaries is completely incompatible with council's declaration of a climate emergency. As Ontario's recent Environmental Commissioner fired by the Ford administration has stated many times, "urban sprawl is the tar sands of Ontario". Submission to more sprawl development increases greenhouse gas emissions and further compromises city finances. More loss of Hamilton's foodlands clearly compromises our fragile food security. Replacement of rural lands with urbanization inevitably makes us more vulnerable to the stormwater runoff and flooding that comes with the increasingly extreme weather we face. More sprawl means an even weaker transit system as well as more single occupancy vehicle travel and an increasingly congested road system. Urbanization also reduces the plant life that helps to absorb greenhouse gases.

We understand some of you recognize that effective public consultation and engagement on the plans for Hamilton's next thirty years is effectively not possible during the pandemic lockdowns. So many people are being excluded from opportunities to provide their views on these critical

questions. That exclusion has been made much worse by the decision of your planning department to exclude a fixed urban boundary from the possible options on which it has tried to obtain comments. This appears to be a sad and beaten reaction to the provincial rule changes, but nevertheless it is completely unacceptable – a clear abandonment of the city’s written commitments to public engagement.

The Hamilton 350 Committee recognizes that the time is very late for humans to minimize climatic disruption and additional catastrophic consequences. We are eager for city council to be our allies in doing everything possible to cut emissions and to build a resilient, just and inclusive community. We hope you are just as committed.

Best regards,

Sonia

**From:** Shirla Schellenberg  
**Sent:** March 25, 2021 1:46 AM  
**To:** Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>  
**Cc:** VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Wilf Ruland; Wilson, Maureen <[Maureen.Wilson@hamilton.ca](mailto:Maureen.Wilson@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** March 29 meeting: GRIDS 2 / MCR Report

*Dear Councillor Lloyd Ferguson,*

*We are property tax paying rural residents in Ward 12.*

*We are very concerned about reports that City Council may be on the verge of making an overly hasty decision to allow urban sprawl throughout Elfrida by approving an expansion of the urban boundary in that area. This is a hugely important decision, which will have ramifications for our City for decades to come.*

*We are asking you, the mayor, and other city councillors, to pause the decision making/planning process in regard to any urban boundary expansions until in person consultations have occurred.*

*Not all citizens are comfortable with webinars and zoom meetings and many citizens have no idea what is happening regarding these important decisions. In-person town halls and information sessions are needed so ideas can be exchanged and knowledge gained. It would be irresponsible to be making these important planning decisions during a pandemic, when many people are distracted and many others are not able to properly participate in the planning process.*

*Urban sprawl is costly and unsustainable. Our tax dollars are needed for our crumbling urban infrastructure, as this is where most people live and work. Population density within our existing urban boundaries can be increased at a much lower cost because the infrastructure needs (such as emergency services, public transportation, schools, roads, utilities, etc.) are already in place.*

*The planning process regarding potential urban boundary expansion to date has felt rushed and non-transparent and inaccessible.*

*We sincerely request that you not accept the motion to move forward with the GRIDS 2 / MCR Report without further stakeholder, in-person consultations with the residents of our City.*

*Sincerely,*

*Shirley Schellenberg and Wilf Ruland  
Ancaster*

**From:** Shelley Porteous  
**Sent:** March 25, 2021 10:22 AM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Cc:** Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>  
**Subject:** Delay decision on Hamilton Urban Sprawl Plan!

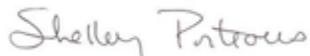
March 25, 2021

To: Mayor Eisenberger and Members of Hamilton City Council

Re: A Request for Public Consultation on Massive Urban Sprawl Plans

The proposal by Hamilton City Council to replace 5,000 acres of farmland and rural lands with residential sprawl is unfathomable in our present era of climate crisis. Minimally, there should be a delay on this decision until there can be appropriate public consultation and environmental assessment. Was City Council's declaration of a climate emergency a greenwashing exercise? Should City Council not take a stand against the Ford government's weakening of the Environmental Assessment Act and the Endangered Species Act? We need to protect our foodlands and our natural spaces. Hamilton could be a leader in City planning, instead of bowing to the wishes of developers and paying tribute to the rule of the almighty dollar. It is time to take action in protecting what little we have left and to think about what lies ahead for future generations if we don't.

Sincerely,

A handwritten signature in cursive script that reads "Shelley Porteous".

Shelley Porteous and Family

Dear Mayor and Councillors,

I am a property tax-paying citizen in ward 12 and I am concerned about the haste city council may be in to approve urban sprawl and I am asking you, the mayor and city councillors to pause the decision making/planning until in person consultations have occurred. Not all citizens are comfortable with webinars and zoom meetings and many citizens have no idea what is happening regarding these important decisions. In person town halls and information sessions are needed so ideas can be exchanged and knowledge gained. I fear the elected leaders of our communities are not being prudent in making these important decisions during a pandemic.

Urban sprawl is costly, and our tax dollars are needed for our crumbling infrastructure. Population density within our urban boundaries can be increased at a much lower cost than suburban infrastructure needs, such as emergency services, public transportation, schools, roads, utilities, etc.

Regarding climate change, though we all acknowledge as citizens that our world's climate is changing, I believe there is a disconnect that people, including citizens of our own communities, believe that the climate problems are happening elsewhere and not in our own backyard. As elected leaders you all have an obligation to ensure that integrity of our climate footprint is accurately measured, listen to the science.

**I am asking all of you to OPPOSE the motion to move forward with the GRIDS 2/MCR report without further stakeholder, in person consultation.**

**People are focused on following public health measures and staying safe. We owe it to our citizens to engage in dialogue about our agricultural lands until Covid is under control and we can safely meet.**

I am looking forward to your response.

Sandra Starr

**From:** RoseAnne Prevec <

**Sent:** March 24, 2021 3:27 PM

**To:** VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>

**Cc:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** please delay land use decisions

Dear Arlene,

I am a property tax paying citizen in ward 13 and I am emailing you in the hopes that you and Hamilton city council will delay reconsidering Hamilton's growth and development plans.

I am greatly concerned about urban sprawl and believe it is important that we not make land-use planning decisions in haste and during a pandemic, without in person consultation.

Thank you  
Rose Anne Prevec  
Dundas

**From:** rodger brunning  
**Sent:** March 24, 2021 10:30 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Why the rush?

Dear Mayor

Please consider taking more time to decide on development plans in this era of climate emergency.

Thank you

Rodger Brunning

**From:** Roderick Gillyatt  
**Sent:** January 25, 2021 9:17 AM  
**To:** GRIDS 2 and MCR <[grids2-mcr@hamilton.ca](mailto:grids2-mcr@hamilton.ca)>  
**Cc:** Travis, Heather <[Heather.Travis@hamilton.ca](mailto:Heather.Travis@hamilton.ca)>; Vraets, Lauren <[Lauren.Vraets@hamilton.ca](mailto:Lauren.Vraets@hamilton.ca)>  
**Subject:** Re: GRIDS2 / MCR Project Mailing List

Heather/Lauren

Thank you for the GRIDS2 presentation last week.

During the presentation you mentioned there would be an Agricultural Impact Assessment under GRIDS2 in the near future.

Our family has a chicken broiler operation that borders the urban boundary in Waterdown. We would very much appreciate the opportunity to participate in the Agricultural Impact Assessment process.

Thank you

Roderick Gillyatt

As a resident of Ontario, I am sure you are aware that the Provincial government is systematically weakening our natural environment. From changes in protections for endangered species in our Environmental Protection Act, to abuse of Minister's Zoning Orders which issue permits to build on environmentally sensitive lands with no possibility of appeal or public input, to dismantling the powers of our conservation authorities the list is far too long for this email.

Now there is a new development. The Province has meddled in municipal land use planning and has reduced density targets from 80% set by the former Provincial government down to only 50% density. This will result in tens of thousands of acres of prime agricultural rural land within the Greater Golden Horseshoe being lost to urban sprawl as single-family homes rather than middle density housing are being prioritized. Sprawl is associated with huge increases of GHG emissions, loss of precious rural land and loss of food production. A better goal is for a compact, livable city, which is walkable, has higher order transit, affordable infill housing, clean air and water. The suburban sprawl land-grab means select landowners will become billionaires overnight if the urban boundary moves an inch to include their land, and increased GHG (greenhouse gas) emissions will be locked in for centuries. Very little affordable housing, decaying inner cities and a massive loss of prime agricultural land are just some of the grave concerns of unchecked urban sprawl.

All of this is being done under the shroud of COVID-19 when people are distracted, losing jobs and homes, and forbidden from attending town halls, workshops, or public meetings. The Province and Municipalities are relying on zoom meetings and online questionnaires but people in rural areas as well as some urban areas have little to no internet connection and are being excluded from having a say in the growth of their city. Some students from rural areas are forced to sit in their cars in Tim Horton's parking lots for several hours per day just to connect to Wi-Fi and finish high school. This is not what public engagement looks like.

This campaign already had a huge win in Halton (Burlington, Oakville, Milton, and Halton Hills) where a motion was **unanimously** passed on Feb. 17 to delay their Land Needs Assessment Plan until after Covid-19 restrictions are lifted and people can be better informed. This issue is simply too complex to be considered by the public at this juncture amid a world-wide pandemic.

Please ensure an environmental impact study will be completed and those details are shared with the community.

Kind Regards,

F.I.R.M (Farrah, Isaac, Rhu and Michael) SHERRARD

**From:** Rashne Baetz <>

**Sent:** March 24, 2021 10:04 AM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>; Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>

**Cc:** rashne <[rashne@cogeco.ca](mailto:rashne@cogeco.ca)>

**Subject:** from Rashne Baetz former councillor of the Town of Dundas-Please maintain firm urban boundary-our children and grandchildren deserve a future!

Dear Mayor and Members of Council,

As a resident of Dundas, citizen of the world, and former Dundas town councillor, I ask you to seriously consider the importance of maintaining a firm urban boundary in Hamilton. **Each decision we make at the local level affects our globe and this one that you will be making on March 29<sup>th</sup> on Hamilton's urban boundary is crucial in signalling how important you believe it is to preserve nature so our children and grandchildren can have a future.**

I would suggest you strongly oppose this expansion into rural land. This pandemic has shown us how important it is to have short supply lines when it comes to food in the future, we need to protect remaining prime agricultural land. Also greater sprawl means more pollution, less biodiversity and the need for more infrastructure that never pays for itself, but rather costs the municipality. Planning research has shown us that for every dollar spent on sprawl by the municipality, 85cents is retrieved in taxes.

Thanks for your consideration.

Warm regards,  
Rashne Baetz,

**From:** Peggy Freeman <>

**Sent:** March 25, 2021 1:01 PM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** NO to Urban Sprawl!!

Hello.

In response to the upcoming meeting on expanding Hamilton's Urban Boundary, I want to add my name to the ever growing list of Hamiltonian's who are opposed to this.

We want to freeze the Urban Boundary and to delay any further land needs planning until after public in-person consultations occur.

We should be investing in our existing community, not expanding outward. Investment in mass transit, current infrastructure and green spaces is what we need, not more sprawl.

Sprawl is very expensive and drives up our property taxes.

Sprawl eats up irreplaceable prime Agricultural land.

Sprawl Sucks the life out of Downtown. We should be investing in and revitalizing our Downtown!!

Sprawl contributes to Climate Change and increases greenhouse gas emissions. We are living in a time of severe ecological crisis, so why would we want to encourage sprawl knowing that it will contribute to the worsening crisis??

Please do the right thing for our city and vote NO to expanding our urban boundary.

Thank you,  
Peggy Freeman  
Ward 2

**From:** Norman Newbery  
**Sent:** March 25, 2021 7:12 PM  
**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>  
**Cc:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Submission to Council Meeting, Mar 29 re: Changes to Zoning until 2050

Dear Mayor Fred Eisenberger and Members of Council,

I write with concern about changes to the proposed growth plan for Hamilton which will be in force for the next 30 years. It is absolutely essential that we move forward with plans for growth that are sustainable not only in terms of the costs of maintenance but also in terms addressing the issues resulting from the impacts of suburban lifestyles on the health of its citizens and the entire world. Earlier today, The Canadian Association of Physicians for the Environment (CAPE) issued a press release applauding the Supreme Court of Canada's ruling in favour of the constitutionality of a federal carbon price.

They state that "as physicians, their expectation is that governments at all levels will do everything they can to address the climate crisis. Carbon pricing is recognized by over 3,500 economists and 27 Nobel Prize winners as the single most effective tool to manage the climate emergency". Carbon pricing protects our health. The Lancet, the world's top medical journal, calls carbon pricing the best single treatment for climate change. It decreases greenhouse gas emissions and air pollution, saving lives and healthcare dollars. "Climate inaction kills, and climate action is good for health."

We need to look at our Zoning, Planning and actions through a climate lens. Our past models of suburban lifestyles that are car based; carbon intensive; inefficient and unaffordable are well documented as major contributors to climate change; poor air quality and unhealthy lifestyles.

A major concern for me is that we are still building most homes according to 1960's energy standards. These homes are out of date even before they are occupied. The Passif Haus (Passive Home Standard) has demonstrated how buildings can be built using up to 90% less energy). We need to consider if as a progressive city we can mandate builders to provide a carbon budget much like happens when we buy a new car or a refrigerator. Inefficient oversized homes might make big profits for builders but they are the worst thing for the environment. We can also expect that millennials will reject these white elephants once their energy characteristics are made available.

Carbon pricing protects our health. The Lancet, the world's top medical journal, calls carbon pricing the best single treatment for climate change. It decreases greenhouse gas emissions and air pollution, saving lives and healthcare dollars. "Climate inaction kills, and climate action is good for health".

We ask you to delay adopting the proposed growth plan for Hamilton. We need time to more carefully examine our options for development including careful consideration of how we can accommodate greater intensification in our present built up areas to meet the total need for the next 30 years.

At the March 29 meeting, please support the motion introduced by Councilor Brad Clark and seconded by Brenda Johnson to ask for a delay. Hamilton Council should ask the Province to suspend the timetable for municipal conformity to the Growth Plan and the Provincial Policy Statement until after Covid restrictions have passed and citizens can once again assemble and have an active voice in how our city grows.

Your respectfully,

Norman Newbery,

Hamilton

**From:** Natalie Lazier

**Sent:** March 26, 2021 11:03 AM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** Written delegation for General Issue Meeting March 29 (GRIDS2)

Hello City Clerk

Hope this email finds you well. Please see my written delegation for the General Issues Committee Meeting coming up Monday March 29, 2021.

I am a member of Ward 3 with elected representative Cllr Nrinder Mann.

The written delegation is attached.

Thank you

**From:** Michelle Aasman

**Sent:** March 23, 2021 11:20 AM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** NO BOUNDARY EXPANSION!

Good Morning,

I'm writing this morning to urge you to consider NO BOUNDARY EXPANSION under the new Provincial planning methods and delay any further land needs planning until after public in-person consultations occur. I am a Ward 1 constituent living at 120 Stanley Avenue. I URGE you to please, please consider the implication of your decision on your city and green spaces. Michelle Aasman

**From:** michael cuberovic  
**Sent:** March 23, 2021 3:48 PM  
**To:** Chad Collins <[chad.collins@hamilton.ca](mailto:chad.collins@hamilton.ca)>  
**Cc:** Lyn Folkes  
**Subject:** Upcoming GRIDS2 Meeting

Dear Chad:

Please vote to stop urban sprawl and encourage using vacant land within our Hamilton urban boundary for any future development. Encourage going vertical with the exception of properties along our waterfront.

Urban sprawl is bad for the environment and will be a pox on taxpayers as we will have to continually pay higher property taxes to sustain everything that expansion entails.

Having developers pay the cost of expansion won't work because they will just pass on their costs to the purchaser of their developments.

Warmest regards,

Michael Cuberovic  
Ward 5

**From:** Melissa Ricci  
**Sent:** March 22, 2021 8:46 AM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Written delegation re: GRIDS2

Hi there,

My name is Melissa and I am a resident of Ward 2. I am extremely concerned with recent developments being made to cut into existing farmland and greenspace. We have seen numerous examples in the news lately, and the GRIDS2 evaluation is another example. As the city grapples with numerous crises, such as a lack of affordable housing and climate change, spreading the development boundary threatens to make these issues worse.

Some important points to consider:

- Sprawl development is car-dependent & will not help us reduce greenhouse gas emissions over the coming decade.
- These developments are not aging friendly and will create unique challenges for residents as they age (e.g. snow removal, lack of accessible public transportation, no nearby grocery stores)
- Sprawl will consume more farmland & rural open space, putting our local food security at risk and making us more vulnerable to extreme weather impacts.
- There is already a housing crisis in Hamilton and expanding the boundary will not solve this issue. Creating neighbourhoods where people \*need\* cars to exist will not be accessible to many people who need housing during a global pandemic. There are many locations that could be (re)developed within existing zoning, where people already live and already need housing
- A firm boundary will help to build 'complete communities' within the urban area - including enhancing public amenities in existing urban neighbourhoods.

We are privileged in Ontario to have farmland and nearby green space. It would be a misguided decision to develop this land. If the city does consider climate change worthy an emergency, I encourage council to consider the impacts of sprawl on this crisis.

Thank you,

Melissa Ricci

**From:** Matthew Nash  
**Sent:** March 24, 2021 8:56 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Written delegation to the City Clerk for GIC March 29

To the Mayor and members of Hamilton City Council

Re: Municipal Comprehensive Review and GRIDS2

Please freeze the urban boundary to protect farmland, natural ecosystems and reduce climate change.

We need food security by maintaining our productive land.

Extinction of plants and animals is so pronounced that collapse of our life support systems is a very real possibility so habitats must be preserved.

Finally, allowing for increased sprawl only adds to climate changing pollution from car dependent suburbs.

Let's focus on investing in resilient, inclusive, affordable and accessible communities while preserving the ecological support systems that sustain us all.

Thank you,

Matthew Nash  
Ward 1 Resident

**From:** M Belanger < >

**Sent:** March 22, 2021 10:04 PM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** please oppose the destruction of the whitebelt

Dear Hamilton City Council,

I am a Ward 3, from 96 east Avenue S, Hamilton, ON

Please keep our farmland safe and free and oppose Doug Ford's plans to build houses on them. As city councillors, I ask that you continue to invest in downtown hamilton. Improve the existing bike infrastructure, work towards building upwards rather than outwards, and open up the many closed and boarded-up buildings in our city.

Thank you, Mathew Belanger

**From:** Maryanne Lemieux

**Sent:** March 22, 2021 10:39 AM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>

**Cc:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; [brad.collins@hamilton.ca](mailto:brad.collins@hamilton.ca); Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** [\*\*\*\*POSSIBLE SPAM]freeze urban boundary-- city council voting

To our elected representatives for the City of Hamilton,

Re: City Council vote on March 29, 2021

We want to freeze the Urban Boundary and to delay any further land needs planning until after public in-person consultations occur.

I am writing on behalf of myself and many Hamiltonians who are deeply concerned about the impact of urban sprawl on the well being of our citizens and the natural environment. Sustainability of both is of paramount importance.

Yours sincerely,

Maryanne Lemieux

-----Original Message-----

From: Mary De Sousa

Sent: March 21, 2021 6:10 PM

To: Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>

Subject: Freeze the Urban Boundary

Please..... think of us, our children and grandchildren!!

"We want to freeze the Urban Boundary and to delay any further land needs planning until after public in-person consultations occur".

Sprawl is very expensive and drives up our property taxes Sprawl eats up irreplaceable prime Agricultural land Sprawl Sucks the life out of Downtown Sprawl contributes to Climate Change and increases greenhouse gas emissions Sprawl makes developers wealthy: not many can afford McMansions

Happy to be a new Hamiltonian,  
Mary De Sousa

**From:** Mary Collier <>  
**Sent:** March 23, 2021 11:16 PM  
**To:** Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>  
**Cc:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>  
**Subject:** [\*\*\*\*POSSIBLE SPAM]re: delay land-use decisions

Dear Councillor Wilson,

I am a resident of Ward 1. As you are aware, the province has revised municipal planning guidelines to include population projections to 2051, lowered density targets for new development and enacted a “market-driven” approach to planning for new residential.

**I am requesting that Hamilton City Council delay Hamilton’s Official Review Plans (MRC) at your upcoming meeting.** The region of Halton voted unanimously to pause their planning on Feb 17 and I believe we must follow suit.

We must not lock in sprawl until 2051. Land use planning is the key lever in locking in or locking out greenhouse emissions according to Yuill Herbert, a leading energy consultant for many Canadian municipalities including Hamilton.

Constituents cannot be properly consulted given COVID restrictions. Many residents do not have internet access or lack the expertise to use Zoom software in order to delegate. Critical decisions which will impact Hamilton for the next 30 years, should not be made while in-person consultation is impossible. Hamilton’s 2016-2025 Strategic Plan commits to community engagement and participation and states: “Citizens are consulted and involved in making the decisions that impact them”.

For this action to be effective, councils around the Golden Horseshoe will need to pass similar motions and as it started in Halton, I hope it can continue in Hamilton.

Thank you,

Mary Collier

**From:** Mary Neibert < >  
**Sent:** March 23, 2021 2:18 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** stop urban area expansion

I am strongly encouraging the mayor of Hamilton and city councillors to delay consideration of expanding urban lands by increased low density housing. In person public consultation must take place. Rapid land urbanization is being pushed forward during a covid pandemic and is not appropriate action to take at this time.

On March 29, please delay any discussion of increased urbanization which will reduce foodlands and make way for more low density housing.

Respectfully,  
Mary Beth Neibert

**From:** Mark Andrew Cachia

**Sent:** March 25, 2021 11:09 AM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Wilson, Maureen <[Maureen.Wilson@hamilton.ca](mailto:Maureen.Wilson@hamilton.ca)>; Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** Protecting the Future Health of Hamilton Residents

Dear Mayor and Councillors,

As a resident of Hamilton and a physician, I urge you to enshrine health into the GRIDS2 municipal comprehensive review. **The best course of action for the health and wellbeing of our citizens is for Hamilton to freeze the urban boundary and direct new development and spending into the current urban boundary.**

I am acutely aware of the health outcomes of people living in poverty in our inner city. Lack of affordable housing, crumbling infrastructure, lack of basic services like sidewalk snow clearing, safe bike lanes for those who don't own a car, and reliable public transit all further marginalize families already living in precarious circumstances. **Building more subdivisions beyond the current City boundaries will further gut the core of our City.**

We are in a climate emergency and sprawl would only make it worse. The prestigious medical journal The Lancet has stated that "climate change is the biggest global health threat of the 21st century and tackling it could be our greatest health opportunity"<sup>1</sup> Expanding urban boundaries moves people further from mass transit, requiring more use of cars and generating more greenhouse gas emissions and fine particulate air pollution, which we know **kills over 8,000 Canadians annually.**<sup>2</sup> We should be making planning decisions that reduce this number, not put more citizens at risk of illness and death from poor air quality.

In her 2017 Report on the State of Public Health in Canada<sup>3</sup>, Dr. Theresa Tam, Canada's Chief Public Health Officer, says, "Our communities are changing and often expanding through urban sprawl rather than by building compact and 'complete communities'." **Urban sprawl has been linked to sedentary lifestyles, easy access to unhealthy food, less physical activity and higher rates of obesity.** She advocates for the "development of new communities located within urban containment boundaries that support active transportation and physical activity by including higher density and land use mix, a range of housing options and affordability, easy access to recreational facilities and parks and good links to frequent public transit."

Similarly, the Heart and Stroke Foundation of Canada, recommends that municipal governments, community planners and developers work together to "establish urban containment policies to manage the outward growth of cities to promote increased development density and opportunities for active travel."<sup>5</sup> The most popular forms of active travel include walking and cycling.

In their “[Planning Healthy Communities Fact Sheet Series](#)”, The Canadian Institute of Planners points out that the “lack of physical activity is considered a ‘conveyor belt’ to heart disease, stroke and other chronic conditions, including cardiovascular disease, diabetes and various cancers.” They mention a study of Vancouver residents that found that the walkability index and its components related to land-use mix, residential density and street connectivity were significant predictors of body mass index, a key health indicator.

We have an enormous opportunity to discourage urban sprawl. Doing so would be one of our best tools for fighting climate change and improving peoples’ health. People who live in walkable neighbourhoods occupy less space, have a higher quality of life, a smaller carbon footprint, drive less and have better health. Urban planning guidelines that put people closer to each other create successful public transit systems, making our society more efficient and more equitable.

Sprawl threatens the health of our community today and generations into the future. I urge you to vote to freeze the urban boundary and direct new development and spending into the current urban boundary.

Thank you for your consideration,

Mark A. Cachia, MD

McMaster University  
David Braley Health Sciences Centre Department of HEI - Public Health & Preventive Medicine

Hamilton, ON

1. [https://storage.googleapis.com/lancet-countdown/2019/11/Lancet-Countdown\\_Policy-brief-for-Canada\\_FINAL.pdf](https://storage.googleapis.com/lancet-countdown/2019/11/Lancet-Countdown_Policy-brief-for-Canada_FINAL.pdf)
2. <https://policybase.cma.ca/documents/PolicyPDF/PD21-01.pdf>
3. <https://www.canada.ca/en/public-health/services/publications/chief-public-health-officer-reports-state-public-health-canada/2017-designing-healthy-living.html>
4. <https://www.cip-icu.ca/Files/Resources/FACTSHEETS-ActiveTransportation-FINALenglish.aspx>
5. <https://www.heartandstroke.ca/-/media/pdf-files/canada/2017-position-statements/community-design-ps-eng.ashx?la=en>
6. <https://www.bbc.com/worklife/article/20201214-how-15-minute-cities-will-change-the-way-we-socialise>

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Mark A. Cachia, MD (He/Him)  
PGY-1 Public Health & Preventive Medicine  
McMaster University

**From:** Malcolm Clark

**Sent:** March 17, 2021 1:34 PM

**To:** Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>

**Cc:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>

**Subject:** Urban Boundary Expansion

Dear Councillor Ferguson:

I am your constituent in Ward 12

In light of the recent Provincial changes affecting urban planning methods I am writing to express my support for a pause to any boundary expansion planning until after proper in-person meetings and workshops are once again permitted after Covid. Citizens must be properly included in the decisions of how our city grows. I support a move to set a firm urban boundary because as a retired farmer, I see the need to maintain access to farmland for young people who wish to become farmers and maintain our food supply. Covid has alerted the citizens of Hamilton to the importance of a local sustainable food supply.

Sincerely,  
Malcolm Clark

Ancaster

**From:** Maeve Cooper

**Sent:** March 24, 2021 3:29 PM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** Stop the Sprawl

I am emailing you in the hopes that you and all of Hamilton's other councilors will delay reconsidering Hamilton's growth and development plans.

I believe it is very important that we not make land-use planning decisions in haste and during a pandemic when in-person meetings are not possible. Many citizens do not have access to the internet making it undemocratic to make huge decisions without being able to have a proper consultation.

Please, please do not let the Ford governments thoughtless and destructive plans add to environmental damage and override Hamilton's ability to decide our own future!

Thank you for taking the time to consider this.

Maeve Hay Cooper

**From:** Macey Noseworthy

**Sent:** March 25, 2021 7:56 AM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** EXPANDING URBAN BORDERS

Dear City of Hamilton

Please vote NO to expanding urban borders. You have already devalued our standards of living in the name of monetary profit. It is already difficult for the average person to purchase property in Hamilton, and when they do they are subject to paying more taxes and receiving less government investment in their communities. You are pandering to developers and builders instead of putting your community needs and your citizens first. This can only hurt us.

People are paying their mortgages and taxes at an all time high, -despite the pandemic- and they are getting almost nothing from you in return. Property owners are still waiting months to gain permits for necessary work, they are still waiting months for hearings at the LTB (which is a whole other group of people having housing issues you are not dealing with).

For you to propose that this money goes to anything but your citizens first is inexcusable. Invest in the communities we already have. There has been minimal effort or investment in solving every day issues for regular hamiltonians, therefore there is no logical reason to be intentionally expanding the amount of people living here.

As a citizen of Hamilton I do not want my tax dollars going to yet another new government funded project, when there are plenty that are currently incomplete or being delayed because of a lack of foresight and planning. You have no business attempting to expand on urban living when you do not maintain the living areas already in existence.

More buildings will not fix it.

More developers will not fix it.

Leave our farmland as farmland.

Money may feed you for now, but it will not feed us forever.

Put your people first.

**From:** Lynn Gates  
**Sent:** March 25, 2021 11:57 AM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Cc:** Lynn Gates  
**Subject:** Motion to Delay Expansion of Urban Boundary

I am writing to the Mayor and Councillors of the City of Hamilton because of my great concern regarding the proposed expansion of the current Urban Boundary. Neither recommendation by staff is acceptable as the loss of viable farmland has already been too much. There are many ways to accommodate population growth through multiple family housing on existing properties.

Given the lack of adequate public consultations on this very important planning decision, I support the Motion to Delay, to be discussed on March 29th.

Sincerely,

Lynn M Gates, MSc

Hamilton

**From:** Liz Koblyk <

**Sent:** March 22, 2021 9:08 PM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>

**Subject:** Please reconsider intensification

Hello,

I'm writing because Hamilton is in Canada's Carolinian zone, which has 70% of Canada's biodiversity in less than 1% of Canada's landmass. We have more at-risk species here than anywhere else in Canada. We also have one of the best agricultural regions, including one of only two soft fruit growing regions.

To develop either greenspace or agricultural land would be a mistake that we can't undo. Hamilton has an opportunity to change course. Halting intensification, and preserving the limited greenspace and agricultural land that we have, would send a message to voters that the City is learning from the mistakes made with water custodianship, and is taking on the responsibility of being good stewards of the lands that clean our air, improve water management, feed and house native flora and fauna, and help maintain local food security.

Please let me know how the City plans to research and evaluate the losses that intensification would cost.

Thank you,

Liz

**From:** Lindsey Daubney

**Sent:** March 25, 2021 10:05 AM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>; Thorne, Jason <[Jason.Thorne@hamilton.ca](mailto:Jason.Thorne@hamilton.ca)>

**Subject:** Vote NO to greenbelt expansion.

Hello Jason,

I'm a Durand resident. I'm writing to you about the greenbelt expansion. This stands against the values I believe we share. The environment needs to come first if we hope to continue enjoying this beautiful world we live in.

I'm counting on you to vote on my behalf.

**Please vote NO to the greenbelt expansion.**

Thank you,

Lindsey

**From:** Lianne Lefebvre  
**Sent:** March 25, 2021 8:49 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Stop the Sprawl: Monday's meeting

Dear council members,

I am a concerned citizen of Hamilton writing to you regarding your decision meeting about urban sprawl next Monday. My concern with urban sprawl is its environmental impact since THOUSANDS of acres of farmland and rural lands would be replaced with this low-density residential housing.

At the very least I am writing to ask that you stop the rush to make this decision until in-person public consultations can take place. I am aware that there are two options being considered - adding 4,000 or 5,400 acres to the urban area. I would like to ask why a "climate-appropriate choice" to stop expanding the urban area was excluded from this consultation. Big developers and corporations are getting what they want as the provincial government tears up or replaces all major planning rules that are in place in order to favor THEIR INTERESTS, not the people's welfare, livelihood **OR** health. This is our future and our environment they are messing with!

Scientific evidence is overwhelmingly pointing to the importance of maintaining a biodiversity and the microbiome to support our health. I believe protecting farmlands is important for our future and that corporations and developers do not have that in their minds.

Please ensure that such consultations can occur and I am asking that you do not acquiesce to Ford's insistence that Hamilton's growth plans include 30 years instead of the usual 20 years.

Concerned in Hamilton,  
Lianne Lefebvre

**From:** Liam MacLeod

**Sent:** March 25, 2021 2:26 PM

**To:** Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>

**Cc:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** Request to Delay the Land-use Planning Decision

Dear Councillor Wilson,

I am a ward 1 resident, living in Kirkendall. I am writing to you to ask that City Council delay land-use planning decisions until after COVID when we can proper in-person consultation.

As an engineering & management student at McMaster, I have learned about the environmental and financial impacts of urban sprawl.

Sprawl increases the costs per capita to the local government with new roads and utilities that need to be maintained in perpetuity. Building higher density housing has a lower cost per capita in terms of public utilities.

There is also the environmental impact of sprawl, increased car use, decreased rainwater permeability, and decreased local food production.

If Hamilton hopes to have a promising future, it needs to have one that is environmentally and financially viable.

Thanks,

Liam MacLeod,  
A ward 1 resistant.

-----Original Message-----

From: Lauren Stephen

Sent: March 25, 2021 12:40 PM

To: Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

Subject: Written Delegation, March 29 GIC

Below is the text of my pre-recorded video delegation to the March 29 GIC. The hook into my argument has fuzziness. We are talking about expanding the designated urban area, not city boundaries.

That does not affect the reality of my argument. Hamiltonians have a higher carbon footprint built into the design of our city, which presents an ethical problem to people who want to build families or businesses here.

By failing to take meaningful action on climate change, the city is placing a terrible ethical burden on young Hamiltonians. Heavier carbon footprint means a less livable world for others. It will be a dispiriting thought for young people to understand that in their name and for their supposed benefit, their community and their family disregarded harm caused to others.

This is already a quality of life and mental health issue for many people. I do not know whether to envy or pity those who do not struggle with the ethical burden of our heavier climate footprint. We are seeing a viable future slip away.

Lauren Stephen

Members of City Council. Thank you for allowing my video delegation. I am working today, and cannot attend live.

Hamilton is a huge city, geographically. At 1138 km<sup>2</sup>, Hamilton is 80% larger in size than the amalgamated City of Toronto, with just one sixth the population. Hamilton is about the same surface area as the cities of Toronto, Mississauga and Brampton combined. Those three cities have a combined population 4,300,000, with a total surface area of 1183 km<sup>2</sup>.

Hamilton is inefficient in our use of space. We are disorganized and wasteful in our use of land. We have so much land, but somehow we need more.

Our population density is low. That translates into higher property taxes, more expensive delivery of city services. And it translates into a much higher carbon footprint for Hamilton families. Our sprawl is costly and inefficient. It is also unethical.

There is an ethical challenge facing families who want to live in Hamilton, buy homes in Hamilton, start a business, or raise children here.

How many people are likely to die this century because of climate change, if we do nothing to mitigate it. 25 million? 500 million? And how many will die next century if we do nothing. 250 million? 5 billion?

If Hamilton families continue to have a higher and growing carbon footprint than families in neighbouring cities, in peer cities... it means that Hamilton families will be responsible for more economic hardship, more environmental degradation, more disease, and more deaths due to climate change than in neighbouring and peer cities.

There is an ethical challenge facing people who want to live, work, buy homes, have children, start families in Hamilton. A heavier carbon footprint is built into our city design, our sprawl, our reliance on the automobile, our lack of pedestrian and cycling infrastructure, our transit myopia. And we are not seeing enough movement in the right direction.

Council is forcing a terrible burden onto young Hamiltonians and Hamiltonians yet to be born. They are going to have to work that much harder to solve this climate crisis because we collectively have failed to take meaningful action in the last 20 years.

And they will face an ethical burden in the knowledge that their families are responsible for more economic hardship, more environmental degradation, more disease, and more deaths due to climate change than in our neighbour and peer cities. This is going to affect quality of life and mental health in deep, profound ways.

With Hamilton as massive as it already is--the size of Toronto, Mississauga, and Brampton combined--it seems greedy and irresponsible to gobble up more land and not even consider the possibility that we might have enough for our needs.

I urge Council to at least consider the possibility of freezing Hamilton's urban boundaries. Given our already huge geographical area, and low population density.

**From:** laura kay <

**Sent:** March 23, 2021 8:31 PM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** No boundary expansion

I am a long time Hamilton resident, currently living in the Durand neighbourhood. And I care about the future of this city. I firmly believe there should be NO BOUNDARY EXPANSION under the new Provincial planning methods and that leaders must delay any further land needs planning until after public in-person consultations occur.

Laura Konyndyk

**From:** L. Christine Shepherd  
**Sent:** March 25, 2021 9:54 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Municipal Comprehensive Review and GRIDS2

To the Mayor and members of Hamilton City Council

Re: Municipal Comprehensive Review and GRIDS2

The Hamilton 350 Committee works for real action on climate change. You are now facing an absolutely critical climate decision that will determine whether council actually believes there is a climate emergency and is prepared to act effectively to address that emergency. We urge you to recognize and act decisively to ensure that greenhouse gas emissions from Hamilton are reduced as rapidly as possible, and that additional measures are taken to make our city resilient in the face of the climatic changes ahead and already evident.

The crossroads Hamilton is at is whether to finally protect the city's remaining foodlands and natural areas by freezing the urban boundary. The current provincial government is trying to force municipalities to make decisions by 2022 on how they will accommodate provincial population and job growth projections for the next THIRTY years. These long range projections carry great uncertainty and are premature for planning purposes. In the past two years the current provincial government has torn up or seriously modified almost all the growth planning rules to ensure that so-called independent municipal governments make decisions that it wants.

It is clear that their intent is to force a massive expansion of municipal boundaries onto rural foodlands and natural areas for the pleasure and profit of land speculators and developers. It is literally a crime against present and future generations to decree – as the Ford government has done – that planning for growth must NOT consider climate implications, food security or other aspects of sustainability.

The situation created by the Ford government is bizarre. Never before have municipalities been required to plan 30 years into the future. Never before have they been forced to actually expand their urban area decades before there is any indication that the predicted growth will actually occur. Never before have the features of that growth, the economic landscape, and the likely commuting patterns in the wake of the pandemic been so uncertain. And never before have so many parts of the planning system been turned on their heads or so obviously distorted in favour of private profit and against the public good.

Further expansion of Hamilton's boundaries is completely incompatible with council's declaration of a climate emergency. As Ontario's recent Environmental Commissioner fired by the Ford administration has stated many times, "urban sprawl is the tar sands of Ontario". Submission to more sprawl development increases greenhouse gas emissions and further compromises city finances. More loss of Hamilton's foodlands clearly compromises our fragile food security. Replacement of rural lands with urbanization inevitably makes us more vulnerable to the stormwater runoff and flooding that comes with the increasingly extreme weather we face. More sprawl means an even weaker transit system as well as more single occupancy vehicle travel and an increasingly congested road system. Urbanization also reduces the plant life that helps to absorb greenhouse gases.

We understand some of you recognize that effective public consultation and engagement on the plans for Hamilton's next thirty years is effectively not possible during the pandemic lockdowns.

So many people are being excluded from opportunities to provide their views on these critical questions. That exclusion has been made much worse by the decision of your planning department to exclude a fixed urban boundary from the possible options on which it has tried to obtain comments. This appears to be a sad and beaten reaction to the provincial rule changes, but nevertheless it is completely unacceptable – a clear abandonment of the city's written commitments to public engagement.

The Hamilton 350 Committee recognizes that the time is very late for humans to minimize climatic disruption and additional catastrophic consequences. We are eager for city council to be our allies in doing everything possible to cut emissions and to build a resilient, just and inclusive community. We hope you are just as committed.

**From:** Kristin Stark

**Sent:** March 22, 2021 8:24 AM

**To:** Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>

**Cc:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** urban boundary

Hello Councilor Naan and everyone,

I am writing because I believe I was one of the few who responded to the public engagement survey about Hamilton's proposed urban boundary expansion. I don't think enough consultation has been done for this important decision. Also, it is very difficult to do this consultation over internet meetings for a number of reasons. One of which is that people have been working more during COVID and have less time for other things. I would not want a decision to be made that does not fully capture the will of the people.

Covid has taught us all that outdoor spaces are very important and land for farming is no exception. I question why we need to use this land when in my Ward (3) there are vacant buildings and underutilized spaces? I think this land should be kept for farms. I can think of a number of farmers who expand their business from traditional farming to also include inviting the public onto their land (pick your own, weddings, holiday events). This is vital to the health of one's psyche to be able to go to a farm that is within a short drive and to be able to have food grown locally, on prime agricultural land.

I am very opposed to expanding our urban boundaries and definitely opposed to making this decision with so little public consultation. I want us to have a vibrant core and even more vibrant green spaces and farming surrounding us. Not like the giant spread out concrete city that is Toronto.

Thank you for your time,

Kristin Stark

**From:** Kirsten McCarthy

**Sent:** March 25, 2021 10:39 AM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:**

Dear lawmakers and decision makers:

We want to freeze the Urban Boundary and to delay any further land needs planning until after public in-person consultations occur.

Sprawl is very expensive and drives up our property taxes

Sprawl eats up irreplaceable prime Agricultural land

Sprawl Sucks the life out of Downtown

Sprawl contributes to Climate Change and increases greenhouse gas emissions

Sprawl makes developers wealthy: not many can afford McMansions

STOP!! The Sprawl!!

Watch this 4min video for alternatives to sprawl in Hamilton!

<https://www.youtube.com/watch?v=WZQZOi2c8v4>

Sincerely,  
Kirsten McCarthy

Mayor Eisenberger and all Members of City Council

Re: Municipal Comprehensive Review and GRIDS2

The importance of the decisions before you cannot be understated. Committing to a sprawling growth plan that encompasses 30 years is extremely irresponsible. The effects of this plan are long lasting and will potentially prevent Hamilton from being resilient and sustainable. The ability to mitigate climate change is rapidly disappearing. We can no longer tolerate growth; let alone the type the provincial government is forcing upon municipalities.

It is very arrogant of us to think we understand and can recreate all the complex natural systems we are a part of and rely on. Our history books are filled with countless examples of our civilization's ignorance. The number of problems culminating are almost unthinkable and it's a wonder any individual could continue to bear them. Expanding on to undeveloped land will only expose us to more of the same issues we face currently such as... flooding, food insecurity, runaway infrastructure costs, inequitable access to public services, ineffective mass transit, and generally an unwelcoming and dysfunctional city experience.

While I don't agree any growth should be entertained; the public deserves to be consulted. During a pandemic is not the appropriate time to do so. With so much inequality currently, it would be impossible to have a true representation of the citizens will.

Expansion of Hamilton's Boundaries are incompatibility with council's declaration of a climate emergency. Our right to clean air, water, and food will not be purchased for any price

Sincerely

Kevin Intini

**From:** Kenneth Jackson  
**Sent:** March 24, 2021 8:40 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Urban Sprawl

Dear Clerk,

I am absolutely opposed to the extension of the boundaries of the city of Hamilton. The only ones to benefit from this are the developers who are the bankers of Doug Ford. Let the councillors know of my view, please.

Kenneth Jackson

**From:** Burgess, Kenneth  
**Sent:** March 25, 2021 4:06 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** FW: GRIDS2 municipal comprehensive review

March 25th, 2021

Dear Mayor and Counsellors,

As a resident of Hamilton and a physician, I urge you to enshrine health into the GRIDS2 municipal comprehensive review. **The best course of action for the health and wellbeing of our citizens is for Hamilton to freeze the urban boundary and direct new development and spending into the current urban boundary.**

I am acutely aware of the health outcomes of people living in poverty in our inner city. Lack of affordable housing, crumbling infrastructure, lack of basic services like sidewalk snow clearing, safe bike lanes for those who don't own a car, and reliable public transit all further marginalize families already living in precarious circumstances. **Building more subdivisions beyond the current City boundaries will further gut the core of our City.**

We are in a climate emergency and sprawl would only make it worse. The prestigious medical journal The Lancet has stated that "climate change is the biggest global health threat of the 21st century and tackling it could be our greatest health opportunity"<sup>1</sup>. Expanding urban boundaries moves people further from mass transit, requiring more use of cars and generating more greenhouse gas emissions and fine particulate air pollution, which we know **kills over 8,000 Canadians annually**.<sup>2</sup> We should be making planning decisions that reduce this number, not put more citizens at risk of illness and death from poor air quality.

In her 2017 Report on the State of Public Health in Canada<sup>3</sup>, Dr. Theresa Tam, Canada's Chief Public Health Officer, says, "Our communities are changing and often expanding through urban sprawl rather than by building compact and 'complete communities'." **Urban sprawl has been linked to sedentary lifestyles, easy access to unhealthy food, less physical activity and higher rates of obesity.** She advocates for the "development of new communities located within urban containment boundaries that support active transportation and physical activity by including higher density and land use mix, a range of housing options and affordability, easy access to recreational facilities and parks and good links to frequent public transit."

Similarly, the Heart and Stroke Foundation of Canada, recommends that municipal governments, community planners and developers work together to "establish urban containment policies to manage the outward growth of cities to promote increased development density and opportunities for active travel."<sup>5</sup> The most popular forms of active travel include walking and cycling.

In their "Planning Healthy Communities Fact Sheet Series"<sup>4</sup>, The Canadian Institute of Planners points out that the "lack of physical activity is considered a 'conveyor belt' to heart disease, stroke and other chronic conditions, including cardiovascular disease, diabetes and various cancers." They mention a study of Vancouver residents that found that the walkability index and its components related to land-use mix, residential density and street connectivity were significant predictors of body mass index, a key health indicator.

We have an enormous opportunity to discourage urban sprawl. Doing so would be one of our best tools for fighting climate change and improving peoples' health. People who live in walkable neighbourhoods occupy less space, have a higher quality of life, a smaller carbon footprint, drive less and have better health. Urban planning guidelines that put people closer to each other create successful public transit systems, making our society more efficient and more equitable.

Sprawl threatens the health of our community today and generations into the future. I urge you to vote to freeze the urban boundary and direct new development and spending into the current urban boundary.

Thank you for your consideration,

Kenneth Burgess BSC MD FCFP

Hamilton Ontario

1. [https://storage.googleapis.com/lancet-countdown/2019/11/Lancet-Countdown\\_Policy-brief-for-Canada\\_FINAL.pdf](https://storage.googleapis.com/lancet-countdown/2019/11/Lancet-Countdown_Policy-brief-for-Canada_FINAL.pdf)
2. <https://policybase.cma.ca/documents/PolicyPDF/PD21-01.pdf>
3. <https://www.canada.ca/en/public-health/services/publications/chief-public-health-officer-reports-state-public-health-canada/2017-designing-healthy-living.html>
4. <https://www.cip-icu.ca/Files/Resources/FACTSHEETS-ActiveTransportation-FINALenglish.aspx>
5. <https://www.heartandstroke.ca/-/media/pdf-files/canada/2017-position-statements/community-design-ps-eng.ashx?la=en>
6. <https://www.bbc.com/worklife/article/20201214-how-15-minute-cities-will-change-the-way-we-socialise>

**From:** Kay O'Sullivan  
**Sent:** March 26, 2021 9:29 AM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Urban sprawl

Dear Mayor Eisenberg and City Council,

I want to add my voice to the many citizens of Hamilton who oppose the Provincial Governments push to expand commercial and housing developments outside of the city boundary.

We need this good farming land to remain in the business of growing crops. We need to have the "brown fields" within the city limits be developed where services already are in place.

While the move by the Provincial Government favors developers, it does not recognize the concerns of climate change expressed by our Conservation Authorities both in Hamilton, Binbrook and Haldimand.

Our City has the chance to take the lead in promoting good planning based on scientific knowledge of the environmental concerns of this era. Its time to chuck the old adage that "development is progress"- now our slogan should be "Sustainability and Health, Hallmarks of Good Government."

Thank you,  
Kay O'Sullivan

Hamilton Ont

**From:** Kate Chung

**Sent:** March 25, 2021 9:15 AM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** Don't destroy the farmland that feed us all

Dear Mayor and councillors,

Don't destroy the farmland that feeds us all.

Hamilton contains many, many streets of buildings needing improvement or replacement. **Build up** in those areas - **not out** in our rapidly disappearing farmland.

Covid has taught us that Canada must stop importing essential things like vaccines, PPE, and food. We must become self-sufficient. We can't do that if our farmland is gone.

Do not let Doug Ford and his developer cronies trick you into extending Hamilton's borders in order to make millions of dollars building single family homes which we do not really need. This would leave central Hamilton to rot into slums.

Save Hamilton and Canada. Protect our farmland by keeping Hamilton concentrated in its current boundaries.

Think 7 generations in all your decisions. Your children and grandchildren (and mine) are depending on you.

Please watch this young person's video, and think clearly.

<https://youtu.be/WZQZOi2c8v4>

Sincerely,  
Kate Chung

**From:** John O'Connor

**Sent:** March 25, 2021 3:44 PM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Cc:** Anne Treadwell

**Subject:** I am a Ward ONE constituent, sign with your address.

[#HamOnt](#) [#StopSprawlHamOnt](#) [#StopSprawlOntario](#) [#Sprawl](#) [#SaveTheFarmOnt](#)

John O'Connor

Dundas, Ontario

**From:** Joanne Patak

**Sent:** March 21, 2021 2:53 PM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>

**Subject:** [\*\*\*\*POSSIBLE SPAM]Urban Boundary planning.

We want to freeze the Urban Boundary and to delay any further land needs planning until after public in-person consultations occur

Sprawl is very expensive and drives up our property taxes

Sprawl eats up irreplaceable prime Agricultural land

Sprawl Sucks the life out of Downtown

Sprawl contributes to Climate Change and increases greenhouse gas emissions

Sprawl makes developers wealthy: not many can afford McMansions

Thank you!

Joanne Patak

**From:** Joanna Sargent  
**Sent:** March 24, 2021 1:55 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Urban Boundary Meeting March 29th

**To: Mayor Eisenberger and all Members of City Council**

I am writing to you to support the motion to delay the decision to expand Hamilton's urban boundary. Effective public consultation and engagement on the plans for Hamilton's next thirty years is not possible during the pandemic lockdowns. So many people are being excluded from opportunities to provide their views on these critical questions. That exclusion has been made much worse by the decision of your planning department to exclude a fixed urban boundary from the possible options on which it has tried to obtain comments. This appears to contradict the city's written commitments to public engagement. Please support the motion to delay this decision and pause planning till in person consultations and information sessions have occurred and add a fixed urban boundary to your planning options.

Further, the planning for growth must consider climate implications, food security and sustainability. Expansion of Hamilton's urban boundary will have only negative effects with regards to climate change. Further expansion of Hamilton's boundaries is completely incompatible with council's declaration of a climate emergency. I urge you to act effectively on your declaration to address this climate emergency and freeze the urban boundary immediately. This will also prevent further loss of farmland with ensuing risk to food security and encourage higher density neighbourhoods within existing boundaries.

Please think about the legacy you wish to leave. Do you want to be the council that ignored the looming problems for our community and the planet? Or do you want to be remembered for your leadership in facing issues and taking bold actions to tackle them? My family and I have been proud Hamiltonians for decades. We applauded your good judgement when you recognized & declared the climate emergency. Now you have an opportunity to further impress Hamiltonians with your courage and foresight to act to stem this crisis. My family and I don't just sleep in Hamilton – we work, study, shop, pay taxes and vote in Hamilton. This is the time to show the kind of leadership Hamiltonians deserve and expect from our elected representatives.

I urge you to freeze the urban boundary immediately and to pause urban boundary planning and extend the planning period till in person consultations have occurred.

Thank you.

Joanna Sargent

**From:** Jill Tonini <

**Sent:** March 24, 2021 10:36 AM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>; Thorne, Jason <[Jason.Thorne@hamilton.ca](mailto:Jason.Thorne@hamilton.ca)>

**Subject:** Prioritize our Ecosystem and Stop Urban Sprawl

**Importance:** High

I'm calling on all Hamilton government to please stand up against farmland development for profit. We are in a climate emergency and need to protect this valuable human resource. Please be on the right side of history, protect our land, and care about sustaining a liveable ecosystem for our children, with the ability to grow our own food. Suburban sprawl helps no one but the developers, and it's criminal to allow them to dictate what happens to our land.

Much of the existing downtown Hamilton is ripe for development density (building up!) but requires investment in both affordable mixed-use housing as well as access to public transportation. This is where we need you to focus the attention of developers, to help create a richer urban fabric, not more suburbs where few can afford to live. We have a responsibility to help Hamilton grow in a sustainable way, and this would still be great for the economy.

Action13 created this video to plead our case:

<https://m.youtube.com/watch?v=WZQZOi2c8v4>

I implore you to prioritize our agricultural land.

Sincerely,  
Jill Tonini

**From:** Jacob Stief  
**Sent:** March 26, 2021 11:21 AM  
**To:** Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>  
**Cc:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Freeze Hamont's urban boundary

Good morning Jason,

I hope this email finds you well.

As a resident and homeowner of Corktown in Hamilton I am writing to formally voice my concern for the expanding of Hamilton's urban boundary. The urban boundary should be frozen.

What this city requires is further investment / encouragement around densification, improving existing infrastructure, expanding transit options, and creating a better overall quality of life for its residents in the heart of this city. Now is NOT the time for sprawl.

We know so much about smart growth within cities, and the impacts climate change will have on the global population. Let's apply that knowledge and improve the infrastructure we do have, build up not out, and encourage in-fill development.

Thank you for your consideration,

--

Jacob Stief

**From:** Hussam Taha  
**Sent:** March 24, 2021 10:26 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Urban Sprawl outside the boundaries of City of Hamilton

Dear Mayor and Councillors,

As a physician working in Hamilton, I urge you to enshrine health into the GRIDS2 municipal comprehensive review. **The best course of action for the health and wellbeing of our citizens is for Hamilton to freeze the urban boundary and direct new development and spending into the current urban boundary.**

I am acutely aware of the health outcomes of people living in poverty in our inner city. Lack of affordable housing, crumbling infrastructure, lack of basic services like sidewalk snow clearing, safe bike lanes for those who don't own a car, and reliable public transit all further marginalize families already living in precarious circumstances. **Building more subdivisions beyond the current City boundaries will further gut the core of our City.**

We are in a climate emergency and sprawl would only make it worse. The prestigious medical journal The Lancet has stated that "climate change is the biggest global health threat of the 21st century and tackling it could be our greatest health opportunity"<sup>1</sup>. Expanding urban boundaries moves people further from mass transit, requiring more use of cars and generating more greenhouse gas emissions and fine particulate air pollution, which we know **kills over 8,000 Canadians annually**.<sup>2</sup> We should be making planning decisions that reduce this number, not put more citizens at risk of illness and death from poor air quality.

In her 2017 Report on the State of Public Health in Canada<sup>3</sup>, Dr. Theresa Tam, Canada's Chief Public Health Officer, says, "Our communities are changing and often expanding through urban sprawl rather than by building compact and 'complete communities'." **Urban sprawl has been linked to sedentary lifestyles, easy access to unhealthy food, less physical activity and higher rates of obesity.** She advocates for the "development of new communities located within urban containment boundaries that support active transportation and physical activity by including higher density and land use mix, a range of housing options and affordability, easy access to recreational facilities and parks and good links to frequent public transit."

Similarly, the Heart and Stroke Foundation of Canada, recommends that municipal governments, community planners and developers work together to "establish urban containment policies to manage the outward growth of cities to promote increased development density and opportunities for active travel."<sup>5</sup> The most popular forms of active travel include walking and cycling.

In their "Planning Healthy Communities Fact Sheet Series"<sup>4</sup>, The Canadian Institute of Planners points out that the "lack of physical activity is considered a 'conveyor belt' to heart disease, stroke and other chronic conditions, including cardiovascular disease, diabetes and various cancers." They mention a study of Vancouver residents that found that the walkability index and its components related to land-use mix, residential density and street connectivity were significant predictors of body mass index, a key health indicator.

We have an enormous opportunity to discourage urban sprawl. Doing so would be one of our best tools for fighting climate change and improving peoples' health. People who live in walkable neighbourhoods occupy less space, have a higher quality of life, a smaller carbon footprint, drive less and have better health. Urban planning guidelines that put people closer to each other create successful public transit systems, making our society more efficient and more equitable.

I have attended your city of Hamilton climate plan public meeting in 2019 and I was inspired by what the counselors and representatives discussed and wanting to achieve to green the city. I hope that I don't get disappointed that all said was just for talks.

Sprawl threatens the health of our community today and generations into the future. I urge you to vote to freeze the urban boundary and direct new development and spending into the current urban boundary.

Thank you for your consideration,

Hussam Taha, CCFP

Clinic's Address:  
MediCorner  
5-521 Hamilton Regional Highway 8  
Stoney Creek ON L8G 1G4  
Work P: 905 662-2777

-----Original Message-----

From: Heather Vaughan

Sent: March 25, 2021 9:07 PM

To: [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

Subject: Written delegation for March 29th GIC GRIDS2 discussion

Dear Hamilton Mayor and Councillors

I am a proud resident of Dundas, wife, mother of 2 children, and a physiotherapist in cardiology, CCU and vascular surgery at the Hamilton General hospital. I love Dundas/Hamilton because of the unique mix of urban core with its cultural opportunities and surrounding green spaces, and agricultural land. I love the spectrum of opportunities from hands on industrial careers in the trades, commerce, and steel producing to the intellectual community of health care and university and the wealth of entrepreneurial energy and innovation across this entire spectrum. It is truly a unique and wonderful place to live.

For these and many other reasons, I urge you to FREEZE the urban boundaries as this decision will THREATEN our ability to maintain our current level of autonomy and PREVENT us from developing the sustainable community that we need to be.

Expanding the urban boundaries for more sprawl will a) remove the precious farmland that we need to develop our own sustainable food security b) will contribute to the environmental degradation and the climate emergency which threatens our very survival c) will further threaten the diversity of the delicate ecosystem of plants and animals that were here long before we were and still support and enrich our own existence d) make the desperately needed affordable housing an impossibility and will create an environment where our own children will not be able to live where they grew up because of astronomical taxes and housing prices e) will cause the crumbling inner city to continue to decay rather than receive the investment it needs to recover and develop. The aging infrastructure of the entire city needs to be addressed rather than spending our tax dollars on sprawl that will only deplete our health, our environment and the incredible potential of this community.

To make this decision during a pandemic without proper in-person consultation is unfair to the citizens of this community and the future generations that this decision will affect. Please DELAY this decision until it is possible for proper public consultation to occur. I urge you to STOP and LISTEN to the voices of your community!! Delay the decision and freeze the boundaries!!

Sincerely

Heather Vaughan Reg PT (ON), MSc (Physio), MSc (KIN), BSc (KIN)

**From:** Hart Jansson

**Sent:** March 14, 2021 4:15 PM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>; Thorne, Jason <[Jason.Thorne@hamilton.ca](mailto:Jason.Thorne@hamilton.ca)>

**Subject:** [\*\*\*\*POSSIBLE SPAM]Delay of Municipal Comprehensive Review

To: Hamilton Council – Mar 15, 2021

From: Hart Jansson on behalf of HACEN (Halton Action for Climate Emergency Now), a citizen's group advocating for rapid and effective action to lower carbon emissions in Halton and Ontario. We are addressing our neighbouring municipality of Hamilton in recognition of the fact that climate change knows no boundaries, and a united front among Ontario municipalities to defer critical decisions regarding long-term land use planning is necessary.

**The changes to a number of Provincial Statutes and policies that impact how municipalities plan for growth could be of serious concern to many Hamilton residents, if they could understand their potential impact.**

These changes include:

- The Provincial Policy Statement,
- A Place to Grow: The Growth Plan for the Greater Golden Horseshoe,
- The Development Charges Act,
- The Planning Act,
- The Environmental Assessment Act, and
- The Conservation Authorities Act;

Some of these changes are:

- reduced density targets in new greenfield development from 80 persons and jobs per hectare to 50 persons and jobs per hectare,
- reduced intensification targets from 60% beyond 2031 to 50%,
- setting minimum population and employment growth forecasts that can be exceeded subject to Provincial approval,
- extended the planning horizon from 2041 to the year 2051,
- introducing market demand as a consideration in determining the housing mix, and
- revisions to how municipalities fund growth

### **Potential Impacts**

The impact of these changes is far-reaching and difficult to comprehend given their scope, their interactivity, the length of time they are in force and the timeframe of their long-term impact.

These and other changes signal an abrupt shift from the emphasis on creating compact and complete communities to a planning regime that facilitates lower density and car dependent communities.

Hamilton is among the dozens of Ontario municipalities and the over 500 Canadian jurisdictions that have declared climate change emergencies; Hamilton must consider the impact of land use planning in its strategy to reduce its greenhouse gas emissions.

The planning changes mentioned create pressure to convert more farmland in Hamilton to urban uses than necessary, which is contrary to Hamilton's Official Plan and its Strategic Plan.

Ensuring that Ontarians have access to healthy safe food in the future requires thoughtful consideration of the long-term impact of converting thousands of acres of prime agricultural lands in the Greater Golden Horseshoe to urban uses.

**I suggest that you have a duty to consider that changing the official plans in the GTHA to accommodate these changes will lock in increasing carbon emissions and other environmental damage potentially for generations.**

#### **Justification for Delay**

- the news cycle has been dominated by COVID-19 for the past year, therefore the profound changes to policies and statutes regarding municipal planning for growth have had little exposure in the media
- the magnitude, scope and long-term duration of impacts of these changes are much more significant than typical policy/legislative changes, therefore consultation is of utmost importance
- the changes are contrary to federal objectives and regional/municipal policies regarding growth and climate change
- the pandemic has not allowed and will not allow the usual means for in-person consultation and discussion, therefore the quality of consultation will suffer
- people who are technology-challenged may be left out
- people in rural areas who have limited or less than reliable internet access may be left out
- further time is needed for proper and thorough consultation with citizens, including education of citizens in this regard

**Therefore, I ask you to support this Resolution to extend the period of the Municipal Comprehensive Review.**

**From:** George Sweeney  
**Sent:** March 22, 2021 10:26 AM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Freeze Hamilton's Urban Boundary

Dear City of Hamilton Office of the Clerk,

As a resident of Hamilton, I am writing to you to raise concerns about the expansion of the urban boundary of Hamilton. It has come to my attention that the City of Hamilton is looking at expanding its urban boundary into prime agricultural lands. Environmental groups such as Environment Hamilton, 350 Hamilton, and others are bringing attention to the impact the urban expansion will have on transit, affordable housing, the environment, and vulnerable communities.

As your constituent, I am asking that you vote to FREEZE Hamilton's urban boundary. This action is essential if we have any hope of building a sustainable, climate-resilient, inclusive future for Hamilton!

Thank you for your time.

Sincerely,  
George Sweeney

-----Original Message-----

From: Gail Lorimer <>

Sent: March 23, 2021 11:44 AM

To: [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

Subject: Urban sprawl

Please stop urban sprawl. At least give time to look at negative effects on Hamilton and climate crisis.

Blessings, Gail

**From:** Frank Ahern <[Frank.Ahern@hamilton.ca](mailto:Frank.Ahern@hamilton.ca)>  
**Sent:** March 14, 2021 8:22 PM  
**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>  
**Cc:** Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>  
**Subject:** Motion to Delay Land Use Planning Deadline

Dear Mr Farr, Mayor Eisenberger and Councillors:

As you are aware, the province has revised municipal planning guidelines to include population projections to 2051, while lowering density targets for new development and enacting a “market-driven” approach to planning for new residential.

As a concerned Hamilton citizen I request that Hamilton City Council delay Hamilton’s Official Review Plans (MRC) at the March 29 GIC meeting. There is recent precedent for this delay as Halton Hills unanimously voted on February 1st for a delay, and the Region of Halton did the same on February 17.

We must not lock in planning guidelines that encourage sprawl until 2051. Land use planning is the key lever we have in increasing or decreasing greenhouse emissions for decades into the future.

Given COVID restrictions, constituents cannot be properly consulted on major policy decisions. Many Hamilton residents do not have internet access or lack the expertise to use Zoom software to delegate to council. Critical decisions, which will impact Hamilton for the next 30 years, should not be made while in-person consultation is impossible. Hamilton’s 2016-2025 Strategic Plan makes clear the city’s commitment and responsibility to community engagement and participation when it states: “Citizens are consulted and involved in making the decisions that impact them.”

Councillor Fogal of Halton Hills suggests that for this action to delay to be effective, councils around the Golden Horseshoe will need to pass similar motions and stand in solidarity. Therefore, for the sake of our children and grandchildren, I urge you to delay Hamilton’s Official Review Plans (MRC) at the March 29 GIC meeting.

Thank you for considering these important issues.

Sincerely,

Frank Ahern

**From:** Erin Haber <

**Sent:** March 24, 2021 8:52 AM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>

**Cc:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>

**Subject:** NO BOUNDARY EXPANSION

As a resident of Hamilton I support NO BOUNDARY EXPANSION under the new Provincial planning methods and delay any further land needs planning until after public in-person consultations occur.

Erin Rittich-Haber

## Request to Speak to Committee of Council

Submitted on Wednesday, March 3, 2021 - 8:48 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Mike Collins-Williams

**Name of Organization:** West End Homebuilders' Association

**Contact Number:** 416-435-6757

**Email Address:** [mikecw@westendhba.ca](mailto:mikecw@westendhba.ca)

**Mailing Address:** 1112 Rymal Road East, Hamilton

**Reason(s) for delegation request:** Request to speak to General Issues Committee March 29, 2021 on behalf of the West End Homebuilders' Association regarding the City's GRIDS 2 project.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** Yes

----- Original message -----

From: Mike Collins-Williams <[mikecw@westendhba.ca](mailto:mikecw@westendhba.ca)>

Date: 2021-03-05 12:08 PM (GMT-05:00)

To: "Travis, Heather" <[Heather.Travis@hamilton.ca](mailto:Heather.Travis@hamilton.ca)>, GRIDS 2 and MCR <[grids2-mcr@hamilton.ca](mailto:grids2-mcr@hamilton.ca)>

Cc: "Thorne, Jason" <[Jason.Thorne@hamilton.ca](mailto:Jason.Thorne@hamilton.ca)>, "Robichaud, Steve" <[Steve.Robichaud@hamilton.ca](mailto:Steve.Robichaud@hamilton.ca)>,

"Donald, Sherree" <[Sherree.Donald@hamilton.ca](mailto:Sherree.Donald@hamilton.ca)>, "Fabac, Anita" <[Anita.Fabac@hamilton.ca](mailto:Anita.Fabac@hamilton.ca)>, "Sergi,

Tony" <[Tony.Sergi@hamilton.ca](mailto:Tony.Sergi@hamilton.ca)>, Michelle Diplock <[michelle@westendhba.ca](mailto:michelle@westendhba.ca)>

Subject: WE HBA Submission to City of Hamilton on GRIDS 2 (MCR/LNA)

Good afternoon,

Please find attached a submission from the West End Home Builders' Association (WE HBA) responding to the GRIDS 2 and Municipal Comprehensive Review with our recommendations going forward.

The WE HBA appreciates the opportunity to provide feedback on the LNA, as part of the GRIDS 2 and MCR process. WE HBA has participated in past consultations in the GRIDS 2 / MCR Process and is pleased the City is advancing a market-based approach through the LNA Analysis, as is required by MMAH. The WE HBA appreciates that professional planning staff at the City of Hamilton recognize that an urban boundary expansion will be required to accommodate population growth to the year 2051. With this submission, WE HBA is offering our comments on the City of Hamilton's LNA, focusing on our preferred intensification target of 50 % to 2051, and our concerns about the public policy ramifications of a potential increased intensification target of greater than 50% to 2051.

Thank you – we would be please to meet with the city to discuss our submission or answer any questions you may have,

Mike Collins-Williams, MCIP, RPP  
Chief Executive Officer  
West End Home Builders' Association

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March 5, 2021  
Delivered via email

### City of Hamilton

Heather Travis, Senior Project Manager  
 Policy Planning Division - Growth Management Strategy  
 71 Main Street West, 4<sup>th</sup> Floor  
 Hamilton, ON L8P 4Y5

### West End Home Builder's Association | Submission on GRIDS 2, MCR and LNA

The West End Home Builders' Association (WE HBA) is the voice of the land development, new housing and professional renovation industries in Hamilton and Halton Region. The WE HBA represents nearly 300 member companies made up of all disciplines involved in land development and residential construction, including: builders, developers, professional renovators, trade contractors, consultants, and suppliers. The residential construction industry employed over 27,300 people, paying \$1.7 billion in wages, and contributed over \$3.0 billion in investment value within the Hamilton Census Metropolitan Area in 2019.

Our industry is constantly facing challenges that affect our ability to build the necessary supply of new housing to meet growing demand for a variety of housing options in Hamilton. Today, during a global pandemic, this has become even more challenging with housing of all types and tenures becoming more expensive, making home ownership less attainable. The WE HBA strongly believes that a healthy housing system only exists when all levels of government work together with the private sector to ensure the right mix of housing choices and supply that provide all residents' shelter needs through their full life cycle.

Within this context, the WE HBA appreciates the opportunity to provide feedback on the Land Needs Assessment, as part of the GRIDS 2 and MCR process. WE HBA has participated in past consultations in the GRIDS 2 / MCR Process and is pleased the City is advancing a market-based approach through the Land Needs Assessment Analysis, as is required by the Ministry of Municipal Affairs and Housing. The WE HBA appreciates that professional planning staff at the City of Hamilton recognize that an urban boundary expansion will be required to accommodate population growth to the year 2051. With this submission, WE HBA is offering our comments on the City of Hamilton's Land Needs Assessment, focusing on our preferred intensification target of 50% to 2051, and our concerns about the public policy ramifications of a potential increased intensification target of greater than 50% to 2051.



## **Provincial Context**

Ontario's Greater Golden Horseshoe is Canada's primary economic engine and is the fastest growing region in the country. It also contains some of Canada's best farmland and natural features. As such, it is critical that the Growth Plan work with the *Planning Act*, *Provincial Policy Statement*, *Greenbelt* and other Provincial Plans to provide a broad, long-term, and comprehensive planning framework that promotes employment growth and an appropriate supply of housing, while protecting our most valuable environmental resources. The City of Hamilton is well positioned through the provincial planning framework to accommodate a range of new housing supply opportunities through both greenfield development opportunities and through intensification. The City of Hamilton is also well positioned to balance this new growth with strong environmental protections that exist in the 83,674 hectares (836 km<sup>2</sup>) of already protected land designated in the City boundaries within the provincial *Greenbelt*.

Going forward it is critical to ensure that a clear, transparent, and effective public policy framework exists to guide and support the extensive and unwavering growth this region continues to experience. A properly functioning housing system should provide stability to both renters and owners, at prices people can afford and in the choice that meets their needs. The housing system must also be able to respond to meet projected demographic and market requirements for current and future residents. The Greater Golden Horseshoe is forecast to welcome 4.6 million new people over the in the next three decades, and the City of Hamilton through Schedule #3 of the Growth Plan is required by the provincial planning framework to plan to accommodate 236,000 additional people by 2051.

To put the Greater Golden Horseshoe growth forecasts into context, this is the equivalent of the entire population of Greater Montreal moving to this region over the next three decades. Growth of this magnitude provides both challenges and opportunities for the City of Hamilton. It is absolutely critical that the City of Hamilton recognize the magnitude of growth that is coming, and to make realistic and achievable plans to ensure the city is positioned to absorb this population and economically thrive from the opportunities the coming decades will bring this growing region.

While the pandemic has created some degree of uncertainty, it is important for the City of Hamilton to recognize that the provincial planning policy framework for which conformity with the policies of the Growth Plan is required to the planning horizon of 2051, is underpinned by strong technical demographic analysis by Hemson Consulting. The new market-based approach of the Land Needs Assessment is now in place to better ensure that long-term planning for housing supply is better aligned to housing demand to avoid market distortions that can arise if long-term supply is not planned in a balanced manner. Recognizing that local needs are diverse, the methodology provides the key components to be completed as municipalities plan to ensure that sufficient land is available to accommodate all housing market segments; avoid housing shortages; and consider market demand. The LNA examines household formation rates for different age groups and forecasts housing needs by dwelling types to ensure through the MCR process that municipalities are appropriately planning for diverse housing supply requirements including both high density and ground-oriented housing product. Furthermore, the WE HBA notes that despite the pandemic, the federal government continues to have in place ambitious immigration targets that significantly exceed the targets of previous federal governments; therefore it is critical to continue to appropriately plan for long-term growth.

Demographic and economic research published recently by Michael Moffatt demonstrate that over the last decade, not only have municipalities within the Greater Golden Horseshoe been growing at a significant rate, but that growth has in fact been accelerating.

## Ontario Population Growth – Comparing 2010-15 to 2015-20

Sources of Pop Growth	2010-15	2015-20	Chg
Natural	236,040	174,539	-61,501
Net Immigration	387,916	532,607	144,691
Net Non-Permanent	68,135	290,784	222,649
Net Interprovincial	-51,778	39,395	91,173
Net Intraprovincial	0	0	0
Residual Deviation	-68,973	-10,429	58,544
<b>TOTAL</b>	<b>571,340</b>	<b>1,026,896</b>	<b>455,556</b>

Source: Ontarians on the Move - Michael Moffatt: Senior Director, Smart Prosperity. Assistant Prof, Ivey Business School

This acceleration has also been experienced within the City of Hamilton with the population growing by 2.8% between 2010-15 and accelerating to a 6.3% increase between 2015-20. Economist Michael Moffatt has further noted that patterns of growth are shifting as there is an exodus of young families out of both the Toronto and parts of the Greater Toronto Area, moving to places like Woodstock and Stratford, in search of more affordable real-estate. As the cost of real estate in the City of Toronto and parts of the GTA reaches for the stratosphere, the City of Hamilton could come under even further pressure to accommodate even higher rates of growth than is currently forecasted. Unfortunately, the rate of growth and demographic demand over that last decade has vastly outpaced the ability of the residential construction industry to keep pace. A mismatch between housing supply and demand has contributed to an escalation in housing prices and rents in many parts of Ontario including Hamilton. The accelerating rate of population growth and migration dynamics that have changed substantially over the last five years has caused some of the chaos in the housing market, as growth is exceeding our ability to plan and build new housing. The current GRIDs/MCR/LNA process is therefore absolutely critical to “get right” in terms of adequately planning for a diversity of housing typologies and communities to meet the incredible volume of growth coming our way.

### Community Land Needs Assessment

The West End Home Builders’ Association appreciates the work of City Staff to produce a variety of options as part of the public consultation process to demonstrate the impacts of different public policy options in terms of density and intensification targets.

#### *Current Trends*

The WE HBA notes that current intensification trends in the City of Hamilton, since the inception of the 2006 Growth Plan is currently at 40%. Should these trends continue to 2051, it would result in a land need of 3,440 hectares. While the WE HBA recognizes that an intensification rate of 40% to 2051 does not achieve the goals of the Growth Plan, the City and the public should recognize that even achieving the new minimum target of 50% will not be a simple task. It will require significant changes in approaches to planning policy going forward. Even the 40% rate of intensification did not occur in a vacuum without



significant effort. The current intensification rate is being achieved a decade and a half after the initial Growth Plan and three separate reviews of the Provincial Policy Statement with each version of the PPS being more supportive of intensification. Paired with this, numerous local policy changes and major shifts in marketplace sentiments towards urban living have contributed to the 40% intensification rate. While the WE HBA looks forward to further public policy evolution and a greater focus on intensification, it should not be lost on public policy makers or public observers that significant changes and steps have occurred over the past decade. Increasing the rate of intensification is not a simple task and will require other public policy adjustments beyond the Official Plan itself.

#### *Growth Plan Minimum*

The WE HBA recognizes that based on current trends, the Growth Plan minimum of 50% intensification is an ambitious target for the City of Hamilton and will require a land need of 2,200 hectares through urban boundary expansion. WE HBA supports the City of Hamilton adopting an intensification rate of 50% to 2051. Since this scenario represents a shift to higher densities than market demand currently projects, the City of Hamilton will need to improve the attraction of investment to support higher densities. The City can do this through enhanced local planning policy frameworks that support intensification. The planning framework should not only support higher levels of density in nodes and corridors, but also have a more permissive approach to “gentle density” within established neighbourhoods. The City of Hamilton will also need to invest in the provision of infrastructure, including higher order transit to support Transit Oriented Development.

#### *Increased Targets*

The WE HBA recognizes that the *Increased Targets* scenario projects that to 2031 an intensification rate of 50% is projected, with targets projected to increase to 55% to 2041, and 60% to 2051. Even with these very ambitious intensification targets, 1,640 hectares of land will be required to be brought into the urban boundary. WE HBA has some concerns with this approach being achievable. If this scenario is selected as the preferred option, WE HBA would welcome further discussion on how to make this scenario work from a public policy perspective. A 50% intensification target to 2051 set out in the Growth Plan Minimum Scenario already represents a major divergence from current market trends. The WE HBA notes that if this option for increased targets is selected, the City will have to revisit its entire approach to city building. Hamilton will need to make significant amendments to as-of-right zoning permissions downtown, and other nodes and corridors, including allowing new forms of housing within existing established communities. Such an approach will require a very different approach by City Councillors to the politics of intensification and NIMBYism.

#### *Ambitious Density*

The Ambitious Density scenario (50% to 2031, 60% to 2041, 70% to 2051) would represent a significant shift in intensification and infill for the City of Hamilton and would still require an urban boundary expansion of 1340 hectares. By 2051, the share of apartment buildings in Hamilton would be 47% of the housing stock, but there would be a significant shortfall of ground-related housing. This approach will require a substantial cultural shift in housing preferences and a recognition by the City that market distortion will cause significant increases in the cost of ground-oriented housing. WE HBA cautions that this approach poses significant risk to the City of Hamilton with regards to planning for types of growth that may not occur. WE HBA would like to remind the City of Hamilton that planning for a higher rate of intensification significantly outside of market demand is unlikely to result in built intensification. The WE HBA strongly recommends the City not adopt such an unrealistic growth planning scenario.

#### *WE HBA's Preferred Scenario*

The WE HBA is supportive of the City of Hamilton adopting the minimum targets established in the Growth Plan for a 50% intensification target within the built-up area. WE HBA recognizes that given historical rates of intensification, an intensification rate of 50% will already be an ambitious target to achieve and represent a major shift to the mix of future housing. As a result, the City will need to change their approach to how medium and high-density housing projects are planned for in a local political environment that can be challenging. In an environment where housing of all types and tenures is becoming more expensive, and pricing more people out of the market, the WE HBA believes the City has an important opportunity to plan for growth in a way that is more economically sustainable. A healthy and sustainable housing system exists when a city has the right mix of housing choices and supply that can address all residents' shelter needs. This will ultimately help Hamilton become a destination of choice to raise a child, open a new business, and age-in-place successfully. This will involve planning for both intensification within the current urban boundary as well as new greenfield communities provided through an expansion of Hamilton's urban boundary.

### **Potential Intensification Targets Over 50% to 2051**

The WE HBA would be very concerned with respect to an approach for an intensification target of greater than 50% to 2051. While the WE HBA appreciates there are different perspectives from diverse stakeholder groups, we would like to reiterate that the Growth Plan target of 50% is ambitiously high from a market perspective. It is also high given historical trends in Hamilton since the Growth Plan was first established in 2006. There are significant risks to the City in planning for unrealistic growth scenarios if significant levels of high-density housing absorption do not occur. This can impact land supply, growth related development charges revenue, costs of municipal services, and property tax assessment growth. Planning for unrealistic growth scenarios also presents risks in terms of planned infrastructure investments that do not match the amount or type of growth realized.

Conversely, if growth does occur at significantly higher intensification rates, there is a risk of over development causing significant infrastructure stresses for certain pockets of the City. WE HBA notes that the December 2020 Lorus Report referenced in their commentary on Toronto's "Condo Boom" along the waterfront as a caution for the City of Hamilton. Should the City adopt an intensification rate as projected in the *Increased Targets* or *Ambitious Density* scenarios, there will be a massive paradigm shift required for all City departments, all City policies, and planned infrastructure investments. While WE HBA would welcome dialogue and consultation on such a public policy paradigm shift, we caution that our members experience in bringing medium density or even missing middle housing opportunities into existing communities has been politically challenging. Achieving much higher rates of intensification without negatively impacting both housing affordability and neighbourhood stability will not be possible. Again, the WE HBA would welcome dialogue and consultation on such an approach, but professional City Staff and City Councillors would need to be prepared for an entirely different approach to infill and intensification going forward. As a key partner to the City of Hamilton in the delivery of new housing units, WE HBA wishes to ensure we can effectively work together towards the goal of affordable and sustainable housing choices for a growing population.

### **Supporting the City's Intensification**



WE HBA wants to reinforce that if the City of Hamilton is to adopt an intensification rate of 50% to 2051, it will represent a paradigm shift that requires greater public policy alignment and tools to support intensified growth. WE HBA notes that in the December 2020 City of Hamilton *Residential Intensification Market Demand Analysis* by Lorius and Associates an intensification rate of 50% was recommended as a suitable aspirational goal for growth to 2051. To support this ambitious target, the City will need to address a wide variety of policy concerns to ensure strategic alignment between all municipal departments and services. In particular, the City of Hamilton will need to focus on improving the attraction of investment from the private sector to support higher density living. The City can do this through ensuring planning policy alignment and financial tools to enable a greater range of infill, mid-rise, and high-rise built forms. The City can also attract investment through the adoption of financial tools such as modern pay-on-demand surety bonds. In addition to this, ensuring required infrastructure and community services are available to accommodate growth is important. This will ensure WE HBA's members are well positioned to invest in Hamilton and align themselves with the City in the requirement to plan housing for an additional 236, 000 people, while ensuring a vibrant and complete community for current and future residents.

### **Urban Boundary Expansion**

The WE HBA appreciates that through preliminary analysis of the Land Needs Assessment process, City Staff recognize the reality of the situation for which Hamilton will require an urban boundary expansion to meet the Growth Plan targets to 2051 in all proposed scenarios. WE HBA supports the expansion of the City of Hamilton's urban boundary as specified in the Growth Plan 50% intensification scenario. WE HBA cautions the City that pursuing intensification at a higher than recommended level may have perverse public policy consequences. It may encourage leapfrog low-density development patterns, as market forces and a demand for ground-oriented housing push urban development outside of the City's current and proposed future urban boundary to outer ring communities beyond the greenbelt. This scenario is already occurring through a flight to affordable ground-oriented housing options in communities such as Paris, Woodstock, and St. Thomas. These communities have been experiencing very high levels of growth in the past few years due in part to economic displacement from the GTHA. Unfortunately, many people moving to these communities are still commuting to Hamilton or Toronto contributing to higher levels of GHG emissions. Given this, it is important for the City of Hamilton to plan for an adequate and appropriate range of housing as is required and established through the provincial market-oriented Land Needs Assessment.

### **Conclusion**

The COVID-19 Pandemic has further emphasized the importance and need to plan for the necessary supply of adequate and affordable housing for all residents. The WE HBA would like to emphasize our willingness to work collaboratively with the City to plan for and to accommodate the substantial growth that the City of Hamilton is projected to receive. WE HBA believes that by working together with the right public policy framework, our members are well positioned to help contribute to the COVID-19 economic recovery through the provision of both housing and local employment opportunities.

Sincerely,



Mike Collins-Williams, MCIP, RPP  
Chief Executive Officer  
West End Home Builders' Association



# GRIDS 2 Deputation

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March 29, 2021

## **WE HBA members contribute:**

- 27000+ jobs
- \$ 1.7 billion in wages
- \$ 3 billion in investment value

**to the local economy.**



members will need the City of Hamilton's support to deliver **110,300** new housing units by 2051.

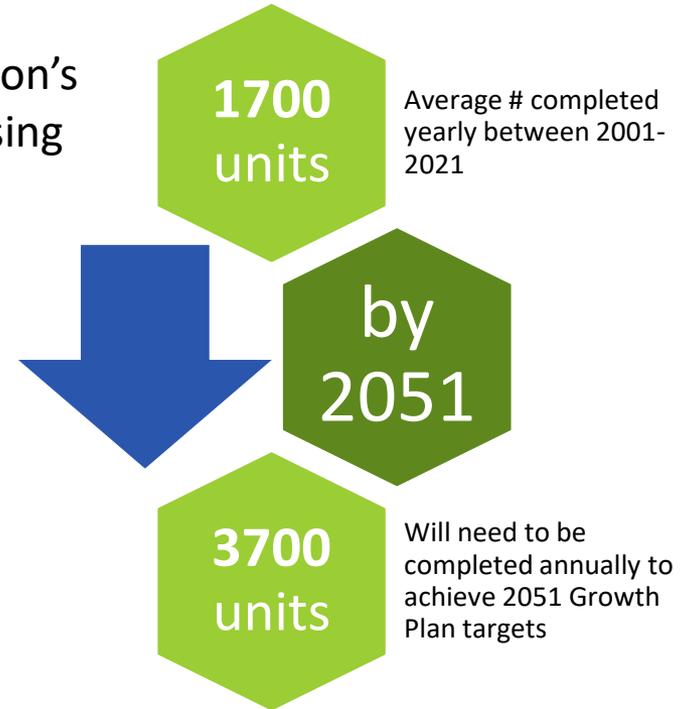
GROWTH FORECAST: 2051



An increase of **236,000 people**, for a total population of **820,000 people**

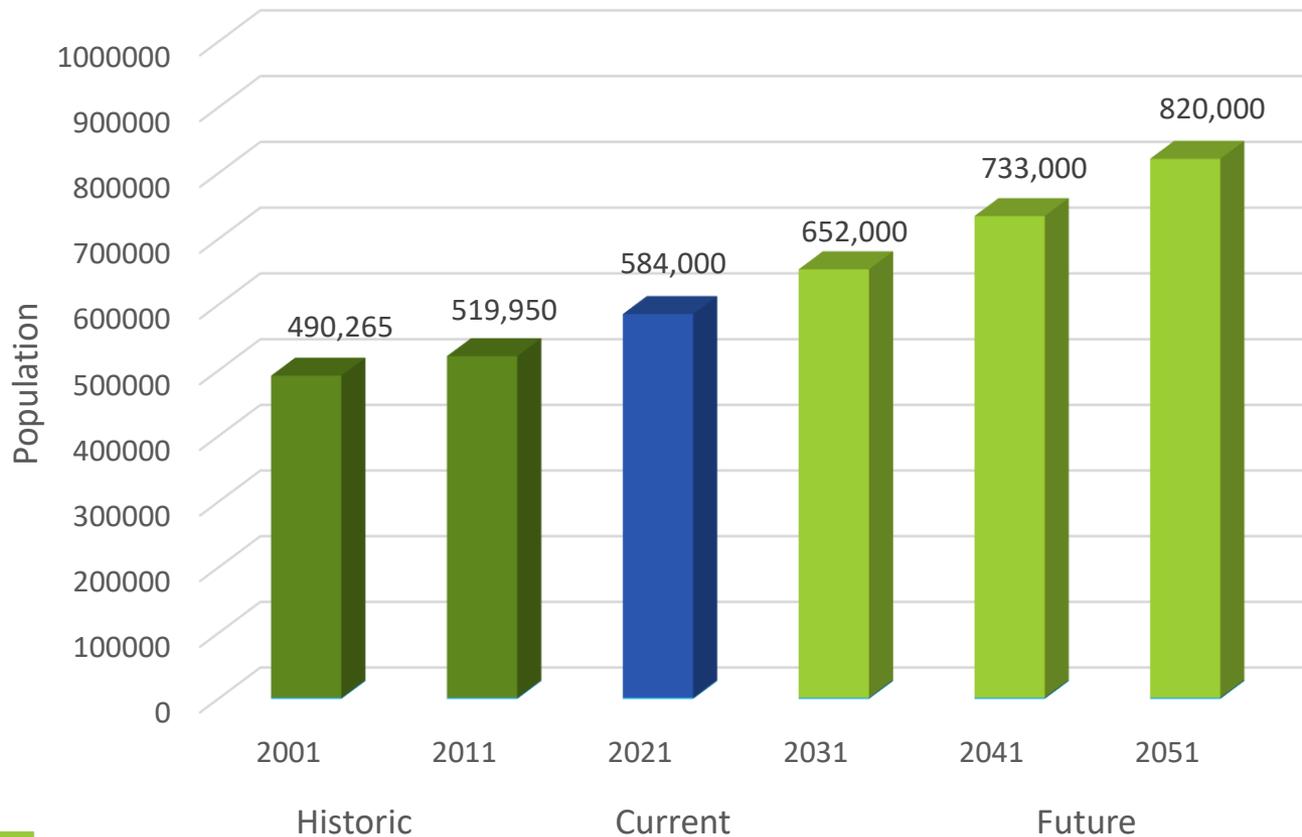


An increase of **122,000 jobs**, for a total employment of **360,000 jobs**



# As We Grow Towards 1 Million...

Historic and Projected Growth in Hamilton



# Achieving Higher Intensification Target

- Hamilton struggled to reach previous growth plan intensification target of 40%.
- Significant market, financial & infrastructure related risks in planning for types of growth that may not occur.
- Achieving even a 50% rate of intensification requires a substantial cultural shift in housing preferences, and a recognition by the City that market distortions where demand for ground-oriented housing continues to exceed supply may cause significant increases in the cost of ground-oriented housing.
- The City should recognize that planning for a higher rate of intensification well beyond market demand may result in unforeseen consequences and perverse incentives (i.e. leap-frog growth to other side of greenbelt in smaller communities up the 403, 401 & QEW)
- Within the Ambitious Density Scenario (an average intensification rate of 60% to 2051), the share of apartment buildings in Hamilton would be 47% of the housing stock.

# Risks of Delays to the Process

- If the Land Needs Assessment and GRIDS 2 process is delayed, this poses significant risks to the City's Master Planning work that is currently underway.
- This can impact the City's Development Charges By-law updates—resulting in financial challenges for the City.
- If the GRIDS 2 Process is delayed, Hamilton will experience significant challenges to achieving planned growth to 2031.
- The Provincial deadline for conformity is July 1, 2022.
- **WE HBA urges Committee to show leadership in moving the GRIDS2/MCR process forward to ensure a local approach is taken for Hamilton's growth.**

## Request to Speak to Committee of Council

Submitted on Sunday, March 14, 2021 - 10:37 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Don McLean

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** On March 29, General Issues Committee is scheduled to consider a report on consultations about the MCR GRIDS2 process currently underway and particularly its Land Needs Assessment. I wish to address this specific agenda item.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Monday, March 15, 2021 - 12:59 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Paul Szachlewicz

**Name of Organization:** Hamilton Chamber of Commerce

**Contact Number:** 9052206568

**Email Address:** [p.szachlewicz@hamiltonchamber.ca](mailto:p.szachlewicz@hamiltonchamber.ca)

**Mailing Address:** 120 King Street West, Plaza Level

**Reason(s) for delegation request:**

My name is Paul Szachlewicz and I would like to register a virtual delegation request for the March 29, 2021 General Issues Committee Meeting on behalf of the Hamilton Chamber of Commerce.

Specifically, my colleague Ed Fothergill and I will be requesting a delegation to speak and correspondence to the GRIDS2 item that will be on the agenda. We will also be submitting a formal presentation for Committee's consideration closer to March 29, 2021.

Let me know if there is any additional information I need to provide at this time.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** Yes



## **GRIDS 2 and Municipal Comprehensive Review Process Submission Hamilton Chamber of Commerce**

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The Hamilton Chamber of Commerce has consistently supported and promoted long term municipal land use planning in the City of Hamilton ("City"). Having a clear sense of purpose and direction is critically important for a community to prosper and grow in an orderly and predictable fashion.

### **1. Principles of Long-Range Planning**

#### **1.1 Guiding Investment**

An Official Plan policy document, by definition, is meant to direct and guide public and private investment throughout the municipality to provide residents, existing and potential investors and decision-makers with a clear sense of direction to minimize conflict and inefficiencies and to implement the best plan possible. This investment strategy must be clear, understandable and predictable in order to attract and guide investment from those in the development community, those in the agricultural community, our broader community, and those who are yet to invest in our City.

From a development perspective, this involves establishment of a clear and firm urban boundary so that development interests have a sense of certainty as to where they should place their investment. Conversely, a firm urban boundary assists investment decisions for those in the agricultural community who need to understand that their lands and their investments will be protected in the long term.

What is to be avoided is a situation where uncertainty is introduced through a review of urban boundaries undertaken every five years and a piecemeal expansion of the urban boundary on a regular basis.

#### **1.2 Infrastructure Investment**

Long term planning is required to ensure that land use planning is coordinated with the provision of basic road and service infrastructure to allow for the proper implementation of the plan. If this work is not coordinated, it is possible to generate a mismatch whereby urban services are in place however the planning process lags years behind. Alternatively, it can also result in situations where planning approvals are in place but servicing is not available, thus delaying and frustrating the intent of the planning documents.



### **1.3 Time Resources and Local Control**

By engaging in long range planning, less time, energy and resources are spent in litigation, battling decisions with respect to how and where to proceed. What is not desirable is having to engage in ongoing and expensive discussions, reports and hearings that only serve to delay and drive up the cost of outcomes that are predictable and will not change, regardless of the number of studies that are undertaken.

In addition, this adversarial approach leads to a final outcome which is determined by an outside decision maker in the form of LPAT, (formerly the OMB). This has led to many of the long-range planning decisions which have contributed to the development pattern the City over the years being established by an external authority.

### **1.4 Staging**

By undertaking long term planning, proper staging of development can take place within an overall predictable, understandable and comprehensive structure that is defined more by reasonable expectations than artificial, pre-set timing parameters. This will allow for a stable and controlled unfolding of the plan that ensures planning and infrastructure investment is properly coordinated.

What is to be avoided is an uncontrolled free for all that allows development at any cost. Rather, carefully designed staging mechanisms must be put in place to ensure orderly growth takes place and proper planning principles are followed, including the protection of significant environmental features, proper plans for roads, transit, community facilities, open spaces and employment needs.

In this fashion, each stage of development will need to meet intensification objectives and can undergo a thorough secondary planning process to design complete communities within the broader context of the entire city.

### **1.5 Maximization of employment investment**

By undertaking long range planning of employment lands, opportunities to attract new investment into the community are maximized. By offering more choices to potential investors, the opportunity for employment growth is maximized. What is to be avoided is the restriction of the supply of employment land, which can lead to the loss of investment and employment growth to other surrounding communities.

## **2.0 Chamber Position**



Based on the above principles, the Chamber of Commerce has consistently taken the position that the City should engage in long term urban planning and not be restricted by 20 or even 30 year time horizons and ongoing 5 year reviews of potential urban boundary expansions. The Chamber has taken the position that the long-term investment opportunities for new growth within the City are properly defined by all of those lands inside the Greenbelt Plan.

The Province has established a clear and long-term boundary for urban growth through the establishment of the Greenbelt Plan. In doing so, this plan provides certainty and clear expectations for both developers and the farming community that these lands are intended to remain as agricultural lands for a period well beyond 20-30 years. The Chamber has always supported the Greenbelt Plan and believes it is an effective defining limit of urban growth.

From a review of urban growth patterns in the city together with an expectation of future growth requirements, it is clear that urban growth will continue to expand from the current urban boundary through areas described as 'Whitebelt lands' to the limits of the Greenbelt Plan. This expectation provides us an opportunity to properly plan and implement servicing infrastructure to ensure timely provision of adequate services that do not result in any of the premature investment of unused services or of lost opportunities arising from lack of available infrastructure.

While the Chamber has not provided any specific direction with respect to timing of the development of individual blocks, it has always been recommended that a sequence of development be established through strong staging policies that will ensure that the intensification of existing urban areas occurs, and that premature development does not occur. This approach will eliminate the significant resources that are routinely spent on determining who goes next.

### **3.0 History of Evolution of Development**

Unfortunately, the City has in the past not proceeded to implement a long-term strategy and many of the pitfalls that were identified in the past have been experienced. There is no overall comprehensive plan for development in the city for the Whitebelt area and staging policies have not been put forward.

As a result, the City has seen a mismatch in terms of infrastructure and planning implementation in areas such as Elfrida where major trunk services have been provided. However, due to a lag in the planning process, the construction of homes for this new community is still a number of years away and that infrastructure has not been used.



In the case of Elfrida, the planning has led to a postponement of income from development charges and taxes to pay for those services well after the financial investment in the services has been made.

Lack of long-term planning has also resulted in a considerable amount of expenditure in terms of planning resources with disappointing results. As noted in the staff report, the GRIDS process started in 2003. The municipality and City now finds itself in a position 17 years later, after 3 versions of the GRIDS report still not being a position to implement the initial GRIDS recommendation to establish Elfrida as the next development community. The continuation of this process will simply delay the inevitable development of each successive community in the Whitebelt area that will ultimately be needed for Hamilton to evolve as a complete community.

#### **4.0 AEGD**

In a similar but reverse pattern found in the Elfrida situation, a plan for half of the AEGD has been in place for a number of years and yet servicing has not been able to be provided. In this case, the city has continued to lose investment opportunities to other communities as the half-approved business park remains underdeveloped because of lack of services.

The initial planning process for the AEGD identified ultimate development that would proceed as far west as Fiddlers Green Road. With respect to the AEGD, the Chamber has always taken the position that the ultimate development limits of the AEGD to Fiddlers Green Road should be established and that staging of servicing policies be put in place to ensure orderly development of a comprehensive industrial community. However, only the first phase of development was brought into the Urban Area. This has resulted in another second planning process that is now underway before the first phase of the AEGD can be serviced.

This inefficiency has created duplication in terms of resources required for planning. It has also created uncertainty through a Rural designation of Phase 2 lands that are designated Rural and intended for agricultural and other rural uses. Notwithstanding this somewhat misleading designation, it would be unreasonable to assume that these lands will attract investment from those with long term agricultural possibilities in mind.

In addition, delay of bringing these additional lands into the Official Plan, simply delays the opportunity for these lands to begin to develop returns in terms of employment opportunities.

The Phase 1 lands are now subject to a review process to allocate services throughout the Employment Growth District. The report can only consider half of the ultimate AEGD lands. The questions arise: Is this allocation program at all compromised by only



including half of the future AEGD lands. Will there be decisions made in the short term that could limit long term options?

Is the servicing infrastructure for the Phase 2 lands being put in place at the outset? If not, this could result in an inefficient use of infrastructure, which may have to be upgraded later.

If, in fact, the current infrastructure improvements being brought to the airport are indeed intended to accommodate Phase 2 lands, it will be important to ensure that planning policies are consistent with future infrastructure expectations. In any event, this exercise represents a significant illustration of why it is important to integrate long range land use planning with infrastructure planning.

## **5.0 Agricultural Community**

The pattern of short-term planning has not been helpful to the agricultural community in terms of Whitebelt lands. Planning policies point to the use of these Whitebelt lands for agricultural purposes. However, other than farming these areas to minimize assessment and tax generation, these lands are not conducive to long term investment in agriculture. It is recommended that policies for the Whitebelt areas recognize this reality and not purport to accommodate long term agricultural activity. This will reinforce the use of the Greenbelt policy and establish greater certainty with respect to the agricultural community.

## **6.0 Summary**

The Chamber has great expectations for the ultimate development of our community. There is significant diversity in terms of living environments. The City, unlike other municipalities within the GTA, has opportunities for future community building beyond the limits of the existing urban boundary. The City has an opportunity to be visionary in how our community will evolve and more fully control that process and its important outcomes.

There are no Whitebelt lands in Niagara, Burlington or Oakville, so in terms of accommodating future growth in the West GTHA, Hamilton is it.

As land supply becomes limited and housing prices escalate, pressures have been moving from Toronto to here. By not allowing Whitebelt areas to develop, supply is restricted further and pressure on land values increases even more. This is part of the reason we are currently facing such extraordinary housing prices.

Moreover, if there is no room to accommodate future growth within the Whitebelt, it will simply go elsewhere. If people want to pursue reasonable housing options and have



affordability constraints, they will keep looking outside of the urban area, on the other side of the Greenbelt. This is the urban sprawl that the Greenbelt was intended to prevent. But, by not allowing development within the existing Whitebelt areas, Greenbelt lands become the alternatives.

The Chamber believes there are very positive outcomes associated with long range planning and many of the deficiencies that have been experienced over the last two decades can be avoided by providing greater certainty to development interests, the agricultural community, and the broader community at large.

The Chamber also feels that through a better coordination of the provision of infrastructure with long range planning, situations are avoided where infrastructure is provided without an immediate ability to generate revenue to pay for that investment. Similarly, by ensuring infrastructure improvements keep pace with planning policy, particularly in terms of employment lands, there is greater opportunity to enhance employment investment and prevent the potential loss of new opportunities to other jurisdictions.

This long-range planning strategy can be properly staged and phased to allow the City to meet intensification targets within the existing built-up area and to ensure that future development within the Whitebelt takes place in an orderly and pre-determined fashion. By undertaking proper land use planning, greater effort can be spent on designing complete communities rather than time and energy being spent on determining who is next. We can also then ensure that decisions about our future are not made by an outside arbitrator but are truly a 'made in Hamilton' solution.

The Chamber of Commerce strongly supports the establishment of a long-term plan for urban growth in the City of Hamilton that will produce a clear, staged approach to the development of all lands within the Whitebelt area and the full extent of the Airport Employment Growth District.

We thank you for the opportunity to provide this submission.

# GRIDS 2 and MCR Process Review

PRESENTATION TO THE GENERAL ISSUES COMMITTEE

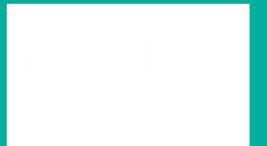
MARCH 29, 2021



# Overview

- Chamber Position
- Principles of Long-Range Planning
- Case Studies: Elfrida & AEGD
- Agricultural Considerations
- Summary

# CHAMBER POSITION



# GRIDS 2 and MCR Process Review

- The Hamilton Chamber of Commerce (HCC) has consistently supported and promoted long term municipal land use planning in the City of Hamilton (the City)
- Having a clear sense of purpose and direction is critically important for a community to prosper and grow in an orderly and predictable fashion
- HCC believes there are positive outcomes associated with long range planning and many issues that have occurred over the last two decades can be avoided by providing greater certainty to all stakeholders

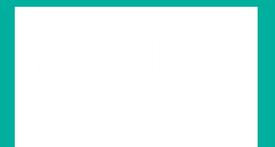
# Chamber Position

- City should engage in long term planning and not be restricted by 20, or even 30 year, time horizons and ongoing 5 Year Reviews of potential urban boundary expansion
- Province has established clear long-term boundary for urban growth through Greenbelt Plan – provides certainty to developers and farming community
- Chamber supports Greenbelt Plan and believes it to be effective defining limit of urban growth
- Long-term investment opportunities for new growth within City should be properly defined by all of those lands inside the Greenbelt Plan

## Chamber Position cont.

- A review of urban growth patterns together with expectation of future growth requirements indicates that current urban boundaries will continue to expand into ‘whitebelt lands’
- This expectation provides opportunity to properly plan and implement servicing infrastructure to ensure alignment of servicing provisions and development investment
- Recommended that sequence of development be established through strong staging policies that will ensure intensification of urban areas occurs, and that premature development / investment does not occur

# PRINCIPLES OF LONG-RANGE PLANNING



# Principles of Long-Range Planning

## • Guiding Investment

- Official Plan is meant to direct and guide public / private investment throughout municipality to provide clear sense of direction to minimize conflict and inefficiencies to implement best plan possible
- Involves establishment of clear and firm urban boundary in order to attract and guide investment

## • Infrastructure Investment

- Long term planning is required to ensure land use planning coordinated with basic road / service infrastructure to allow for proper implementation of the plan
- If not coordinated, possible to generate a mismatch between available urban services and current position in planning process

# Principles of Long-Range Planning cont.

## • Time Resources

- Engaging in long range planning results in less time, energy and resources spent in litigation battling decisions with respect to how and where to proceed
- Engaging in multiple short range planning exercises tends to delay and drive-up cost of outcomes that are predictable, regardless of number of studies undertaken

## • Local Control

- Adversarial approach leads to a final outcome which is determined by an outside decision maker, LPAT
- This has led to many of the long-range planning decisions which have contributed to development pattern in the City being established by an external authority

# Principles of Long-Range Planning cont.

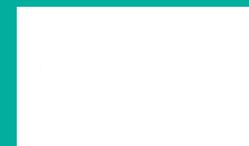
## • Staging

- Undertaking long term planning allows for proper staging of development within an overall predictable, understandable and comprehensive structure
- Carefully designed staging mechanism must be put in place to ensure orderly growth takes place, including the protection of significant environmental features
- Allows for stable and controlled unfolding of the plan that ensures planning and infrastructure investment is coordinated

## • Maximization of Employment Investment

- Undertaking long range planning of employment lands maximizes new investment opportunities by offering more choices in the supply of employment land
- Restriction of the supply of employment land leads to loss of investment and employment growth to other communities

# CASE STUDIES: ELFRIDA & AEGD

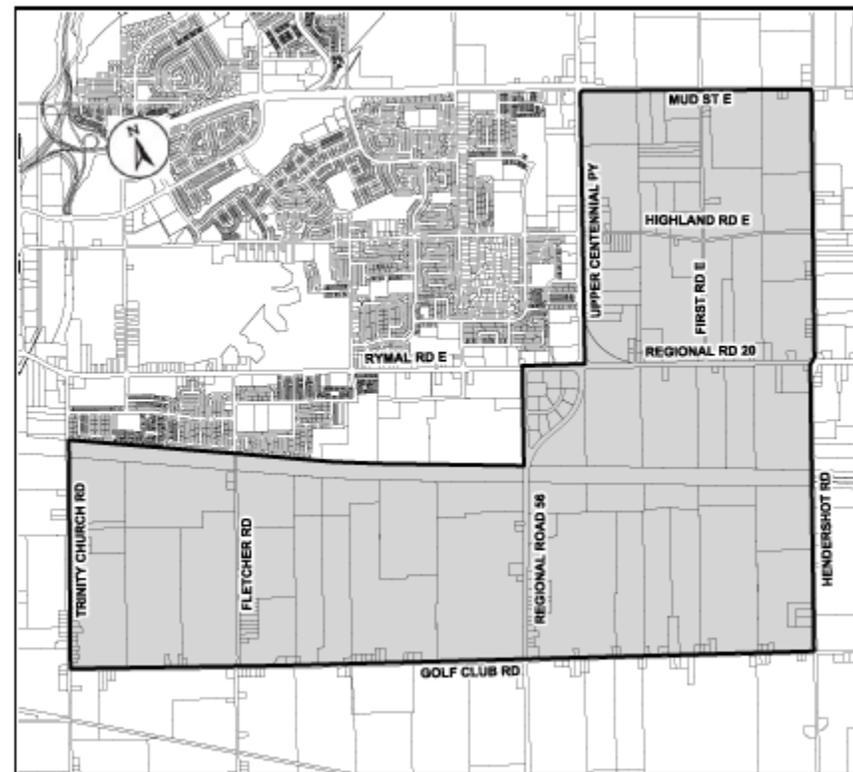


# Case Studies: Elfrida & AEGD

- Unfortunately, the City has not proceeded to implement a long-term strategy and many of the pitfalls that were identified in the past have been experienced
- There is no overall comprehensive plan for development in the city for the Whitebelt area and staging policies have not been put forward
- As a result, the City has seen a mismatch in terms of infrastructure and planning implementation in areas such as Elfrida and the AEGD

# Elfrida

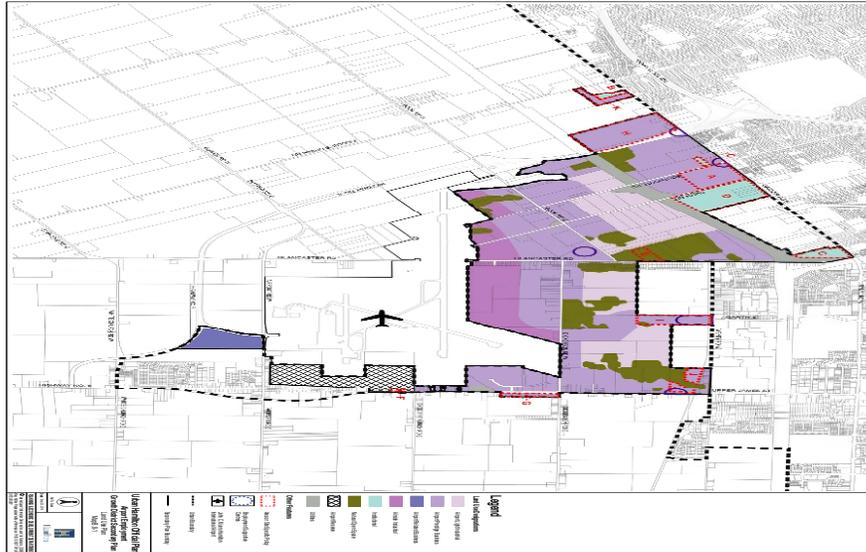
- Due to mismatch in terms of infrastructure and planning implementation in Elfrida, major trunk services have been provided however, the construction of homes for this new community is still a number of years away and that infrastructure has not been used
- The planning has led to a postponement of income from development charges and taxes to pay for those services well after the financial investment in the services has been made



## Elfrida cont.

- Lack of long-term planning has also resulted in a considerable amount of expenditure in terms of planning resources
- The GRIDS process started in 2003 - the municipality now finds itself in a position 17 years later, after 3 versions of the GRIDS report still not being a position to implement the initial GRIDS recommendation to establish Elfrida as the next development community
- The continuation of this process will simply delay the inevitable development of each successive community in the Whitebelt area that will ultimately be needed for Hamilton to evolve as a complete community

# AEGD



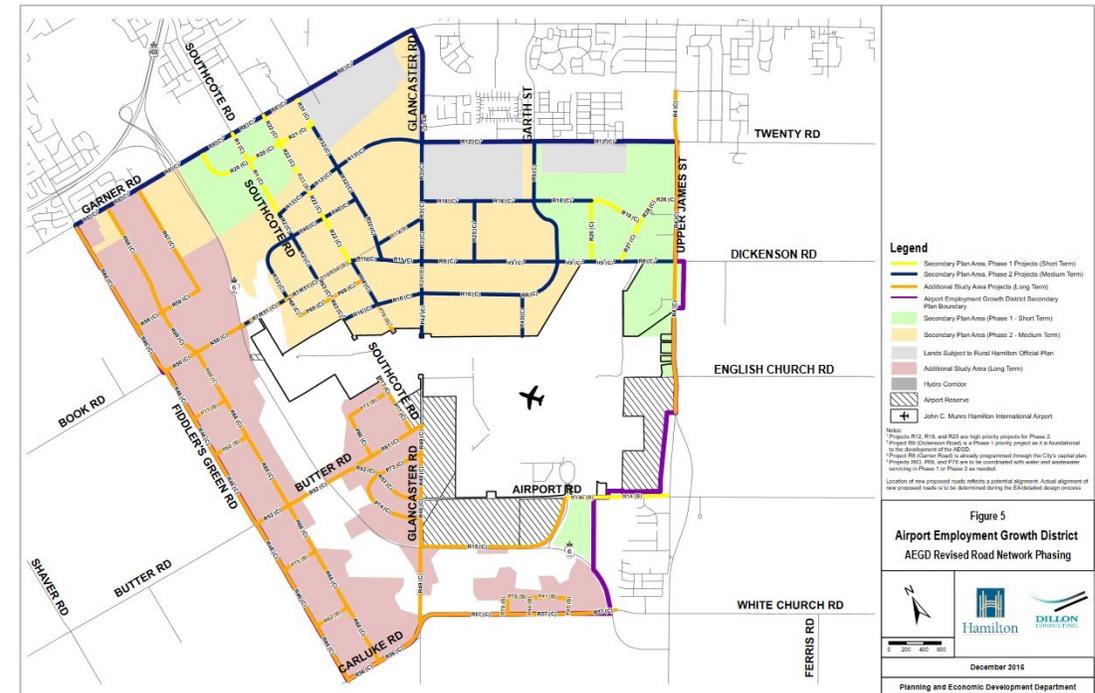
- In a similar but reverse pattern found in the Elfrida situation, a plan for half of the AEGD has been in place for a number of years and yet servicing has not been able to be provided
- In this case, the city has continued to lose investment opportunities to other communities as the half-approved business park remains underdeveloped because of lack of services.

## AEGD cont.

- The initial planning process for AEGD identified ultimate development would proceed as far west as Fiddlers Green Road
- Chamber has always taken the position that the ultimate development limits of AEGD to Fiddlers Green Road should be established and that staging of servicing policies be put in place to ensure orderly development of a comprehensive industrial community
- However, only the first phase of development was brought into the Urban Area, resulting in a second planning process that is now underway before the first phase of the AEGD can be serviced

# AEGD cont.

- Has also created uncertainty through a Rural designation of Phase 2 lands that are designated Rural and intended for agricultural and other rural uses
- It would be unreasonable to assume that these lands will attract investment from those with long term agricultural possibilities in mind
- In addition, delay of bringing these additional lands into the Official Plan, simply delays the opportunity for these lands to begin to develop returns in terms of employment opportunities



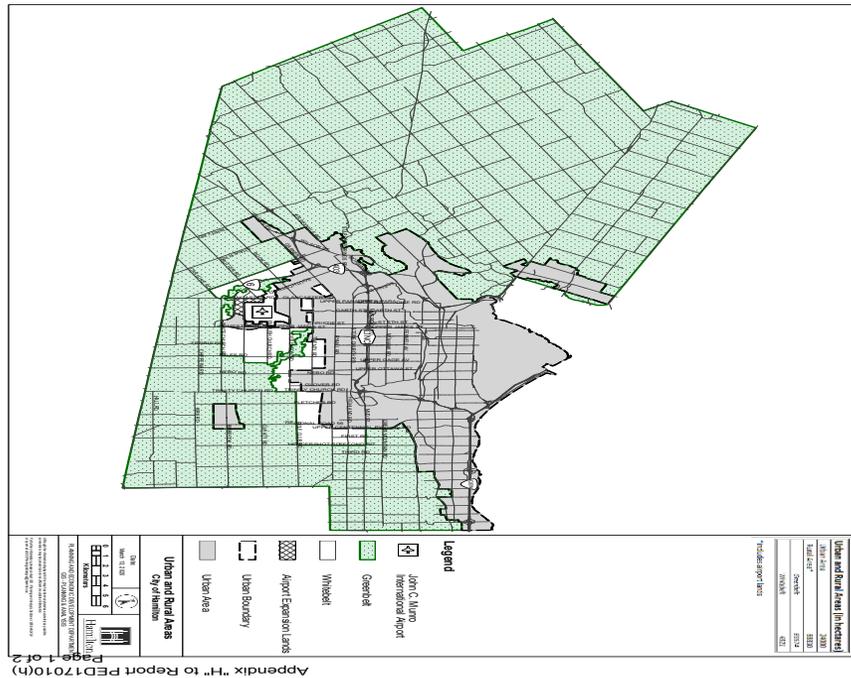
## AEGD cont.

- Phase 1 lands now subject to a review process to allocate services throughout the Employment Growth District - report can only consider half of the ultimate AEGD lands
- Is the servicing infrastructure for the Phase 2 lands being put in place at the outset? If not, this could result in an inefficient use of infrastructure, which may have to be upgraded later.
- If the current infrastructure improvements being brought to the airport are intended to accommodate Phase 2 lands, it will be important to ensure that planning policies are consistent with future infrastructure expectations
- This exercise represents a significant illustration of why it is important to integrate long range land use planning with infrastructure planning

# AGRICULTURAL CONSIDERATIONS

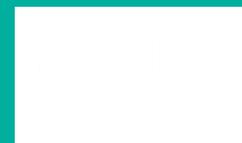


# Agricultural Considerations



- Pattern of short-term planning has not been helpful to agricultural community in terms of Whitebelt lands
- Planning policies point to the use of Whitebelt lands for agricultural purposes - however, other than farming these areas to minimize assessment and tax generation, these lands are not conducive to long term investment in agriculture
- It is recommended that policies for Whitebelt areas recognize this reality and not purport to accommodate long term agricultural activity
- This will reinforce the use of the Greenbelt policy and establish greater certainty with respect to the agricultural community

# SUMMARY



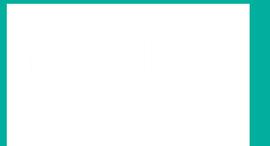
# Summary

- Hamilton, unlike other municipalities within the GTA, has opportunities for future community building beyond the limits of the existing urban boundary - the City has an opportunity to be visionary in how our community will evolve and more fully control that process and its important outcomes
- The Chamber believes there are positive outcomes associated with long range planning and many of the deficiencies that have been experienced over the last two decades can be avoided by providing greater certainty to development interests, the agricultural community, and the broader community at large
- The Chamber feels that through a better coordination of the provision of infrastructure with long range planning, situations are avoided where infrastructure is provided without an immediate ability to generate revenue to pay for that investment
- Similarly, by ensuring infrastructure improvements keep pace with planning policy, particularly in terms of employment lands, there is greater opportunity to enhance employment investment and prevent the potential loss of new opportunities to other jurisdictions

# Summary cont.

- Coordinated long-range planning can help combat growing affordability challenges as well as limit urban growth in areas outside of the Greenbelt
- As pressures to leapfrog over the Greenbelt increase, there is more demand for the expansion of highways to external locations, congestion on major corridors and the adverse environmental impact of more vehicular travel to further destinations - this pattern has already started and will be given further impetus if we do not adequately accommodate our share of growth
- Long-range planning strategy can be properly staged and phased to allow the City to meet intensification targets within the existing built-up area and to ensure that future development within the Whitebelt takes place in an orderly and pre-determined fashion
- We can also then ensure that decisions about our future are not made by an outside arbitrator but are truly a 'made in Hamilton' solution

**THANK YOU**





## **GRIDS 2 and Municipal Comprehensive Review Process Submission Hamilton Chamber of Commerce**

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The Hamilton Chamber of Commerce has consistently supported and promoted long term municipal land use planning in the City of Hamilton ("City"). Having a clear sense of purpose and direction is critically important for a community to prosper and grow in an orderly and predictable fashion.

### **1. Principles of Long-Range Planning**

#### **1.1 Guiding Investment**

An Official Plan policy document, by definition, is meant to direct and guide public and private investment throughout the municipality to provide residents, existing and potential investors and decision-makers with a clear sense of direction to minimize conflict and inefficiencies and to implement the best plan possible. This investment strategy must be clear, understandable and predictable in order to attract and guide investment from those in the development community, those in the agricultural community, our broader community, and those who are yet to invest in our City.

From a development perspective, this involves establishment of a clear and firm urban boundary so that development interests have a sense of certainty as to where they should place their investment. Conversely, a firm urban boundary assists investment decisions for those in the agricultural community who need to understand that their lands and their investments will be protected in the long term.

What is to be avoided is a situation where uncertainty is introduced through a review of urban boundaries undertaken every five years and a piecemeal expansion of the urban boundary on a regular basis.

#### **1.2 Infrastructure Investment**

Long term planning is required to ensure that land use planning is coordinated with the provision of basic road and service infrastructure to allow for the proper implementation of the plan. If this work is not coordinated, it is possible to generate a mismatch whereby urban services are in place however the planning process lags years behind. Alternatively, it can also result in situations where planning approvals are in place but servicing is not available, thus delaying and frustrating the intent of the planning documents.



### **1.3 Time Resources and Local Control**

By engaging in long range planning, less time, energy and resources are spent in litigation, battling decisions with respect to how and where to proceed. What is not desirable is having to engage in ongoing and expensive discussions, reports and hearings that only serve to delay and drive up the cost of outcomes that are predictable and will not change, regardless of the number of studies that are undertaken.

In addition, this adversarial approach leads to a final outcome which is determined by an outside decision maker in the form of LPAT, (formerly the OMB). This has led to many of the long-range planning decisions which have contributed to the development pattern the City over the years being established by an external authority.

### **1.4 Staging**

By undertaking long term planning, proper staging of development can take place within an overall predictable, understandable and comprehensive structure that is defined more by reasonable expectations than artificial, pre-set timing parameters. This will allow for a stable and controlled unfolding of the plan that ensures planning and infrastructure investment is properly coordinated.

What is to be avoided is an uncontrolled free for all that allows development at any cost. Rather, carefully designed staging mechanisms must be put in place to ensure orderly growth takes place and proper planning principles are followed, including the protection of significant environmental features, proper plans for roads, transit, community facilities, open spaces and employment needs.

In this fashion, each stage of development will need to meet intensification objectives and can undergo a thorough secondary planning process to design complete communities within the broader context of the entire city.

### **1.5 Maximization of employment investment**

By undertaking long range planning of employment lands, opportunities to attract new investment into the community are maximized. By offering more choices to potential investors, the opportunity for employment growth is maximized. What is to be avoided is the restriction of the supply of employment land, which can lead to the loss of investment and employment growth to other surrounding communities.

## **2.0 Chamber Position**



Based on the above principles, the Chamber of Commerce has consistently taken the position that the City should engage in long term urban planning and not be restricted by 20 or even 30 year time horizons and ongoing 5 year reviews of potential urban boundary expansions. The Chamber has taken the position that the long-term investment opportunities for new growth within the City are properly defined by all of those lands inside the Greenbelt Plan.

The Province has established a clear and long-term boundary for urban growth through the establishment of the Greenbelt Plan. In doing so, this plan provides certainty and clear expectations for both developers and the farming community that these lands are intended to remain as agricultural lands for a period well beyond 20-30 years. The Chamber has always supported the Greenbelt Plan and believes it is an effective defining limit of urban growth.

From a review of urban growth patterns in the city together with an expectation of future growth requirements, it is clear that urban growth will continue to expand from the current urban boundary through areas described as 'Whitebelt lands' to the limits of the Greenbelt Plan. This expectation provides us an opportunity to properly plan and implement servicing infrastructure to ensure timely provision of adequate services that do not result in any of the premature investment of unused services or of lost opportunities arising from lack of available infrastructure.

While the Chamber has not provided any specific direction with respect to timing of the development of individual blocks, it has always been recommended that a sequence of development be established through strong staging policies that will ensure that the intensification of existing urban areas occurs, and that premature development does not occur. This approach will eliminate the significant resources that are routinely spent on determining who goes next.

### **3.0 History of Evolution of Development**

Unfortunately, the City has in the past not proceeded to implement a long-term strategy and many of the pitfalls that were identified in the past have been experienced. There is no overall comprehensive plan for development in the city for the Whitebelt area and staging policies have not been put forward.

As a result, the City has seen a mismatch in terms of infrastructure and planning implementation in areas such as Elfrida where major trunk services have been provided. However, due to a lag in the planning process, the construction of homes for this new community is still a number of years away and that infrastructure has not been used.



In the case of Elfrida, the planning has led to a postponement of income from development charges and taxes to pay for those services well after the financial investment in the services has been made.

Lack of long-term planning has also resulted in a considerable amount of expenditure in terms of planning resources with disappointing results. As noted in the staff report, the GRIDS process started in 2003. The municipality and City now finds itself in a position 17 years later, after 3 versions of the GRIDS report still not being a position to implement the initial GRIDS recommendation to establish Elfrida as the next development community. The continuation of this process will simply delay the inevitable development of each successive community in the Whitebelt area that will ultimately be needed for Hamilton to evolve as a complete community.

#### **4.0 AEGD**

In a similar but reverse pattern found in the Elfrida situation, a plan for half of the AEGD has been in place for a number of years and yet servicing has not been able to be provided. In this case, the city has continued to lose investment opportunities to other communities as the half-approved business park remains underdeveloped because of lack of services.

The initial planning process for the AEGD identified ultimate development that would proceed as far west as Fiddlers Green Road. With respect to the AEGD, the Chamber has always taken the position that the ultimate development limits of the AEGD to Fiddlers Green Road should be established and that staging of servicing policies be put in place to ensure orderly development of a comprehensive industrial community. However, only the first phase of development was brought into the Urban Area. This has resulted in another second planning process that is now underway before the first phase of the AEGD can be serviced.

This inefficiency has created duplication in terms of resources required for planning. It has also created uncertainty through a Rural designation of Phase 2 lands that are designated Rural and intended for agricultural and other rural uses. Notwithstanding this somewhat misleading designation, it would be unreasonable to assume that these lands will attract investment from those with long term agricultural possibilities in mind.

In addition, delay of bringing these additional lands into the Official Plan, simply delays the opportunity for these lands to begin to develop returns in terms of employment opportunities.

The Phase 1 lands are now subject to a review process to allocate services throughout the Employment Growth District. The report can only consider half of the ultimate AEGD lands. The questions arise: Is this allocation program at all compromised by only



including half of the future AEGD lands. Will there be decisions made in the short term that could limit long term options?

Is the servicing infrastructure for the Phase 2 lands being put in place at the outset? If not, this could result in an inefficient use of infrastructure, which may have to be upgraded later.

If, in fact, the current infrastructure improvements being brought to the airport are indeed intended to accommodate Phase 2 lands, it will be important to ensure that planning policies are consistent with future infrastructure expectations. In any event, this exercise represents a significant illustration of why it is important to integrate long range land use planning with infrastructure planning.

## **5.0 Agricultural Community**

The pattern of short-term planning has not been helpful to the agricultural community in terms of Whitebelt lands. Planning policies point to the use of these Whitebelt lands for agricultural purposes. However, other than farming these areas to minimize assessment and tax generation, these lands are not conducive to long term investment in agriculture. It is recommended that policies for the Whitebelt areas recognize this reality and not purport to accommodate long term agricultural activity. This will reinforce the use of the Greenbelt policy and establish greater certainty with respect to the agricultural community.

## **6.0 Summary**

The Chamber has great expectations for the ultimate development of our community. There is significant diversity in terms of living environments. The City, unlike other municipalities within the GTA, has opportunities for future community building beyond the limits of the existing urban boundary. The City has an opportunity to be visionary in how our community will evolve and more fully control that process and its important outcomes.

There are no Whitebelt lands in Burlington or Oakville, so in terms of accommodating future growth in the West GTHA, Hamilton is it.

As land supply becomes limited and housing prices escalate, pressures have been moving from Toronto to here. By not allowing Whitebelt areas to develop, supply is restricted further and pressure on land values increases even more. This is part of the reason we are currently facing such extraordinary housing prices.

Moreover, if there is no room to accommodate future growth within the Whitebelt, it will simply go elsewhere. If people want to pursue reasonable housing options and have



affordability constraints, they will keep looking outside of the urban area, on the other side of the Greenbelt. This is the urban sprawl that the Greenbelt was intended to prevent. But, by not allowing development within the existing Whitebelt areas, areas outside the Greenbelt lands become the alternative.

The Chamber believes there are very positive outcomes associated with long range planning and many of the deficiencies that have been experienced over the last two decades can be avoided by providing greater certainty to development interests, the agricultural community, and the broader community at large.

The Chamber also feels that through a better coordination of the provision of infrastructure with long range planning, situations are avoided where infrastructure is provided without an immediate ability to generate revenue to pay for that investment. Similarly, by ensuring infrastructure improvements keep pace with planning policy, particularly in terms of employment lands, there is greater opportunity to enhance employment investment and prevent the potential loss of new opportunities to other jurisdictions.

This long-range planning strategy can be properly staged and phased to allow the City to meet intensification targets within the existing built-up area and to ensure that future development within the Whitebelt takes place in an orderly and pre-determined fashion. By undertaking proper land use planning, greater effort can be spent on designing complete communities rather than time and energy being spent on determining who is next. We can also then ensure that decisions about our future are not made by an outside arbitrator but are truly a 'made in Hamilton' solution.

The Chamber of Commerce strongly supports the establishment of a long-term plan for urban growth in the City of Hamilton that will produce a clear, staged approach to the development of all lands within the Whitebelt area and the full extent of the Airport Employment Growth District.

We thank you for the opportunity to provide this submission.

## Request to Speak to Committee of Council

Submitted on Wednesday, March 17, 2021 - 7:58 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Rabbi David Mivasair

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** To speak in support of a motion regarding changes in land use planning

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

**From:** David Mivasair

**Sent:** March 13, 2021 2:05 PM

**To:** Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>

**Cc:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Collins, Chad <[Chad.Collins@hamilton.ca](mailto:Chad.Collins@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>; Thorne, Jason <[Jason.Thorne@hamilton.ca](mailto:Jason.Thorne@hamilton.ca)>

**Subject:** [\*\*\*\*POSSIBLE SPAM]We must delay reconsidering Hamilton's growth and development plans, not rush it -- please support Clr. Brad Clark's motion

## Hello Councillor Wilson,

I am writing as a proud Ward 1 constituent but also want every other Councillor and the Mayor to read my comments below.

It is vitally important that we in the City of Hamilton not allow ourselves to be pushed around by the current provincial government regarding our municipal development plans.

As you are aware, the province has revised municipal planning guidelines to include population projections to 2051, lowered density targets for new development and enacted a "market-driven" approach to planning for new residential.

I urge you to support Councillor Brad Clark's motion to **delay Hamilton's Official Review Plans (MRC)**. The region of Halton voted unanimously on Feb 17 to pause their planning. I believe we must follow suit. .

We **must not lock in sprawl until 2051**. Land use planning is the key lever in locking in or locking out greenhouse emissions according to Yuill Herbert, a leading energy consultant for many Canadian municipalities including Burlington.

Constituents cannot be properly consulted given COVID restrictions. Many of us do not have internet access or lack the expertise to use Zoom software in order to delegate. Critical decisions which will impact Hamilton for the next 30 years, should not be made while in-person consultation is impossible.

Hamilton's 2016-2025 Strategic Plan commits to community engagement and

states: "Citizens are consulted and involved in making the decisions that impact them".

I believe we need to **freeze the urban boundary** and **direct new development to within the existing built-up areas**. Low density residential development is an economic disaster, as well as an environmental one. Our current infrastructure deficit will only grow as we continue to build out into greenfields, building new roads and water infrastructure that taxpayers cannot support. As well, storm run-off from impermeable surfaces will only increase as the effects of climate change grow. Transportation emissions from these developments will prevent us from reaching our climate targets and should not be considered. We have more than enough land within the current urban boundary to develop complete, self-sustaining communities for future growth until 2031 and should have the flexibility to plan for 2041 using the guiding principles of Places to Grow.

I know that you pay attention to the overarching issues and I deeply appreciate that you are committed as our Ward 1 Councilor to maintaining a healthy, thriving environment for all living beings who we share this place with.

**David Mivasair**

Hamilton, ON

## Request to Speak to Committee of Council

Submitted on Wednesday, March 17, 2021 - 9:35 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Laura Katz

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** I would like to delegate at the March 29th meeting to support the motion to delay any decision-making for land use planning due to covid.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** Yes

**From:** Laura Katz

**Sent:** March 8, 2021 10:06 AM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>

**Cc:** Wilson, Maureen <[Maureen.Wilson@hamilton.ca](mailto:Maureen.Wilson@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>

**Subject:** Delay decision making about urban boundaries

Good morning,

I am requesting that Hamilton City Council delay Hamilton's Official Review Plans (MRC) at your upcoming meeting. The region of Halton voted unanimously to pause their planning on Feb 17 and I believe we must follow suit. .

Constituents cannot be properly consulted given COVID restrictions. Many residents do not have internet access or lack the expertise to use Zoom software in order to delegate. Critical decisions which will impact Hamilton for the next 30 years, should not be made while in-person consultation is impossible. Hamilton's 2016-2025 Strategic Plan commits to community engagement and participation and states: "Citizens are consulted and involved in making the decisions that impact them".

For this action to be effective, councils around the Golden Horseshoe will need to pass similar motions and as it started in Halton, I hope it can continue to Hamilton and beyond.

The best option for our municipality is to freeze the urban boundary and direct new development to within the existing built-up areas.

**Sprawl is costly for our health, the environment and our wallets. We will all pay the cost of irresponsible development.**

Low density residential development is an economic disaster, as well as an environmental one. Our current infrastructure deficit will only grow as we continue to build out into greenfields, building new roads and water infrastructure that taxpayers cannot support. As well, storm run-off from impermeable surfaces will only increase as the effects of climate change grow. Transportation emissions from these developments will prevent us from reaching our climate targets and should not be considered. We have more than enough land within the current urban boundary to develop complete, self-sustaining communities for future growth until 2031 and should have the flexibility to plan for 2041 using the guiding principles of Places to Grow.

Please delay any decision making until voices from all wards can be heard, particularly Ward 11 and Ward 9, where some constituents face internet connectivity issues.

Best,

Laura Katz

Ward 1

## Request to Speak to Committee of Council

Submitted on Thursday, March 18, 2021 - 3:47 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Ruth Pickering

**Name of Organization:** N/A

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:**

Concerns about urban sprawl (for presentation on March 29)

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** Yes

## Request to Speak to Committee of Council

Submitted on Thursday, March 18, 2021 - 4:50 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Jim Quinn

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:**

City boundary expansion and sprawl

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Friday, March 19, 2021 - 11:22 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Kathleen Livingston

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** I object to using prime agricultural land as a solution to Hamilton's housing needs.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** Yes

# DENSIFICATION:

The ROI imperative

delegation to general issues  
committee

Monday, March 29, 2021

Kathleen Livingston

Hamilton **TAXPAYER.**



# Introduction

Joe Minicozzi, AICP, (American Institute of Certified Planners) founded Urban3 to explain and visualize market dynamics created by tax and land use policies.

- Bachelor of Architecture from the University of Miami
- Master of Architecture and Urban Design from Harvard University.
- In 2017, recognized as one of the 100 Most Influential Urbanists of all time.
- His work has been featured at the **Congress for New Urbanism**, the **American Planning Association**, the **International Association of Assessing Officers**, and **New Partners for SmartGrowth** conferences as a paradigm shift for thinking about development patterns.
- Associates & partners with StrongTowns.

Minicozzi's presentation, entitled "Do the Math", urges all stakeholders and urban planners to view decisions through the lens of **Return on Investment**.

As a taxpaying stakeholder, I support this urban planning approach.

**What is the return on investment of urban sprawl?**



# Is Hamilton FULL?

Fully serviced vacant urban lots. **What tax revenue is generated on these lots?**



Main St, West & Longworth



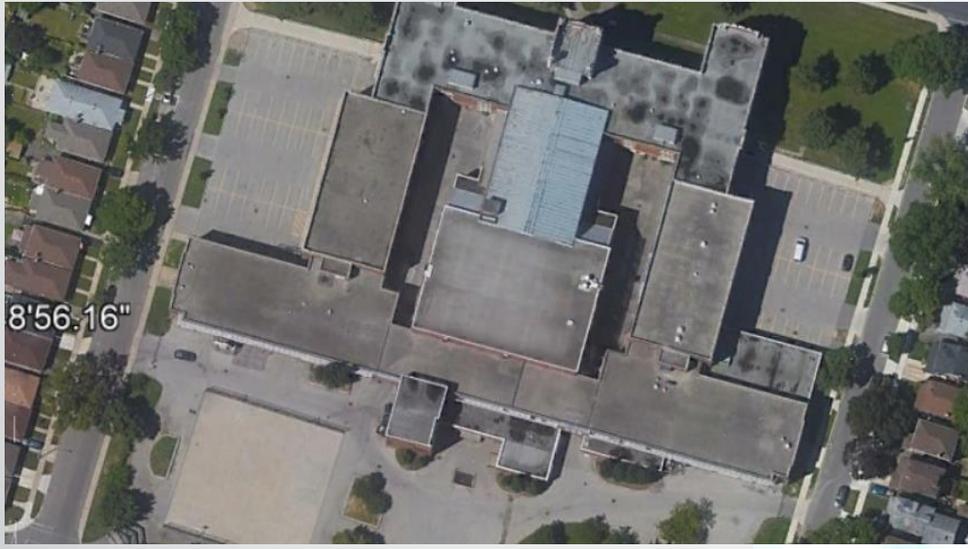
Main St,  
West &  
Longworth



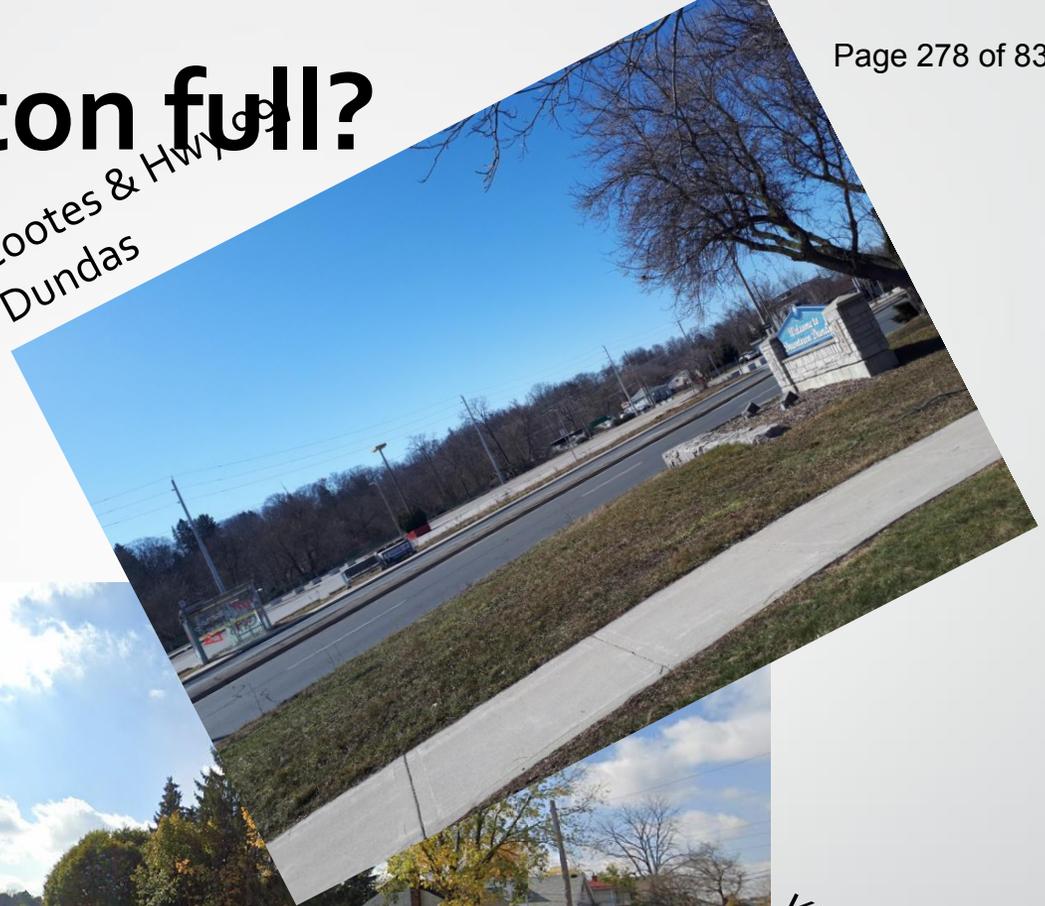
Main St, West &  
Longworth

# Is Hamilton full?

Cootes & Hwy  
Dundas



DELTA HIGHSCHOOL, Main St. E & Graham Ave. so.



King St. East & Thorpe St., Dundas

## WHAT IS THE RETURN ON INVESTMENT ON VACANT LAND & EMPTY SCHOOLS?

# ***IS EAST HAMILTON FULL?***

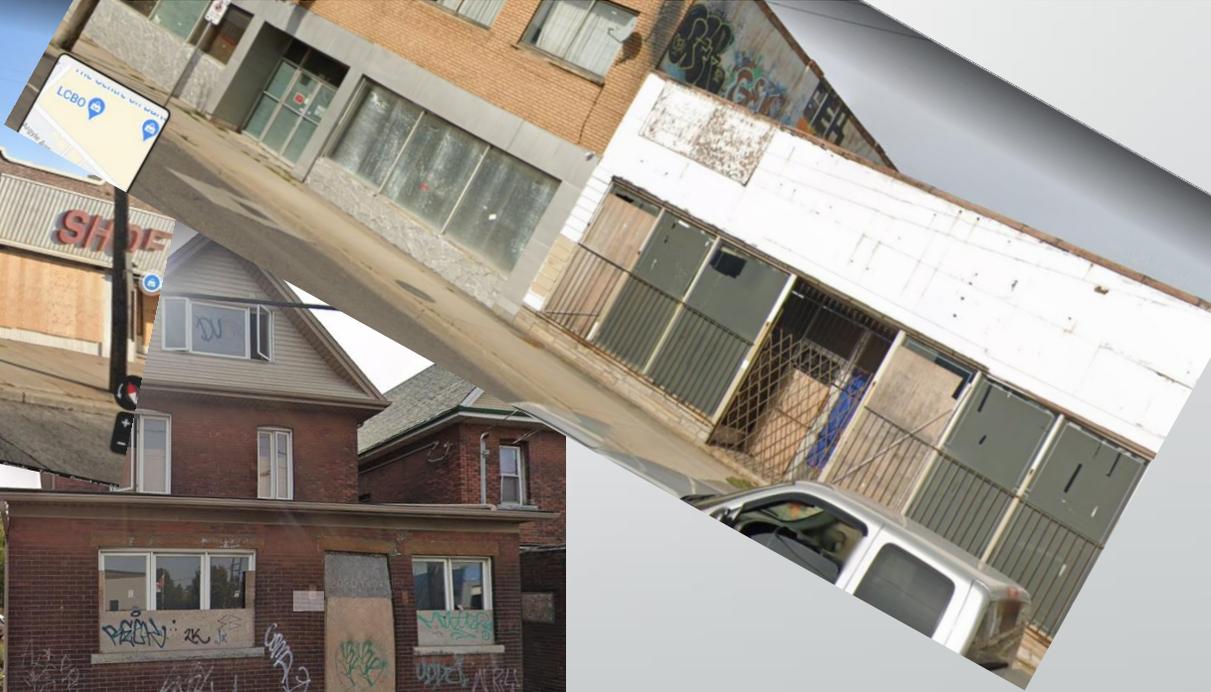
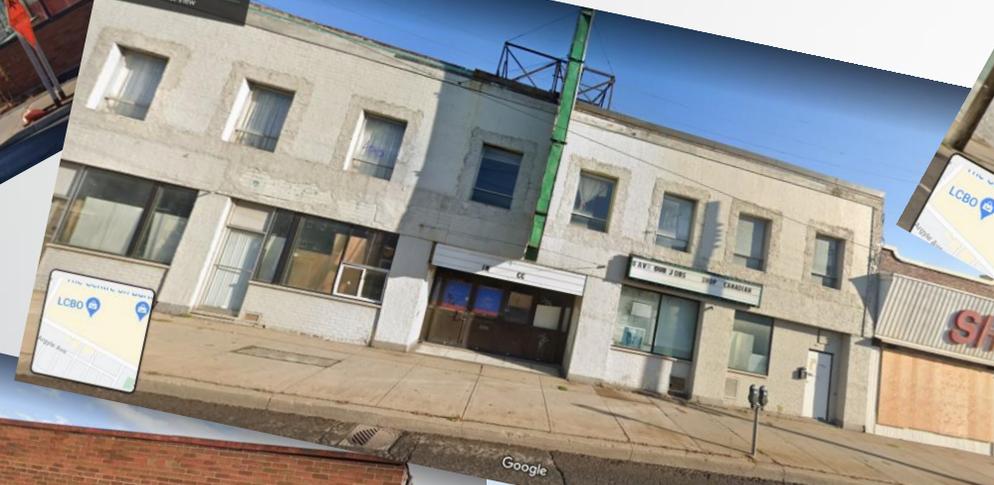
**Empty lots & buildings on  
Kenilworth Ave. North**



# ***OR JUST NEGLECTED?***

# ***IS EAST HAMILTON FULL?***

**Empty lots & buildings on  
Barton St. E.**



# ***OR JUST NEGLECTED?***

# ***IS EAST HAMILTON FULL?***

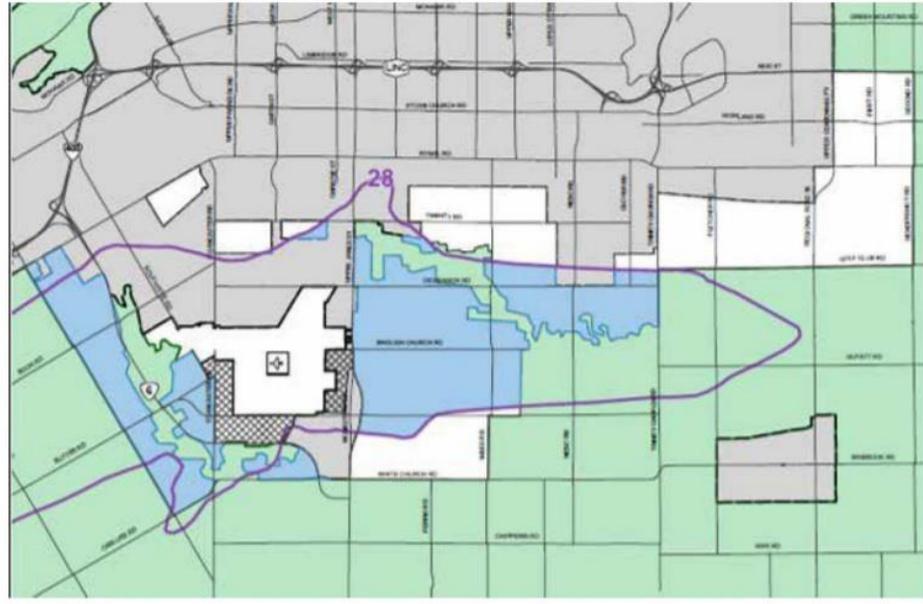


183 Britannia Ave

Decommissioned school  
on Britannia at  
Kenilworth No.

# ***OR JUST NEGLECTED?***

# IS EAST HAMILTON REALLY FULL?

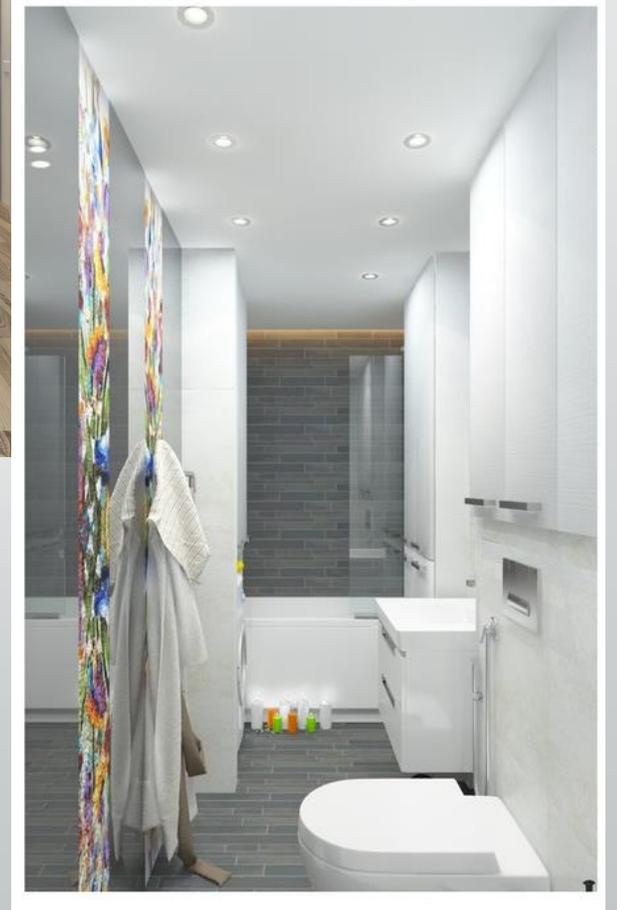


SCHOOL ON BRITANNIA at KENILWORTH NO.

**24,190 Ft<sup>2</sup> = 35 – 40 500 Ft<sup>2</sup> apartments.**

# THIS.....

IS WHAT A 500  
SQ.FT. APARTMENT  
CAN LOOK LIKE

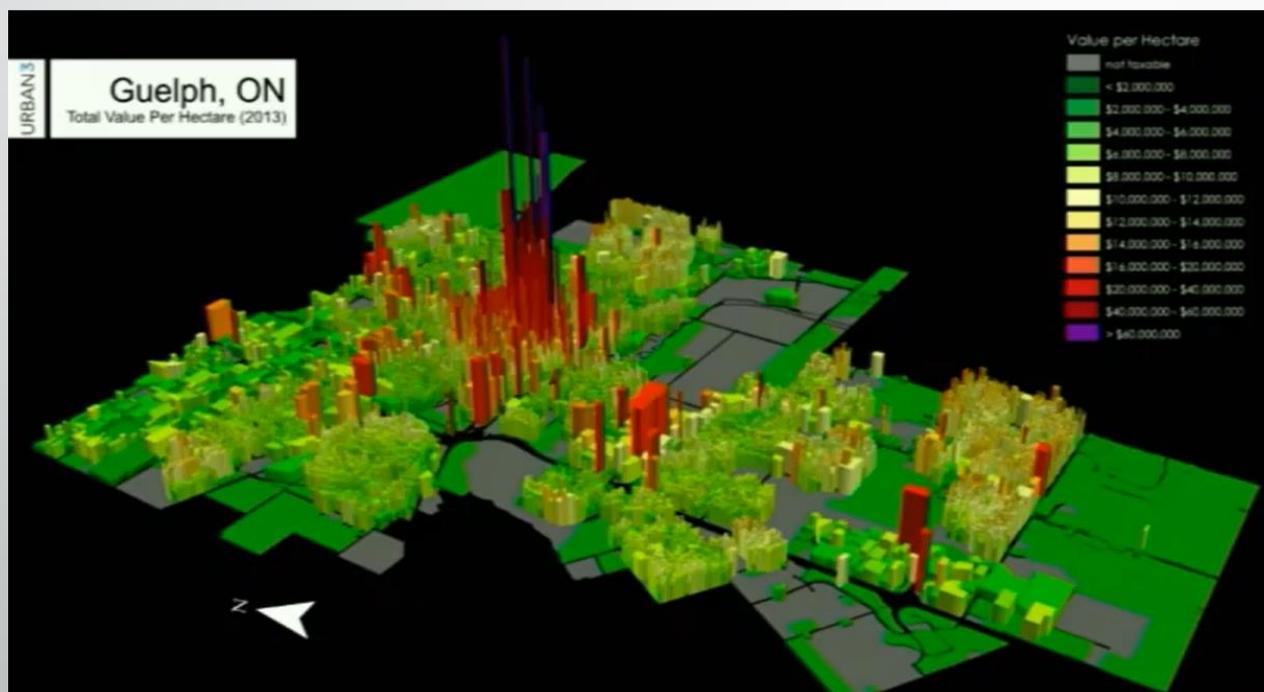


.....VS.



# What's the ROI?

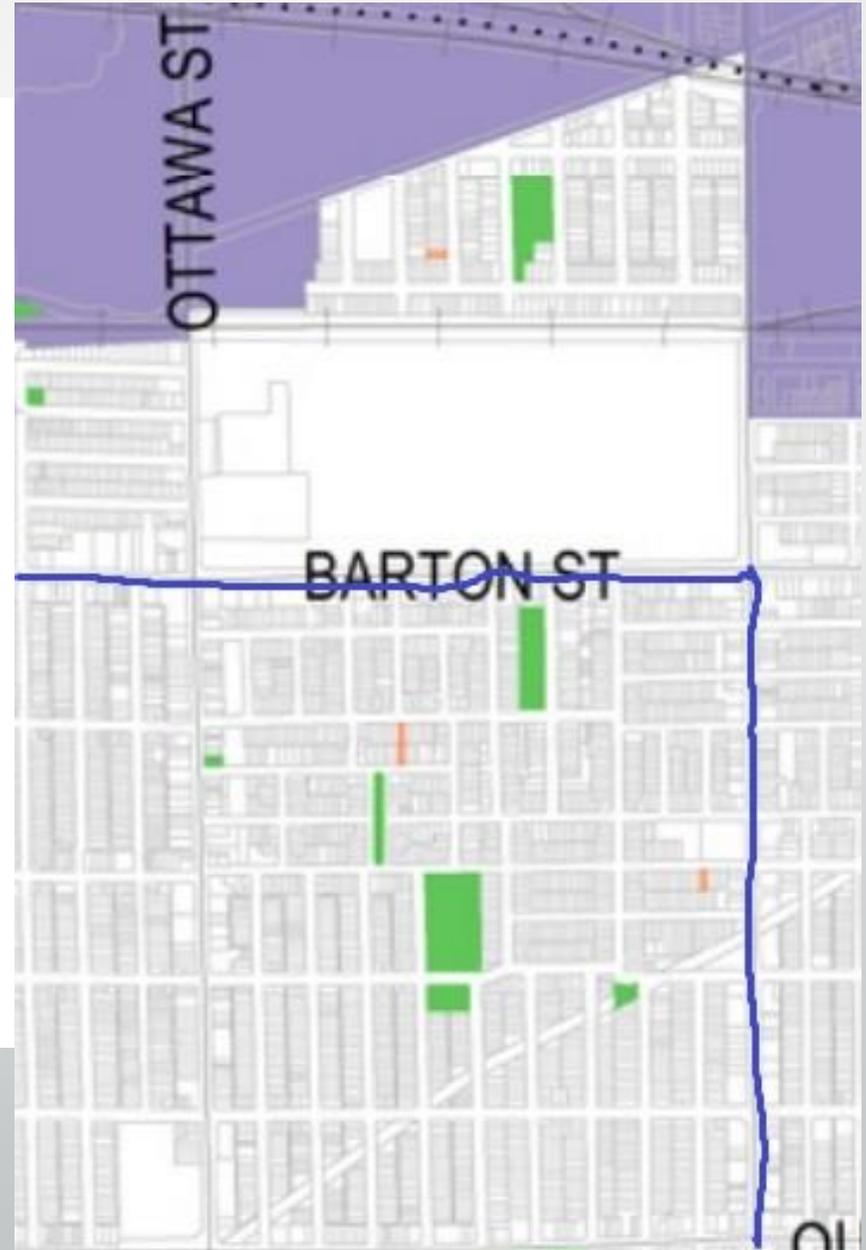
THROUGH ANALYSIS CONDUCTED BY URBAN3  
GUELPH DISCOVERED THAT IT WAS 50% EMPTY!



- What is the tax value per acre in Hamilton's neighbourhoods?
- How much revenue and avoided infrastructure expense can be captured by using existing urban infrastructure first?
- What is the long term financial liability of the infrastructure needed to sprawl into Efrida?

# GRIDS STUDY

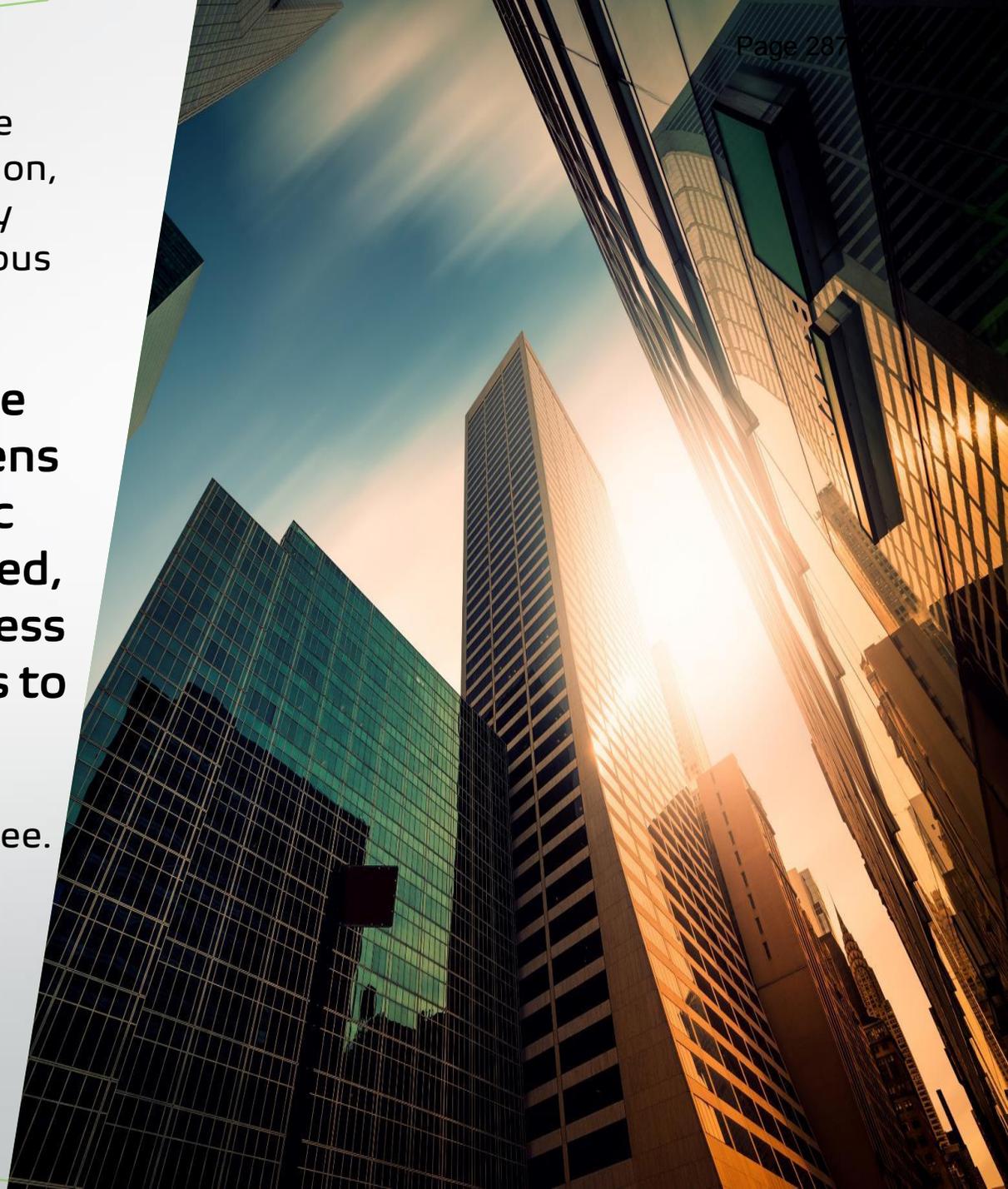
## COMMUNITY AREA LAND NEED: **WHAT TO CONSIDER?**



That this move by the provincial government, and the subsequent recommendation by the City's Administration, have been undertaken while citizens are burdened by COVID19 restrictions. This is reprehensible - an egregious example of shock doctrine politicking..

**I call upon City Council to agree to delay the decision to proceed with this plan until citizens are fully apprised of it, until a fulsome civic engagement and consultation can be mounted, and until we are all, as taxpayers, able to assess the future liabilities that this plan represents to each of us.**

Thank you for the opportunity to address this Committee.



## Request to Speak to Committee of Council

Submitted on Saturday, March 20, 2021 - 2:02 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Akira Ourique

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** I am a resident in Hamilton and wish to speak in the next city hall meeting (Mar 29th) as the urban boundary debate is important to me.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** Yes

## Request to Speak to Committee of Council

Submitted on Sunday, March 21, 2021 - 12:52 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Nancy Hurst

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** To comment on the LNA GRIDS2 draft plan

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** Yes

## Getting the Word Out

Virtual sessions, and the opportunity to provide advice through the Engage Hamilton portal, were advertised in several ways. Community members were invited to either or both of the public sessions.

**WE WANT TO HEAR FROM YOU!** 

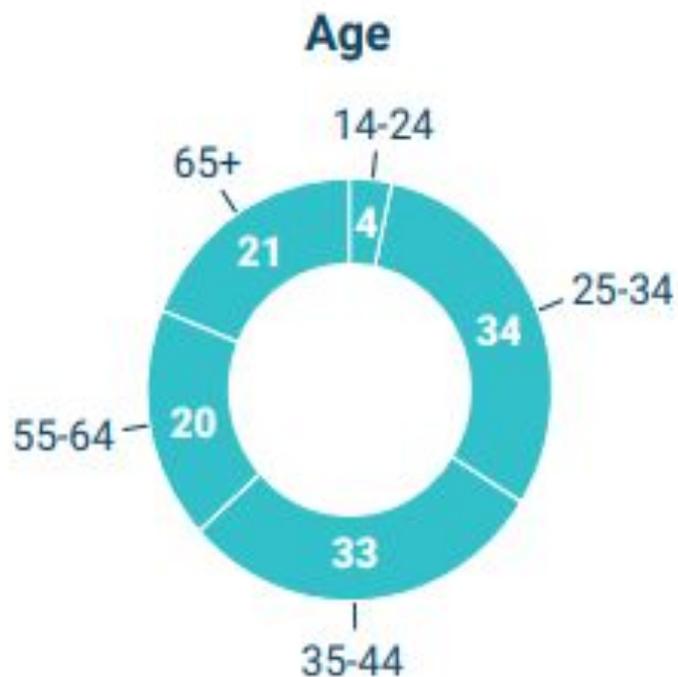
**MCR GRID<sup>2</sup>**  
Moving Forward Together

[engage.hamilton.ca](http://engage.hamilton.ca)

The advertisement features a night cityscape background with a grid of green and blue squares on the left. The text 'WE WANT TO HEAR FROM YOU!' is in large, bold, black letters at the top left, followed by a large black quote icon. Below this, the 'MCR GRID<sup>2</sup>' logo is centered, with 'Moving Forward Together' underneath it. At the bottom left is the website 'engage.hamilton.ca'. At the bottom right are the logos for the City of Hamilton and Engage Hamilton.

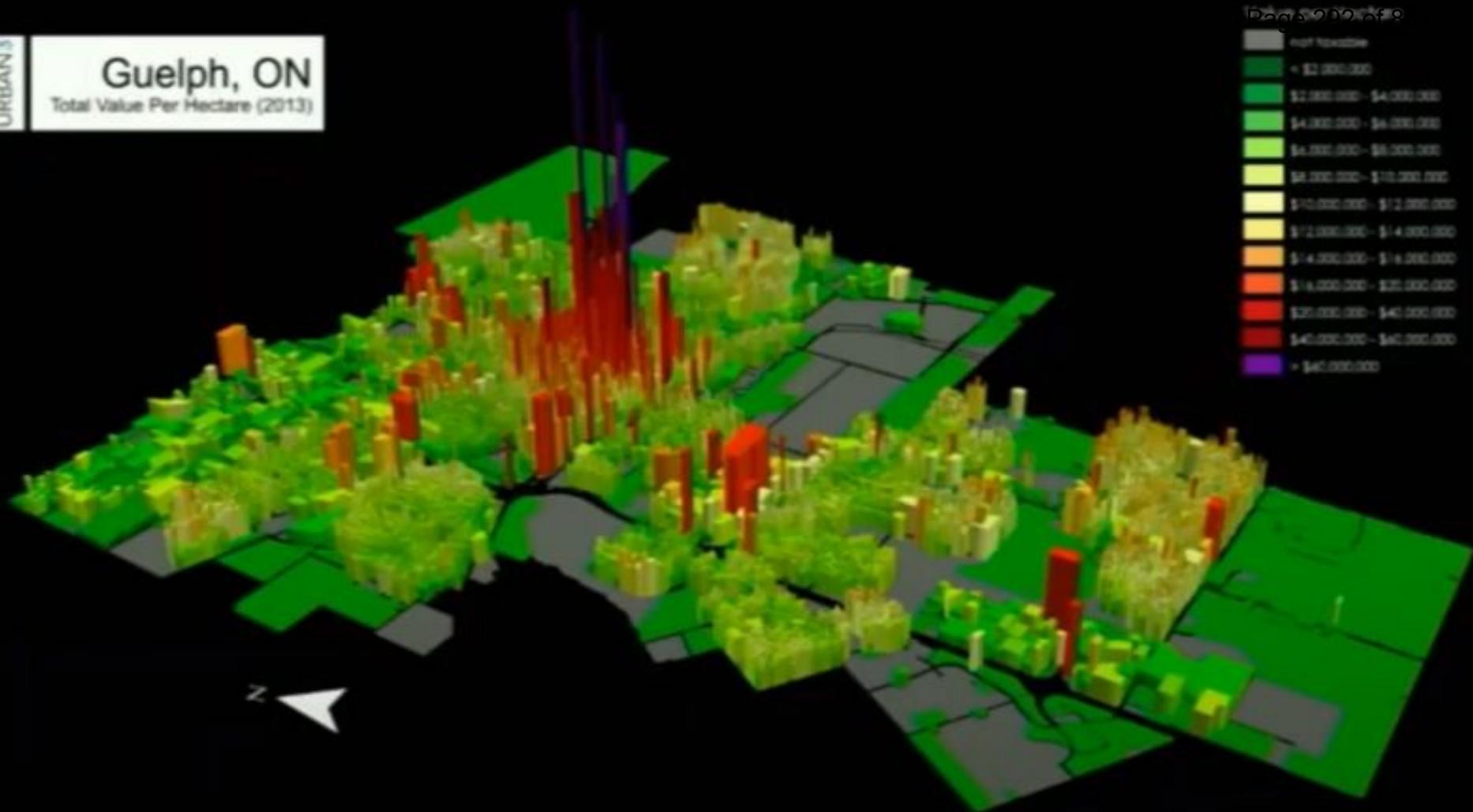
Approximately 150 people from across the City responded to the survey. The distribution of respondents by age and by ward are shown below.



The following summary provides an overview of key findings for each of the four survey sections. Open ended questions (Q2, Q7, Q8, and Q9) where people provided a written response have been summarized by overall themes with number of responses shown for each theme. Written responses in their entirety can be found in **Appendix C**.

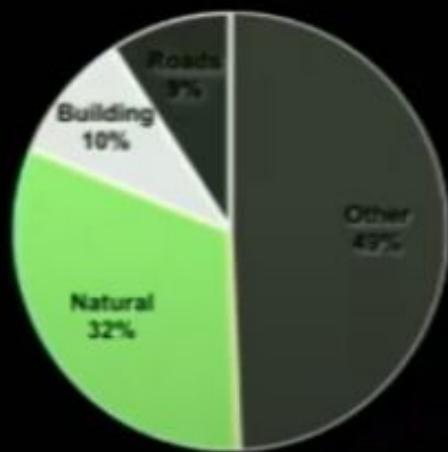
## Guelph, ON

Total Value Per Hectare (2013)



# Guelph, ON

Figure Ground (+ Natural Features)



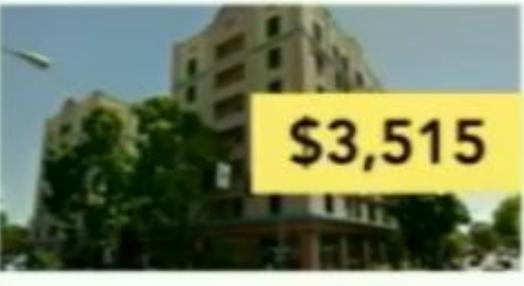
# Assets\*



# Breakdown of Revenue by Building Type

	LOW DENSITY	MEDIUM DENSITY	HIGH DENSITY
RESIDENTIAL			
MIXED-USE			
COMMERCIAL			

# Breakdown of Revenue by Building Type

	LOW DENSITY	MEDIUM DENSITY	HIGH DENSITY
RESIDENTIAL	 <p><b>-\$1,381</b></p>	 <p><b>\$1,498</b></p>	 <p><b>\$3,061</b></p>
MIXED-USE	 <p><b>\$2,540</b></p>	 <p><b>\$3,515</b></p>	 <p><b>\$10,472</b></p>
COMMERCIAL	 <p><b>\$551</b></p>	 <p><b>\$9,614</b></p>	 <p><b>\$12,051</b></p>



They can be arranged side-by-side, stacked or as a combination of the two









## Request to Speak to Committee of Council

Submitted on Sunday, March 21, 2021 - 12:56 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Senna Thomas

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** To discuss my position on the land needs plan and a boundary expansion for Hamilton

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Monday, March 22, 2021 - 3:50 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Michelle Tom

**Name of Organization:**

**Contact Number:**

**Email Address:**

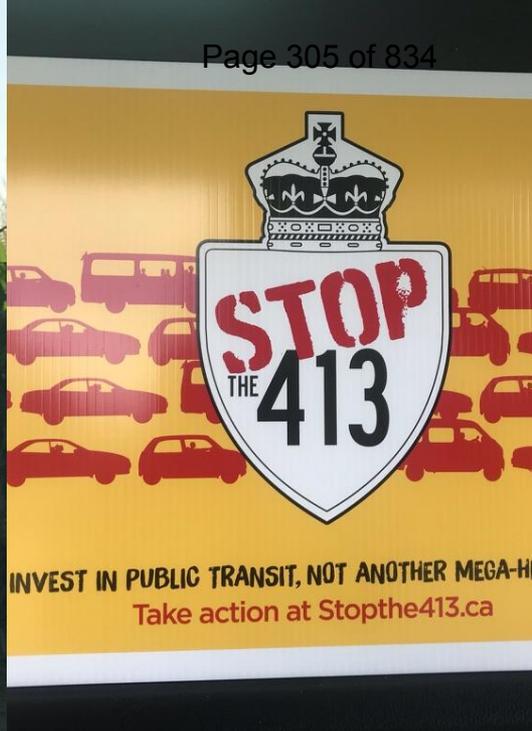
**Mailing Address:**

**Reason(s) for delegation request:** Respond to Lands Needs Assessment March 29<sup>th</sup>

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

**Don't let Sprawl  
Take it all.**



**“Death by 1,000 cuts.”**  
Jane Fogal Halton Hills  
Councillor

Planning Act

Provincial Policy Statement

Provincial Plans

Official Plans

Zoning By-Laws

Minor Variances

Site Plans

Community Planning Permits

Land Division

Building Permits

Entire Province

Parts of Province

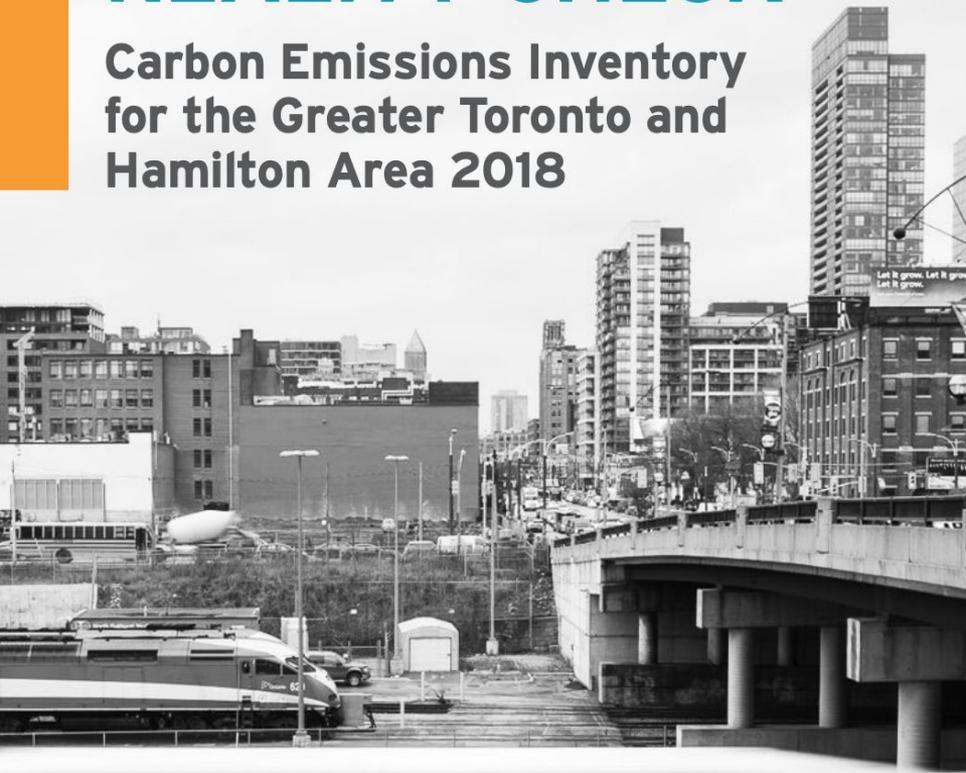
Municipalities

Since June 2019 the Province has amended a number of Provincial Statutes and policies that impact how municipalities plan for growth including the following:

- The Planning Act
- The Provincial Policy Statement
- A Place to Grow: The Growth Plan for the Greater Golden Horseshoe
- The Environmental Assessment Act
- The Conservation Authorities Act
- The Development Charges Act

# REALITY CHECK

## Carbon Emissions Inventory for the Greater Toronto and Hamilton Area 2018



## DENSITY AS DRIVER OF GHG IN HAMILTON

Municipalities have jurisdiction over many actions needed to decarbonize transportation, such as zoning and by-laws that impact density

Hamilton's population density is high compared to some other GTHA municipalities, which is a great opportunity to support modal shift and transit investment to reduce emissions from transportation.

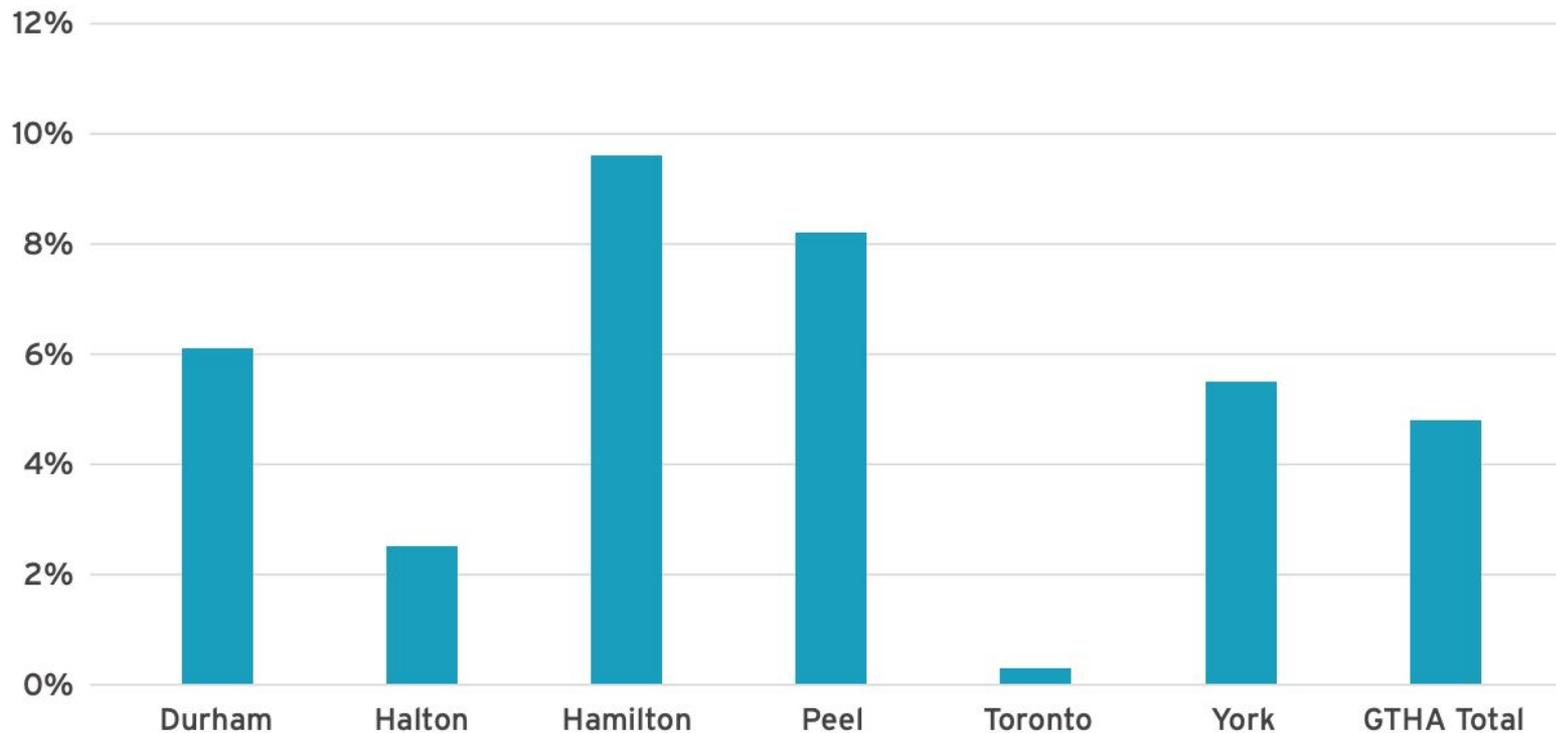


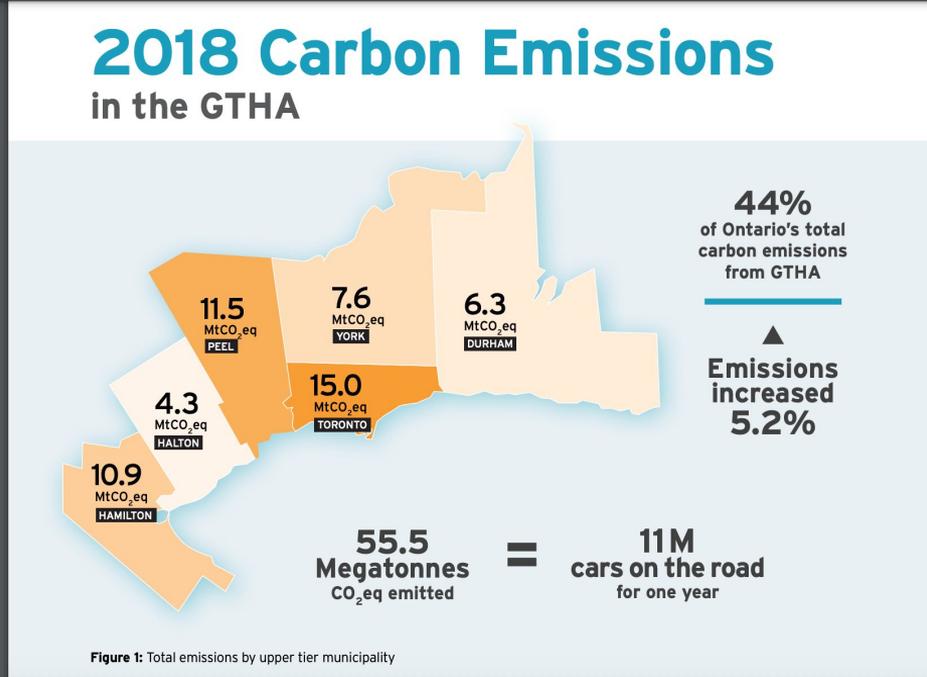
Figure 11: Trend in transportation emissions increase over four years 2015 to 2018

Transportation emissions overall have been growing at 1-2% every year, despite cleaner fuels and more efficient vehicles.

This can likely be attributed to a combination of an increase in the number of personal vehicles, a continuing trend to larger vehicles, *increasing sprawl resulting in more kilometers travelled*, and increased goods movement.

Transportation emissions per capita did fall slightly in 2018, even with the growth in population.

**The Toronto trend illustrates that you can have population growth and stable or falling transport emissions if growth is concentrated in existing neighbourhoods with good transit access.**



## LAND, FOOD

---

- Climate crisis already affects food quality and security
- High risks at 1.5°, very high risks at 2°
- **If we keep delaying:**
  - Food supply less stable, more expensive
  - Rapid declines in agricultural productivity
  - Irreversible damage to land and ecosystems
  - More wildfire, more conflict, more migration

## CLIMATE LENS FOR EVERY DECISION

---

- Will this reduce our total GHGs per science-based target?
- Will this make the transition to a low carbon economy easier?
- If not, it is causing real harm to people alive today



## 3 KEY PATHWAYS

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- a. Community energy plan
- b. Stop sprawl
- c. Protect nature



## Toronto Star Article “Slam Dunk for Developers”

Agricultural land is valued as low as \$18,000 an acre, but residential land is easily worth \$1 million an acre,”

There are hundreds of millions of dollars to be made right now simply by rezoning farmlands around the new freeway into development lands. And there are **billions** more to be made in the future from developing those lands into ever more unsustainable sprawl when we should be building up in our existing urban areas.”



# Community Emissions Reduction Planning: A Guide for Municipalities

## Consultant Yuill Herbert for 60 Canadian Municipalities:

“The most powerful mechanism  
municipalities have to reduce CO2  
emissions is

## LAND USE PLANNING

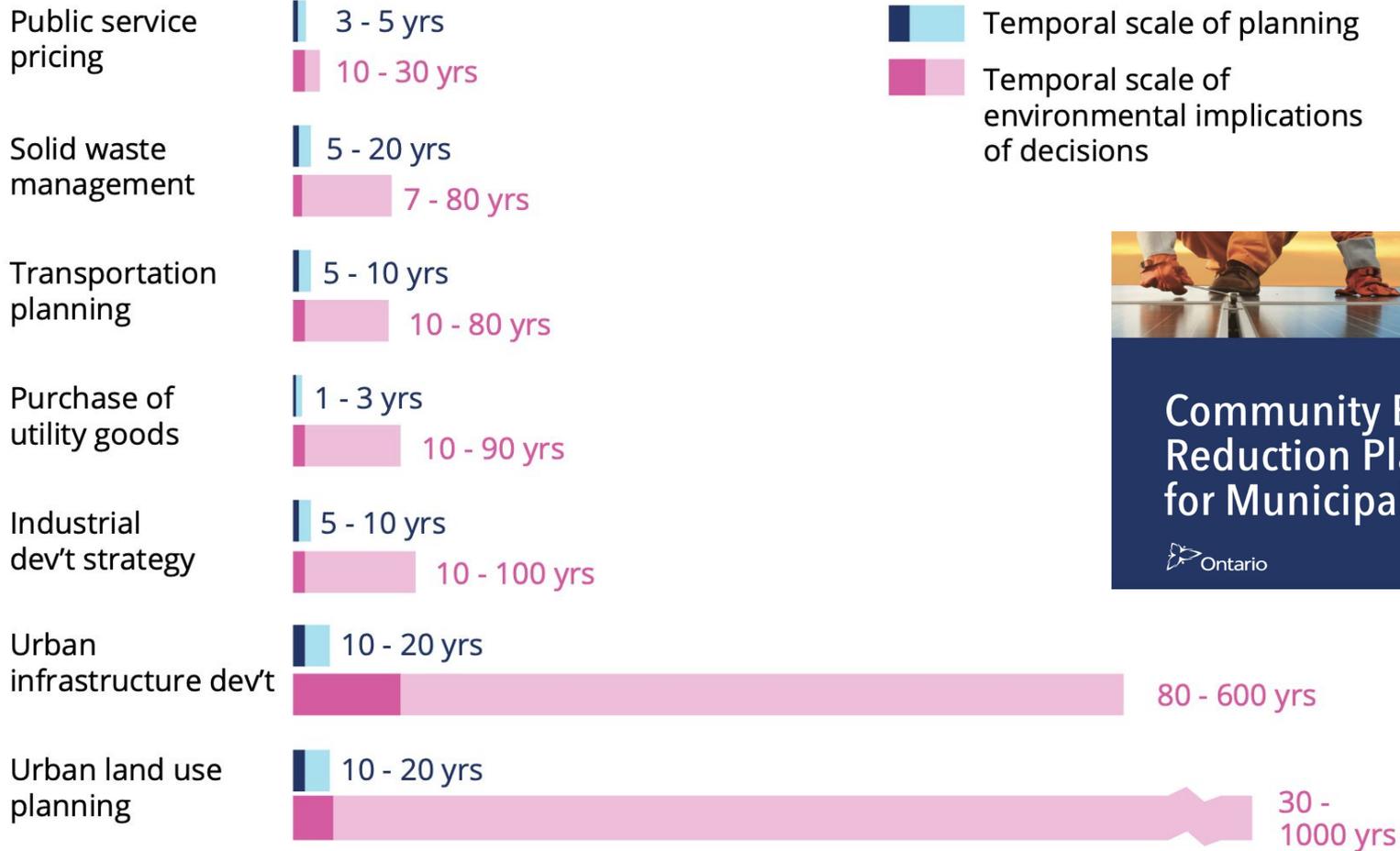
“Land-use Planning is the key lever to locking in or  
locking out greenhouse gas emissions at the  
municipal level.”

”



Local government as...	Authority	Sample actions	Community energy and emissions planning techniques	Potential impact on GHG emissions reductions
Energy consumers.	Direct control.	Retrofits of municipal buildings, construction of high performance municipal buildings, purchase of zero emissions vehicles, development of renewable natural gas from organic materials.	Corporate GHG inventory and plan.	Low.
Investors.	Indirect control.	Renewable natural gas from a landfill, zero emissions transit system, cycling infrastructure, electric vehicle charging stations, recycling programs, public/private partnerships.	Situational analysis [review of capital budgets].	Medium-High.
Influencers.	Indirect control.	Official Plan policies, Property Assessed Clean Energy (PACE) programs.	Modelling and scenario-planning.	High.

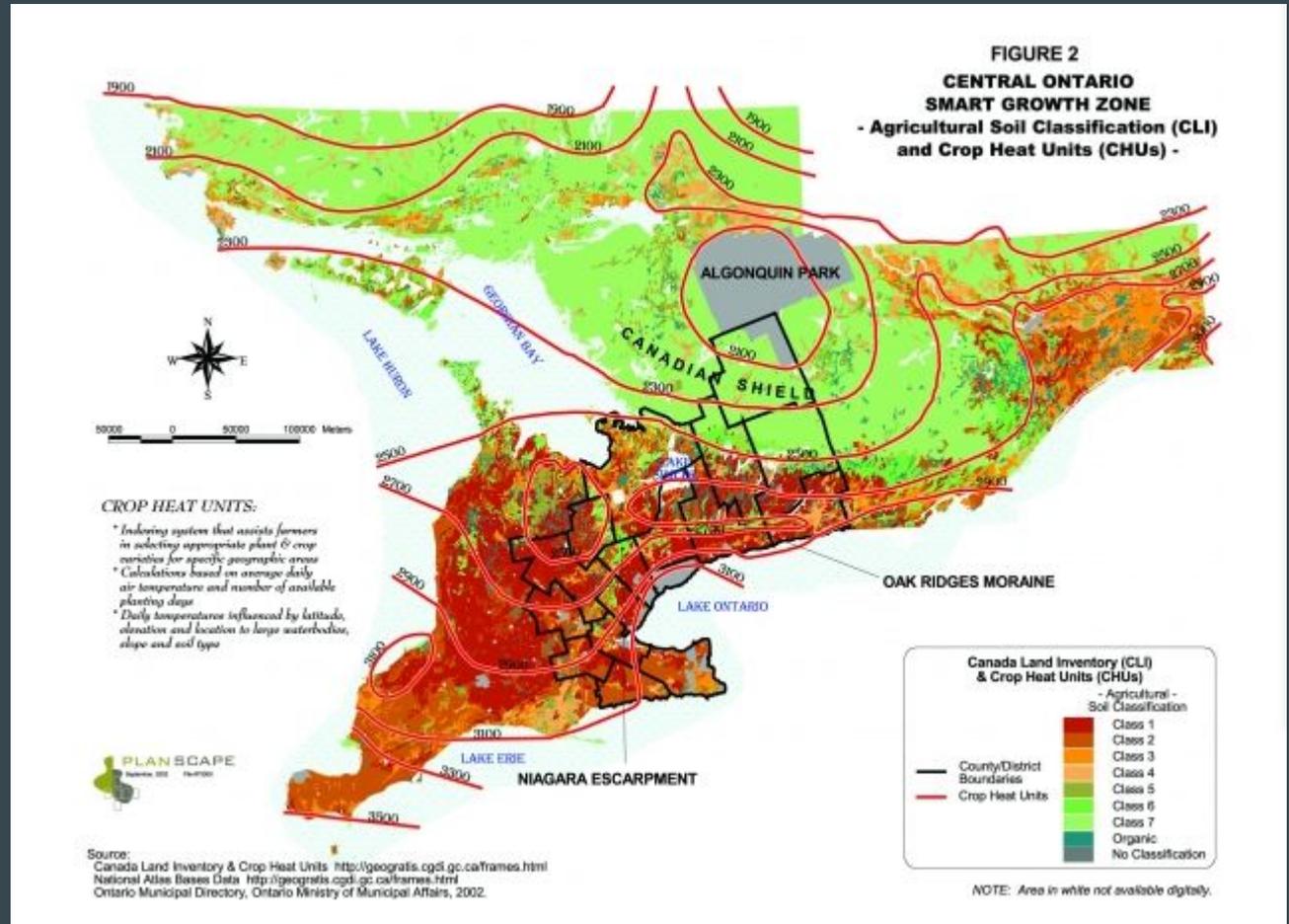




RED is prime agricultural land

Only 0.5% is Class 1 and most of it is in Southern Ontario

#SaveTheFarmOnt



# Population growth

## SCHEDULE 3 GROWTH PLAN FORECAST GROWTH FOR 2012-2019 VERSUS ACTUAL GROWTH 2012-2019

	Estimated Growth 2011 - 2019 (000s)	SCHEDULE 3 Forecast Growth 2011 - 2019 (000s)	Variance (Estimated - forecast) (000s pop)	Variance (% of estimated growth)	Variance as Reported by Hemson (% of total population / employment )
<b>POPULATION</b>					
Toronto	261	226	35	13%	1%
York	115	210	-95	-83%	-8%
Durham	70	110	-40	-57%	-6%
Halton	79	99	-20	-25%	-3%
Peel	203	177	26	13%	2%
Hamilton	39	53	-14	-36%	-2%
GTAH	769	877	-108	-14%	-1%
OUTER RING	249	273	-24	-10%	-1%
GGH	1018	1150	-132	-13%	-1%
<b>EMPLOYMENT</b>					
Toronto	200	71	129	65%	7%
York	108	170	-62	-57%	-10%
Durham	27	75	-48	-178%	-20%
Halton	49	80	-31	-63%	-11%
Peel	101	128	-27	-21%	-4%
Hamilton	24	48	-24	-100%	-10%
GTAH	508	570	-62	-12%	-2%
OUTER RING	95	152	-57	-60%	-5%
GGH	603	722	-119	-20%	-2%

Source: Copied / derived from Hemson: Greater Golden Horseshoe: Growth Forecasts to 2051 (June 16, 2020), Figure 2 – 2012 Forecast Population in 2019 vs. 2019 Estimates (page 4), Distribution of Population in the Greater Golden Horseshoe 1986 – 2051 - Reference Forecast (page 37), Distribution of Employment in the Greater Golden Horseshoe 1986 – 2051 - Reference Forecast (page 37)

Hemson: Greater Golden Horseshoe - Growth Forecasts to 2041 - Technical Report Addendum (June 2013) - Distribution of Population and Employment for the Greater Golden Horseshoe 2001 - 2041 Reference Scenario (Page 62)

# Compact city- Complete communities



# Options for Density within our City Limits



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**“Humanity owes its existence to six inches of soil and the fact that it rains”**



## Request to Speak to Committee of Council

Submitted on Monday, March 22, 2021 - 9:27 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Glen Brown

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** I would like to address Council with the purpose of urging them to consider supporting the motion to delay land use planning decisions until after Covid pandemic is over.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Monday, March 22, 2021 - 9:30 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Summer Elly Thomas

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** To comment on the GRIDS2 Land Needs Assessment for the March 29th general issues meeting and urge city councilors to freeze the urban boundary.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** Yes

## Request to Speak to Committee of Council

Submitted on Monday, March 22, 2021 - 11:03 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Suzanne Mills

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** I would like to request that council freeze the urban boundary and pause planning till in person consultations have occurred. Given the communication limitations resulting from Covid, it was not possible to have full community consultation. Additionally, this will only accentuate inequality in the city by adding costs to the city to service large homes on the urban fringe - taking funds away from vulnerable populations in the urban core.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Monday, March 22, 2021 - 5:32 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** David Carson

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** To address the impacts of the Land Needs Assessment recommendations.

**Will you be requesting funds from the City?** No

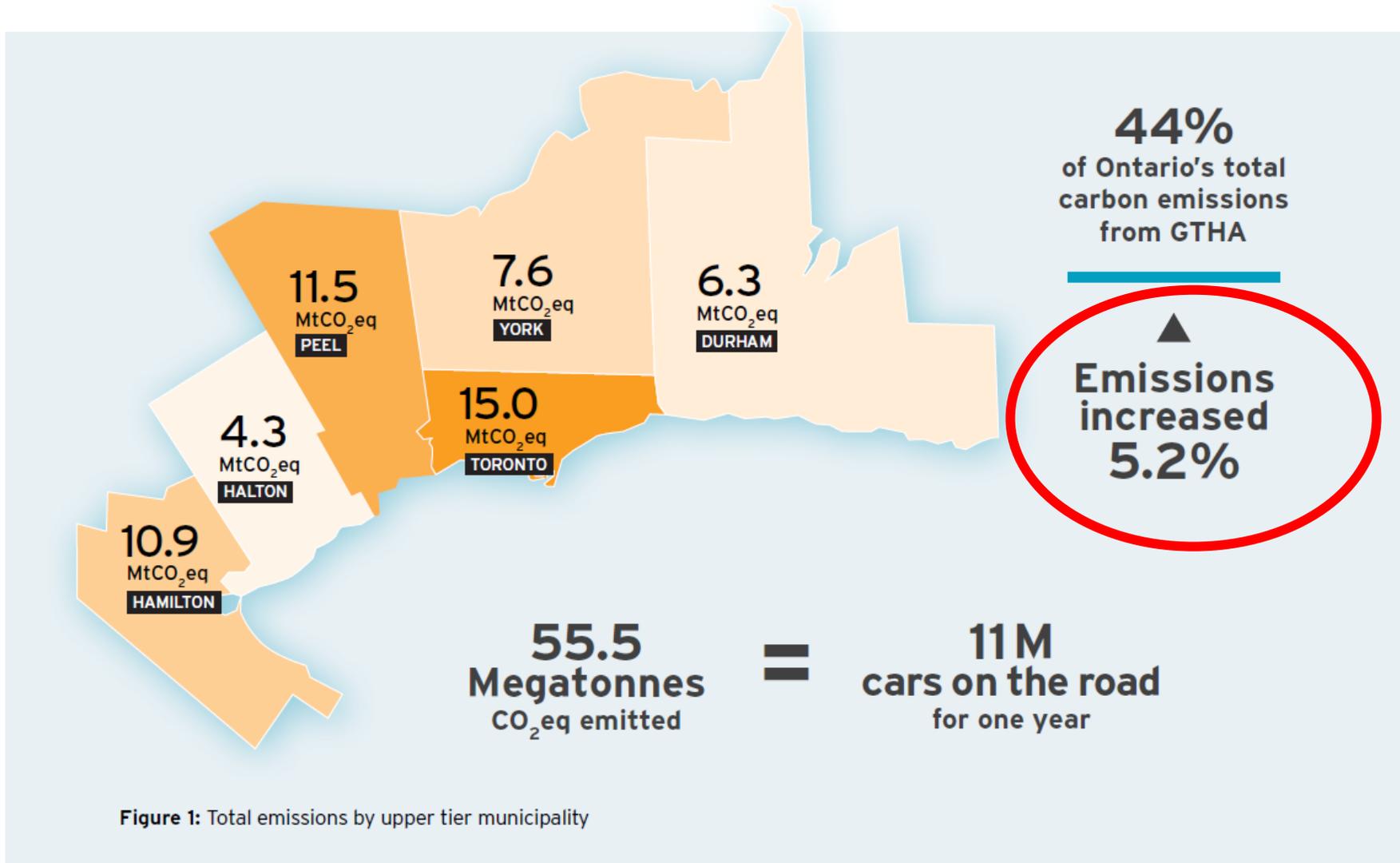
**Will you be submitting a formal presentation?** Yes

# Connecting the dots to a boundary expansion

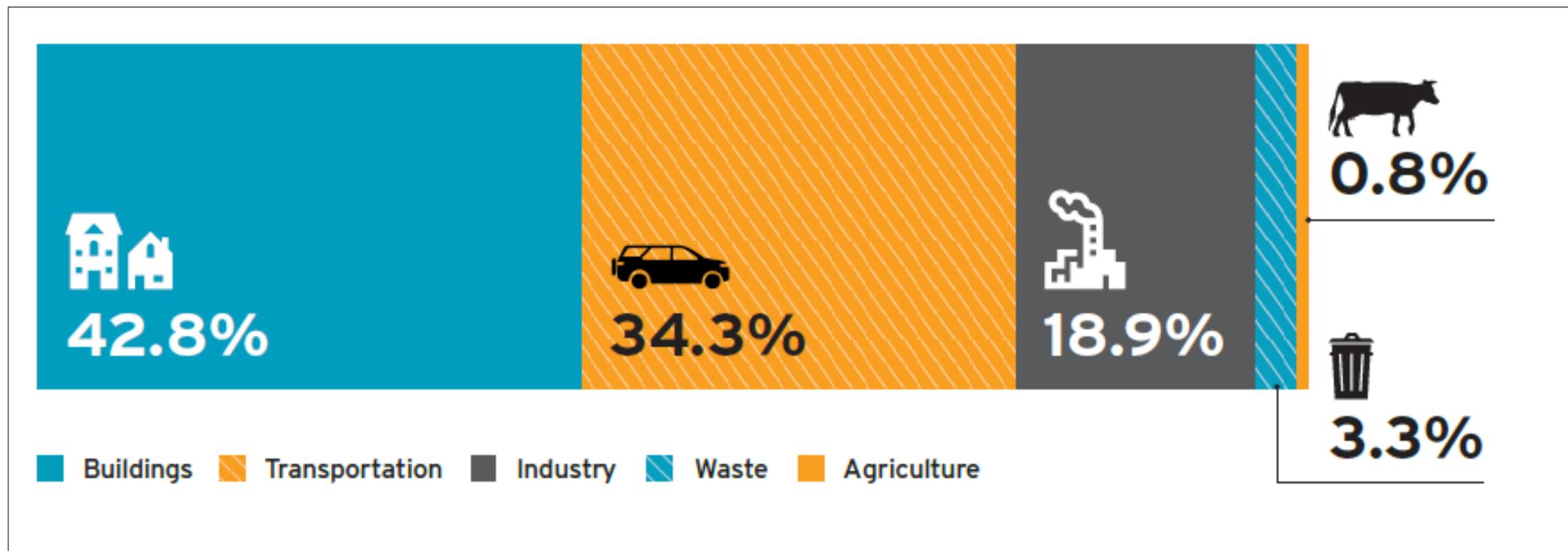
Dave Carson - GIC Meeting March 29<sup>th</sup> 2021

# 2018 Carbon Emissions

## in the GTHA



# GTHA total emissions by sector - 2018



<http://taf.ca/gtha-carbon-emissions/>

## Combining Up-front and Operational Emissions

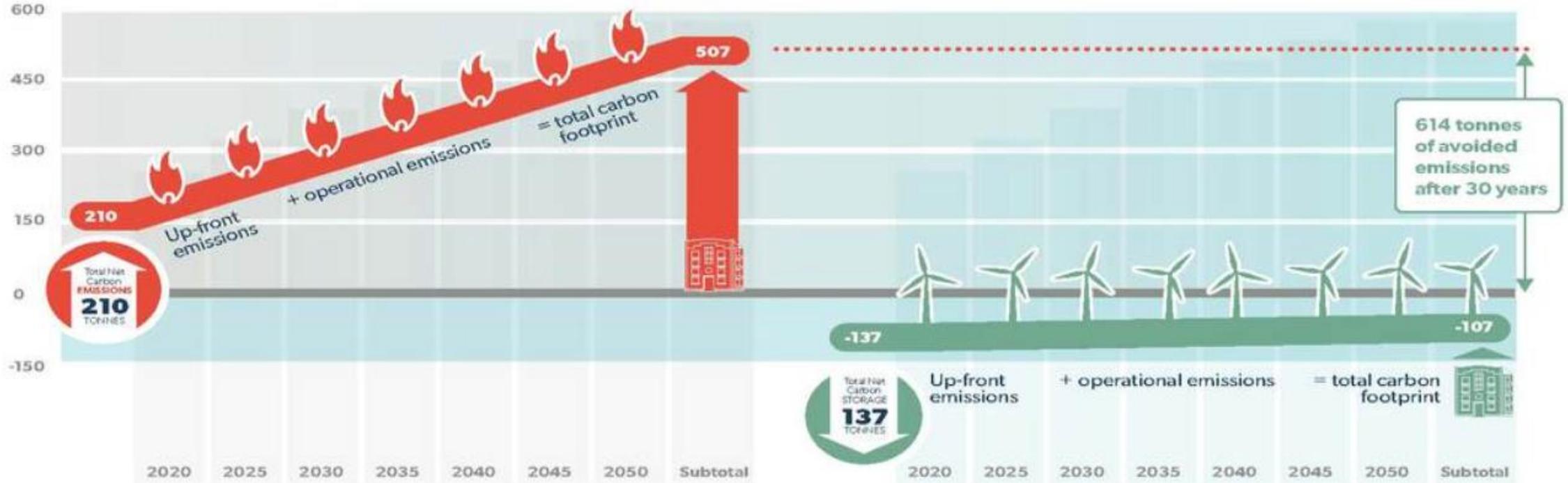
### Carbon Emitting Building using Natural Gas

Buildings can continue to **DRIVE** climate change...

OR

### Carbon Storing Building using Renewable Electricity

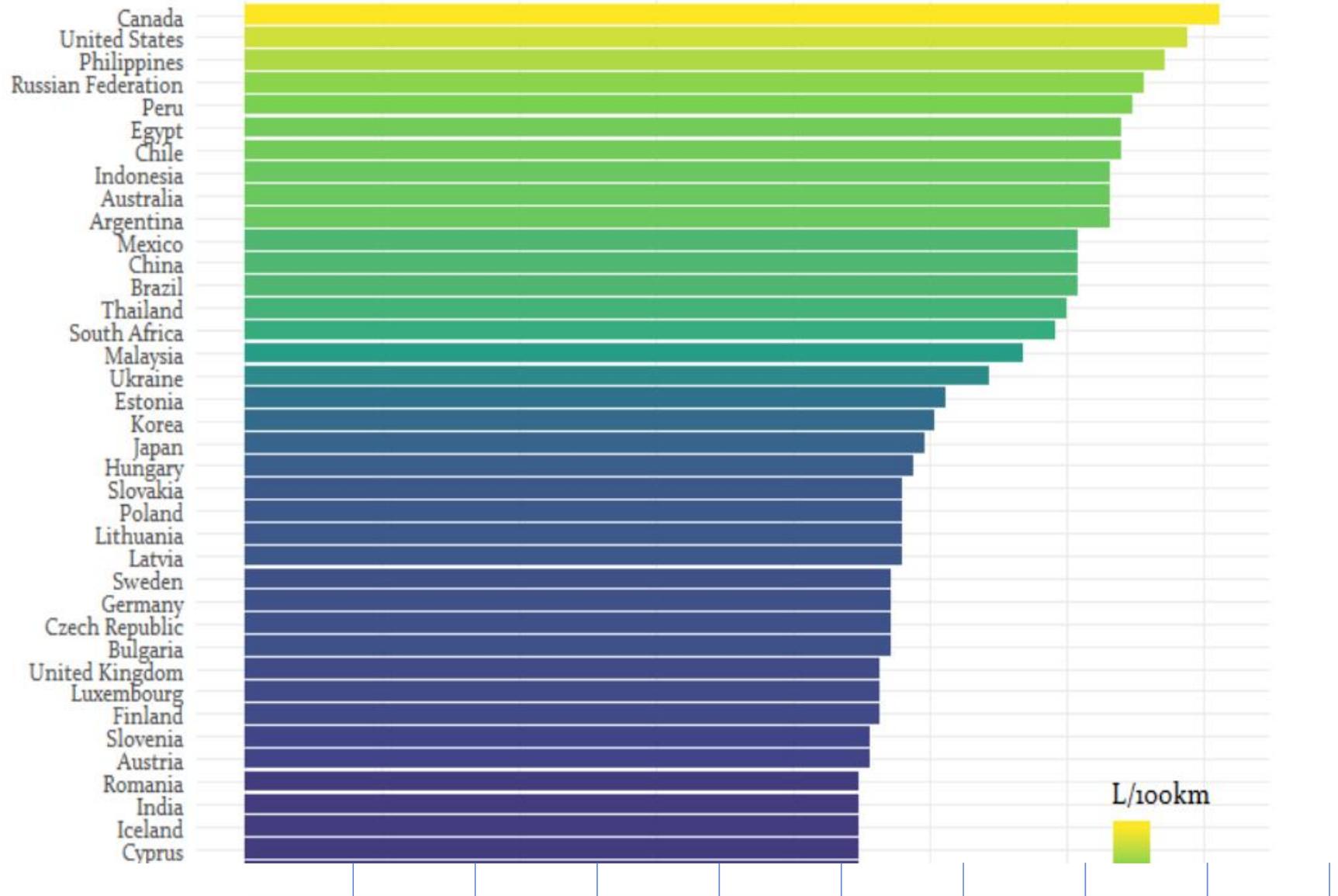
Buildings can help to **REVERSE** climate change.



**WE DRIVE  
THE MOST  
POLLUTING  
CARS**

## How fuel efficient is the vehicle fleet?

Average litres of gasoline-equivalent per 100km



## Carbon reduction potential

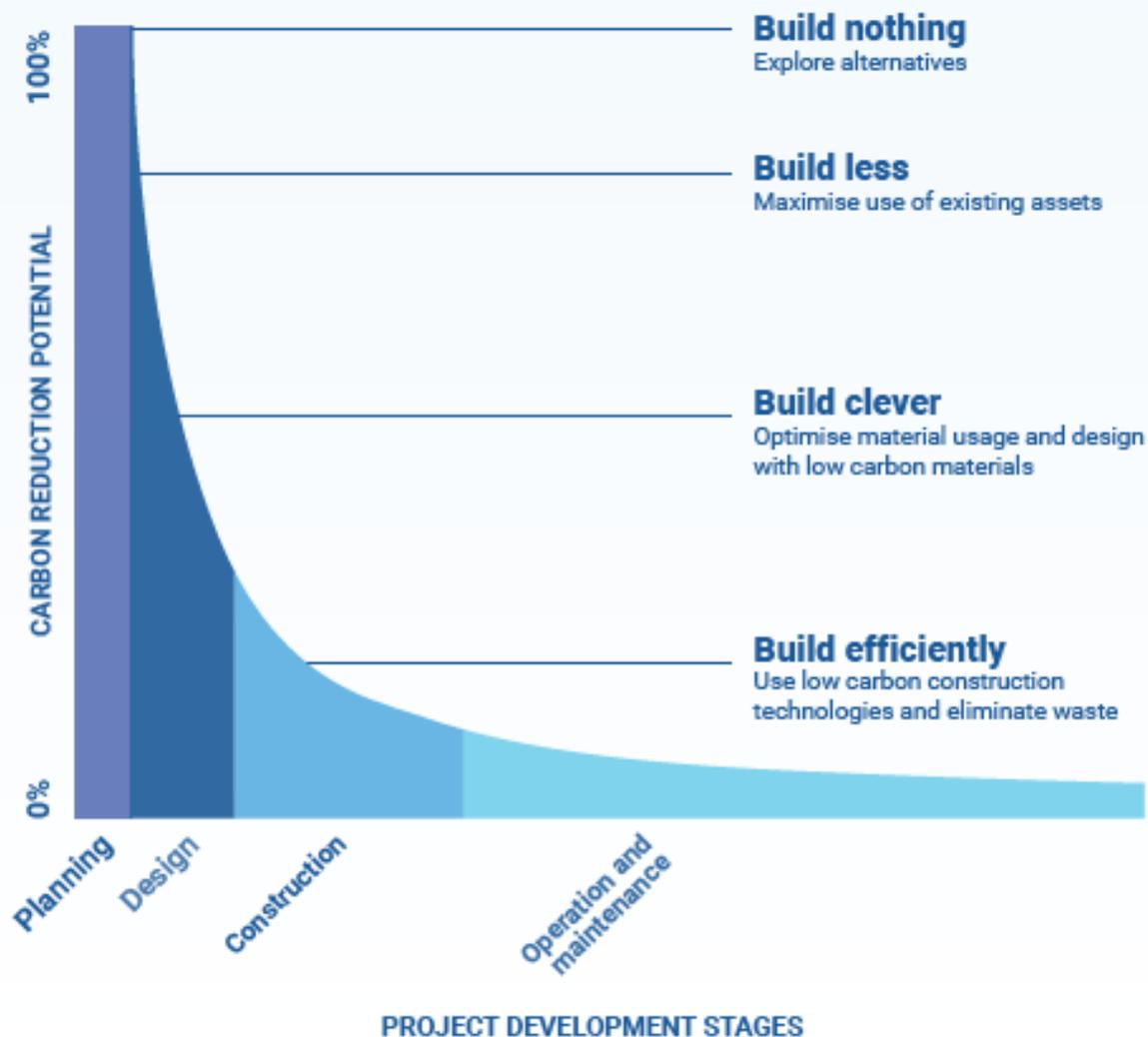
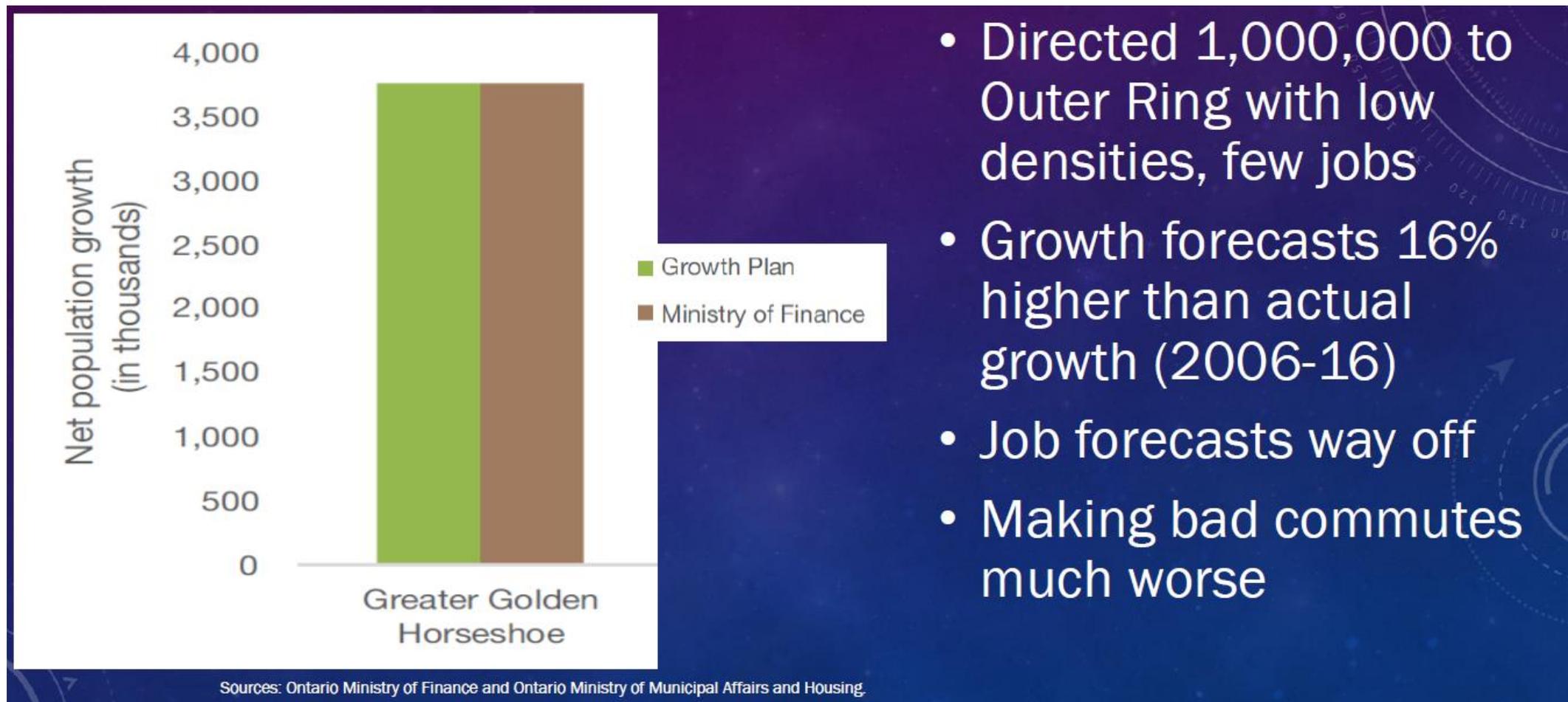


Figure 4: Opportunities to reduce embodied carbon from stage of design process.

Decisions at the planning stage cost the least and impact the most when it comes to emissions impact.

# Growth Plan flaws



Hamilton's Community Energy and Emissions Plan  
Low-Carbon Scenario Consultation – January 28<sup>th</sup>, 2021 Q & A Report

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6.	<b>Land Use Planning</b>	<p><b><i>The City is currently undertaking its Land Needs Assessment and is requesting public input on where and how to grow. Are your CEEP folks working alongside the GRIDS2 MCR folks?</i></b></p> <p><i>Response: Yes. The City project teams for both the GRIDS2 project and the CEEP are working together to determine how the CEEP modeling and outcomes can inform the GRIDS2 process.</i></p>
----	--------------------------	--

# More consultation PLUS full integration of urban planning with emissions planning

Avoid a decision based on

- Insufficient regard for the emissions growth it will create
- Lack of integration with energy and emissions plans
- Uncertain population growth forecasts
- Market-based assessments that depend on consumer preferences that are outdated and that we cannot sustain.

## Request to Speak to Committee of Council

Submitted on Tuesday, March 23, 2021 - 8:12 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Lynda Lukasik

**Name of Organization:** Environment Hamilton

**Contact Number:** 905-549-0900

**Email Address:** [llukasik@environmenthamilton.org](mailto:llukasik@environmenthamilton.org)

**Mailing Address:** 22 Wilson Street, Suite 4

### **Reason(s) for delegation request:**

I am requesting delegation status for the March 29th 2021 Special GIC meeting regarding GRIDS 2. I am interested in speaking to BOTH Item 8.1 and 8.2 on the agenda for this meeting. I would appreciate if someone from the Clerk's Office could clarify for me how it works when a request is made to speak to two different items on a meeting agenda. Will I have the opportunity to speak to each item separately, or do I need to be prepared to address both items in 5 minutes?

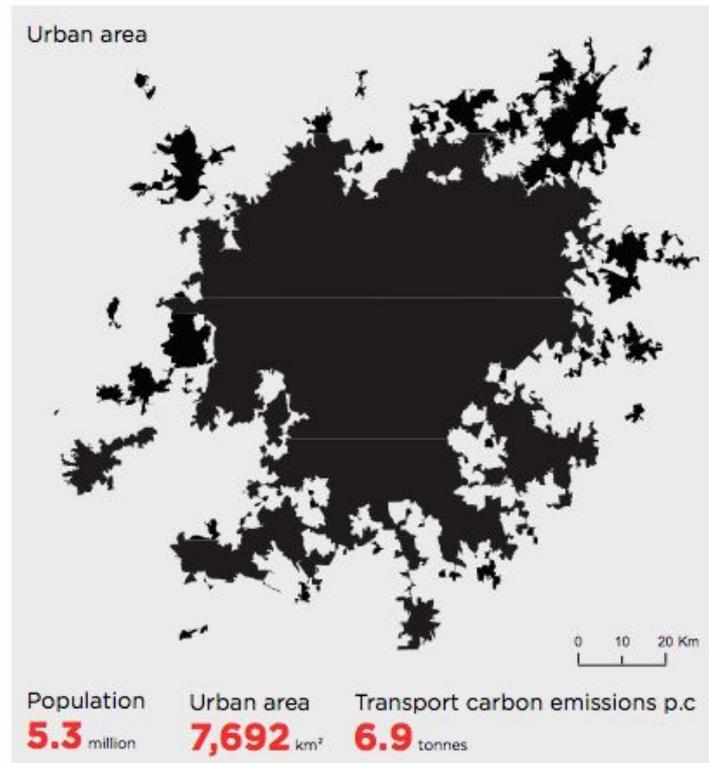
Thank you

Lynda Lukasik

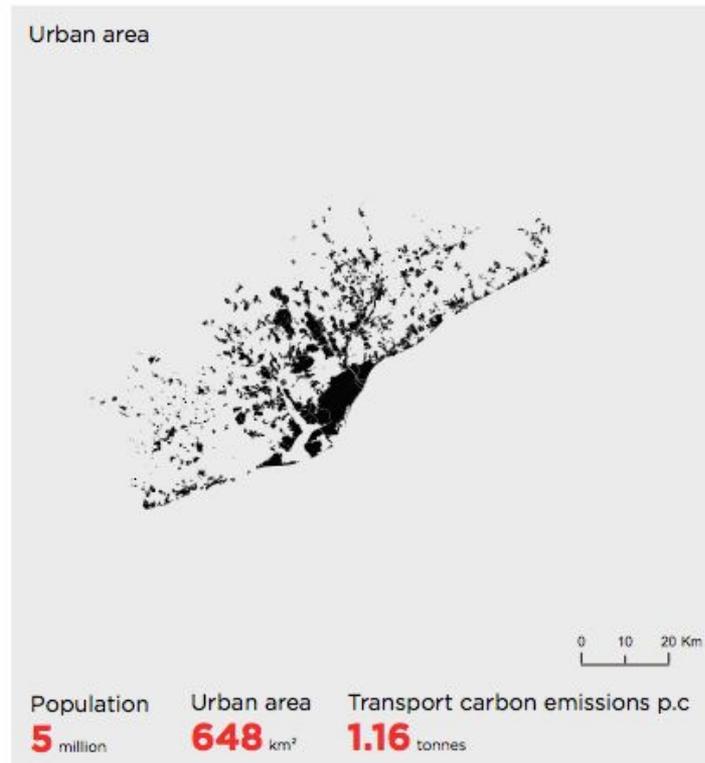
**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## ATLANTA



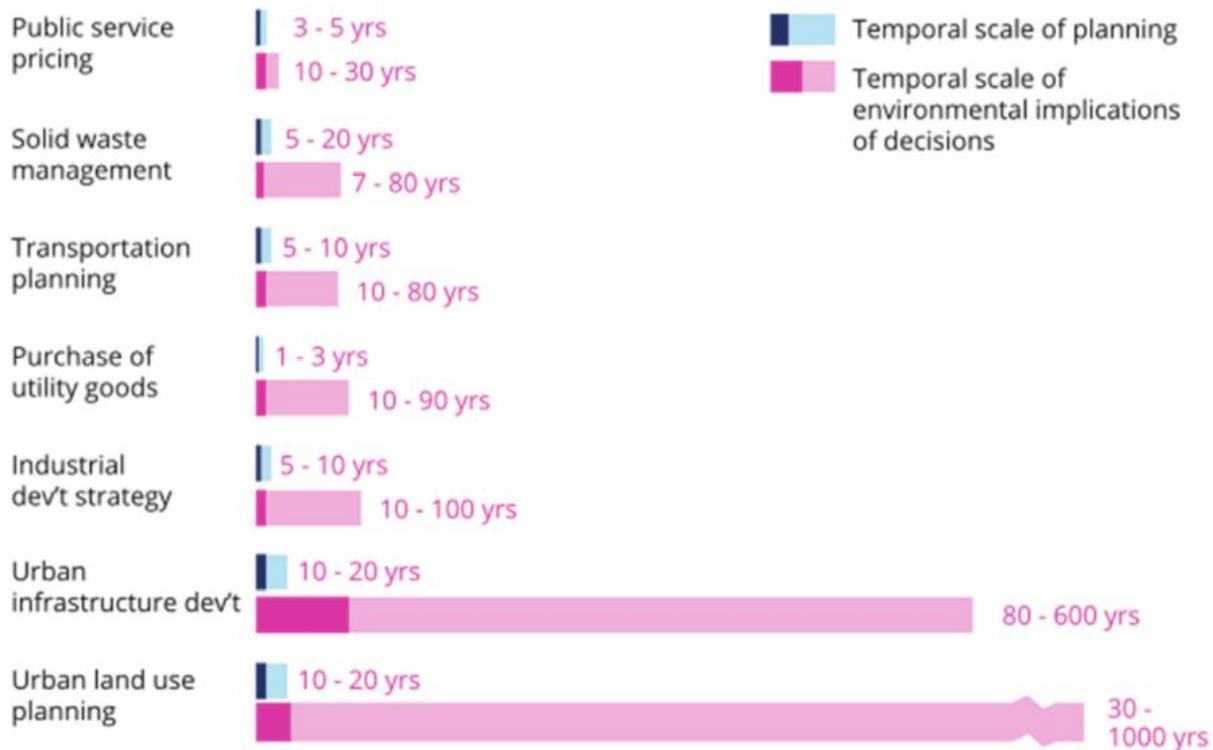
## BARCELONA



Source: LSE Cities 2014

**More compact development can reduce transport emissions by an order of magnitude.**

## TEMPORAL SCALES OF MUNICIPAL **PLANNING DECISIONS** VERSUS **IMPLICATIONS**



Source: Bai et al 2010 as represented by Sustainable Solutions Group in City of Edmonton's GHG Emissions & Energ Analysis for the City Plan - Feb 2020

## Request to Speak to Committee of Council

Submitted on Tuesday, March 23, 2021 - 10:15 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Howard Katz

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** To speak on the matter of Land use planning.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** Yes

## Request to Speak to Committee of Council

Submitted on Tuesday, March 23, 2021 - 10:18 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Becky Katz

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** To speak on the matter of urban boundaries.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** Yes

## Request to Speak to Committee of Council

Submitted on Tuesday, March 23, 2021 - 1:29 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Chris McLaughlin

**Name of Organization:** Bay Area Restoration Council

**Contact Number:** 9055706278

**Email Address:** [cmclaughlin@hamiltonharbour.ca](mailto:cmclaughlin@hamiltonharbour.ca)

**Mailing Address:**

1280 Main Street West

LSB B130F

Hamilton, ON L8S 4K1

**Reason(s) for delegation request:**

DATE: March 29, 2021

TO: address staff reports on items 8.1 and 8.2

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** Yes

## Request to Speak to Committee of Council

Submitted on Tuesday, March 23, 2021 - 3:12 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Dr. Gail Krantzberg

**Name of Organization:** McMaster University

**Contact Number:** 9058977225

**Email Address:** [krantzN@mcmaster.ca](mailto:krantzN@mcmaster.ca)

**Mailing Address:**

1280 main st. w. ETB

hamilton, ontario

L4S 1K4

**Reason(s) for delegation request:** to speak to the special Growth Related Integrated Development Strategy (GRIDS2) meeting where the city's 'land needs assessment' for urban growth management to 2051 is slated to be considered for approval by council.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** Yes

# Expanding Our Urban Boundary is the Wrong Way to Grow in Hamilton

General Issues Committee

March 29, 2021

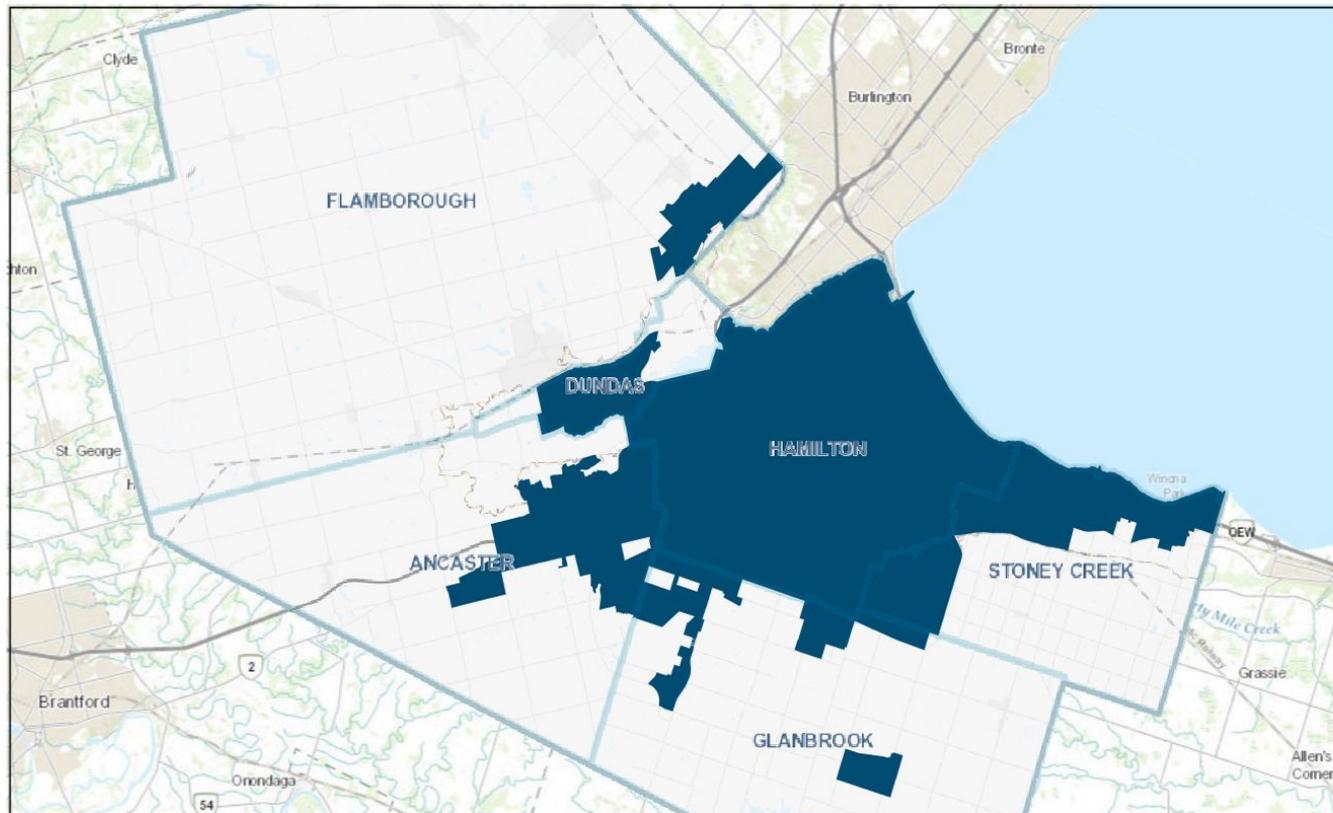
Cameron Kroetsch

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# Overview

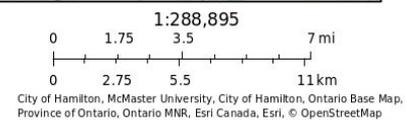
- **Context** - yes, this is sprawl
- **Costs** - not part of the picture
- **Deficits** - we've fallen behind
- **Options?**

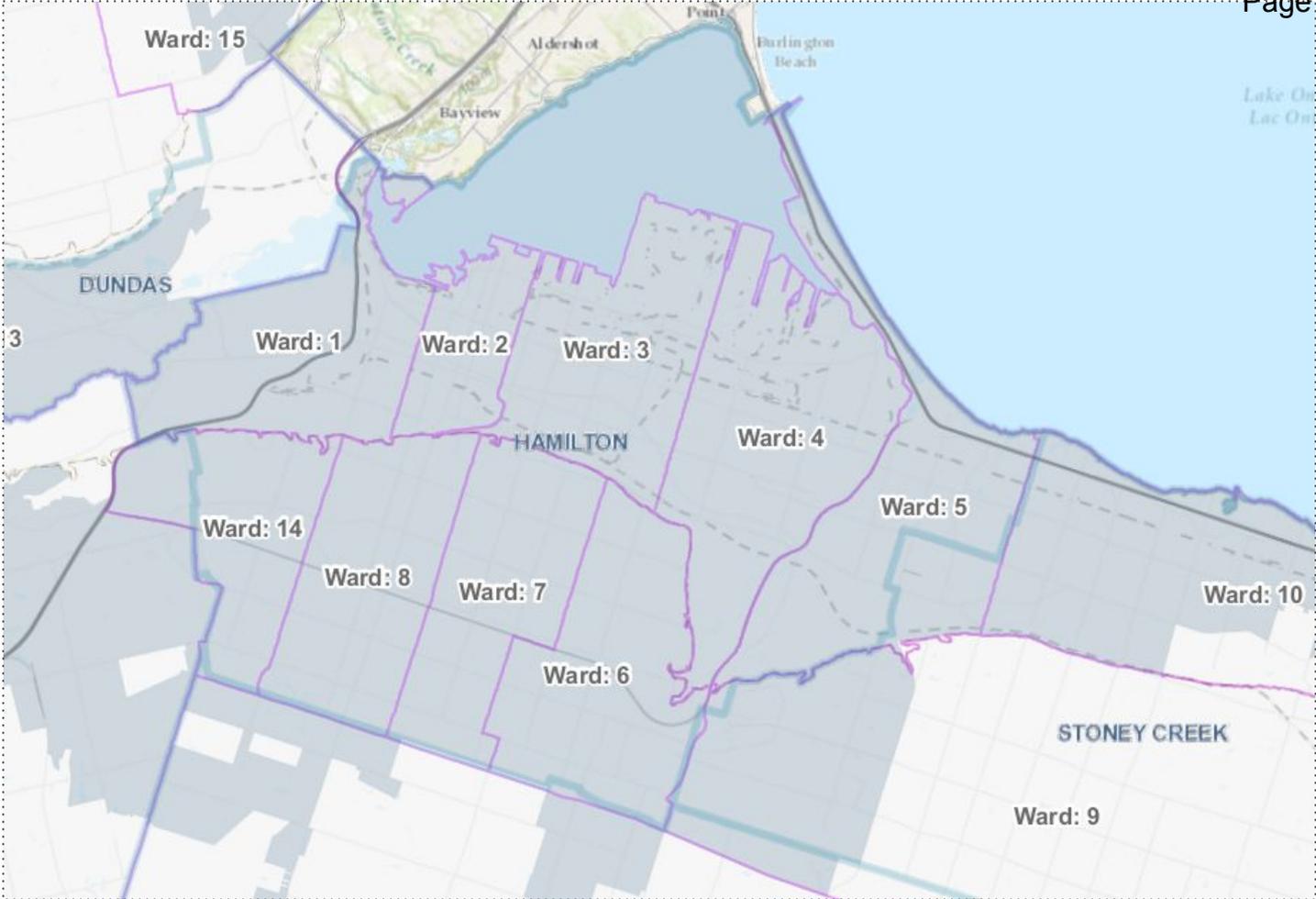
# Context



2021-03-25, 9:07:54 a.m.

Urban Boundary





**"The required 15 year residential supply cannot be met through intensification alone because it would result in a unit mix comprised primarily of apartments, and would not meet the provincial requirement for a **market based housing supply**."**

*Report PED17010i - page 9 • March 29, 2021*

"[The City] wants this rezoned for industrial use, and for housing—much of which [it] says will be single family homes—to meet the **market demands of property developers**, and the province."

*Hamilton Spectator* • March 29, 2021

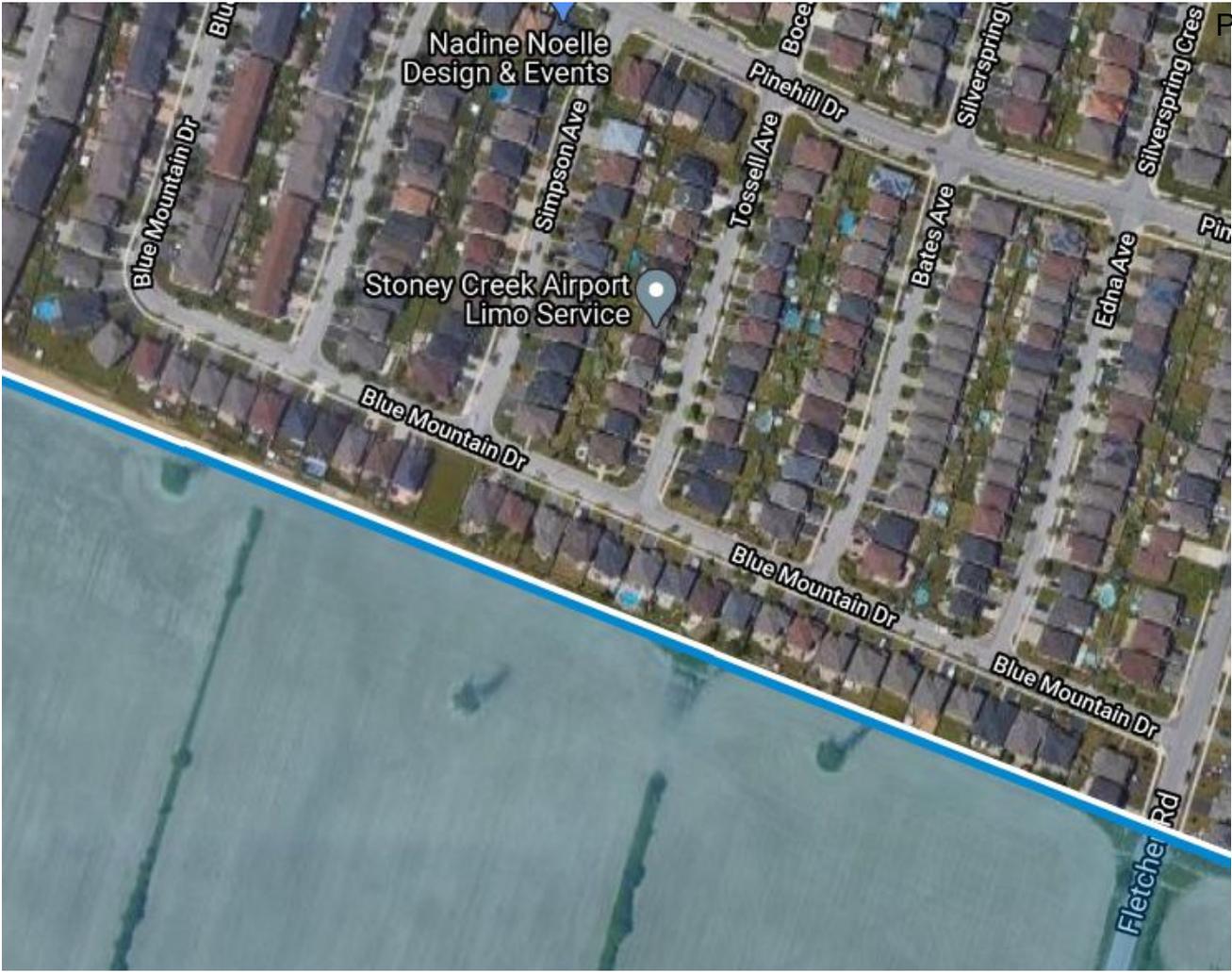
**"There was a concern that the proposed expansion would result in 'sprawl.'"**

*Report PED17010i - page 18 • March 29, 2021*









# Costs

# Urban

City's Annual Cost, per Household



**\$1416**

(Total)



Parks & Recreation  
**\$69**



Solid Waste  
**\$185**



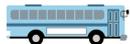
Fire Department  
**\$177**



Governance  
**\$158**



Police  
**\$192**



Transportation  
**\$91**



Libraries  
**\$38**



School Bussing  
**\$13**



Culture / Economy  
**\$19**



Roads  
**\$26**



Transfers to Provinces  
eg. School Boards  
**\$232**



Sidewalks & Curbs  
**\$27**



Storm & Waste Water  
**\$147**



Water  
**\$42**



For more data and more reports, visit [thecostofsprawl.com](http://thecostofsprawl.com)  
Data based on Halifax Regional Municipality

# Suburban

City's Annual Cost, per Household



**\$3462**

(Total)



Parks & Recreation  
**\$129**



Solid Waste  
**\$185**



Fire Department  
**\$406**



Governance  
**\$297**



Police  
**\$360**



Transportation  
**\$171**



Libraries  
**\$72**



School Bussing  
**\$87**



Culture / Economy  
**\$36**



Roads  
**\$280**



Transfers to Provinces  
eg. School Boards  
**\$435**



Sidewalks & Curbs  
**\$194**



Storm & Waste Water  
**\$613**



Water  
**\$197**



For more data and more reports, visit [thecostofsprawl.com](http://thecostofsprawl.com)  
Data based on Halifax Regional Municipality

**The staff reports do  
not include estimates  
for *how much it will  
cost us* to expand**

**"Population and job growth will be monitored against provincial forecasts, required infrastructure and transportation upgrades, and the financial implications of growth."**

*Report PED17010i - page 24 • March 29, 2021*

## **FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: N/A

Staffing: N/A

Legal: N/A

# Deficits

# What we're hearing from you

**We have an almost \$4b infrastructure deficit, and it continues to rise**

City of Hamilton - 2021

**To stop the deficit from *increasing annually* = a 30% tax hike**

City of Hamilton - 2015

**"(But he stressed) property taxes alone can no longer handle increasingly complex municipal needs."**

Mayor Eisenberger - 2015

# Options?

# Freeze the Boundary

**"In Hamilton, [the chief planner] acknowledges that Council 'could adopt a zero boundary growth option.'"**

*Hamilton Spectator* • March 29, 2021

# **This will not help Hamilton address its *big* future needs**

- **More affordable housing**
- **Expanded public transit network**
- **Climate change mitigation**
- **Increased food security**

## Request to Speak to Committee of Council

Submitted on Tuesday, March 23, 2021 - 7:51 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Patricia Baker

**Name of Organization:**

**Contact Number:** 905-521-6929

**Email Address:** [pjbassociates@compuserve.com](mailto:pjbassociates@compuserve.com)

**Mailing Address:**

182 Hess St S  
Hamilton, ON  
L8P 4V5

**Reason(s) for delegation request:** To request freezing the urban boundary and pause planning until in person consultations are feasible.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** Yes

-----Original Message-----

From: Dennis/Patricia Baker <[pjbassociates@compuserve.com](mailto:pjbassociates@compuserve.com)>

To: [clerk@hamilton.ca](mailto:clerk@hamilton.ca) <[clerk@hamilton.ca](mailto:clerk@hamilton.ca)>

Cc: Dennis/Patricia Baker <[pjbassociates@compuserve.com](mailto:pjbassociates@compuserve.com)>

Sent: Mon, Mar 22, 2021 8:39 pm

Subject: Written delegation MCR/GRIDS2, March 29, 2021

Dear Mayor Eisenberger and City Councillors,

We are writing regarding the urban boundary which has been in the press recently. As concerned citizens we would like to make several comments. Dennis' work had us living in four very different European cities, three had populations triple the size of Hamilton; all were pedestrian friendly with good transit, very tight urban boundaries and many medium density low-rise residential buildings - great places to live.

We think everyone now realizes that climate change is very close to being upon us in a major way and we must do all we can to mitigate the effects of industrialization and attempt to slow the change. Increased downtown density, not necessarily high rise buildings unsuitable for family living, would prevent the significant increase in vehicle emissions which will occur with an expanded city boundary. We need a transit system better geared to current needs and more intensification in the existing city would be helped by such a system. Hamilton is already a leader in transit options with the first carbon-negative bus in Ontario - let us continue!

At the moment everyone, the city included, is very focused on the COVID19 and people are not necessarily aware that such a monumental urban boundary change is being considered. We have some of the best farmland in Ontario on our doorsteps but citizens are not aware it is at risk. Many are not willing or able to attend virtual presentations and decisions as major as this one should be delayed until people are fully aware of the situation and can participate in live discussions.

We request that you freeze the urban boundary and pause planning until in person consultations have occurred.

Yours respectfully, Patricia and Dennis Baker  
182 Hess St S, Hamilton, ON  
905-521-6929

## Request to Speak to Committee of Council

Submitted on Tuesday, March 23, 2021 - 4:55 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Kathy Garneau

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegate on request:** Speak to urban planning for white belt.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Wednesday, March 24, 2021 - 9:40 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Gord McNulty

**Name of Organization:** Hamilton Naturalists' Club

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** To comment on the Growth Related Integrated Development Strategy (GRIDS2) on March 29 and request an extension in the planning period until in-person consultations have occurred.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Wednesday, March 24, 2021 - 10:11 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Katharine King

**Name of Organization:** Hamilton 350

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** Worried about urban boundary Expanding

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Wednesday, March 24, 2021 - 11:24 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Kojo Dampsey

**Name of Organization:** Hamilton Centre for Civic Inclusion

**Contact Number:** 2899215294

**Email Address:** [kdampsey@hcci.ca](mailto:kdampsey@hcci.ca)

**Mailing Address:** 423 King Street East, Hamilton, Ontario,  
L8N 1C5

**Reason(s) for delegation request:** Hamilton Centre for Civic Inclusion will be delegating regarding the urban boundary expansion issue for the March 29th special GIC meeting where councillors will consider a staff recommendation to commit to a large boundary expansion.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Wednesday, March 24, 2021 - 12:39 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Frances Murray

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** Request to delegate to GIC re: Land Needs Assessment/Grids 2 on March 29

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

The best option for our municipality is to freeze the urban boundary and direct new development to within the existing built-up areas. Low density residential development is an economic disaster, as well as an environmental one. Our current infrastructure deficit will only grow as we continue to build out into green fields. Our current tax base cannot support the building of new roads and water infrastructure as existing infrastructure repairs and maintenance are already pushing budgets to the limit. Moreover, there are major environmental impacts that are a result of sprawl. In particular, storm run-off from impermeable surfaces will only increase as the effects of climate change grow. As well, transportation emissions from these developments will prevent us from reaching our climate targets and should not be considered. We have more than enough land within the current urban boundary to develop complete, self-sustaining communities for future growth until 2031 and should have the flexibility to plan for 2041 using the guiding principles of Places to Grow.

Councillor Fogal of Halton Hills suggests that for this action to delay to be effective, councils around the Golden Horseshoe will need to pass similar motions and stand in solidarity. Therefore, for posterity's sake, we urge you to delay Hamilton's Official Review Plans (MRC) at the March 29 GIC meeting.

Thank you for considering these important issues.

Sincerely,



Christopher Redmond  
President, Durand Neighbourhood Association



Frances Murray  
Chair, DNA, Climate  
Change Committee

## Request to Speak to Committee of Council

Submitted on Wednesday, March 24, 2021 - 1:43 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Miriam Sager

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** Land Needs Assessment

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Wednesday, March 24, 2021 - 4:41 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Aaron Marques

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:**

As a resident of this city, I would like our elected council members to vote against changes to the city's boundary. I want to see the protection of agricultural lands. I want our city government to spend money in continued rehabilitation of the urban core.

**Will you be requesting funds from the City? No**

**Will you be submitting a formal presentation? No**

## Request to Speak to Committee of Council

Submitted on Wednesday, March 24, 2021 - 5:52 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Diane Shamchuk

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** To make a statement about the cost of urban sprawl.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Wednesday, March 24, 2021 - 6:42 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Dr. Meghan Davis

**Name of Organization:** Crownpoint Family Health Centre

**Contact Number:** 9059626284

**Email Address:**

**Mailing Address:**

67 Kenilworth Avenue North  
lower level

**Reason(s) for delegation request:** I wish to present on the health impacts of city boundaries. I am a family physician and an engineer.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Wednesday, March 24, 2021 - 6:38 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Veronica Gonzalez

**Name of Organization:** Environment Hamilton

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** Growth Related  
Integrated Development Strategy (GRIDS2)

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Wednesday, March 24, 2021 - 8:39 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Beverley Wagar

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** I want to comment on the GRIDS2 meeting on March 29., regarding urban boundary expansion.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Wednesday, March 24, 2021 - 9:13 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Cheryl M. Paterson

**Name of Organization:**

**Contact Number:**

**Email Address:**

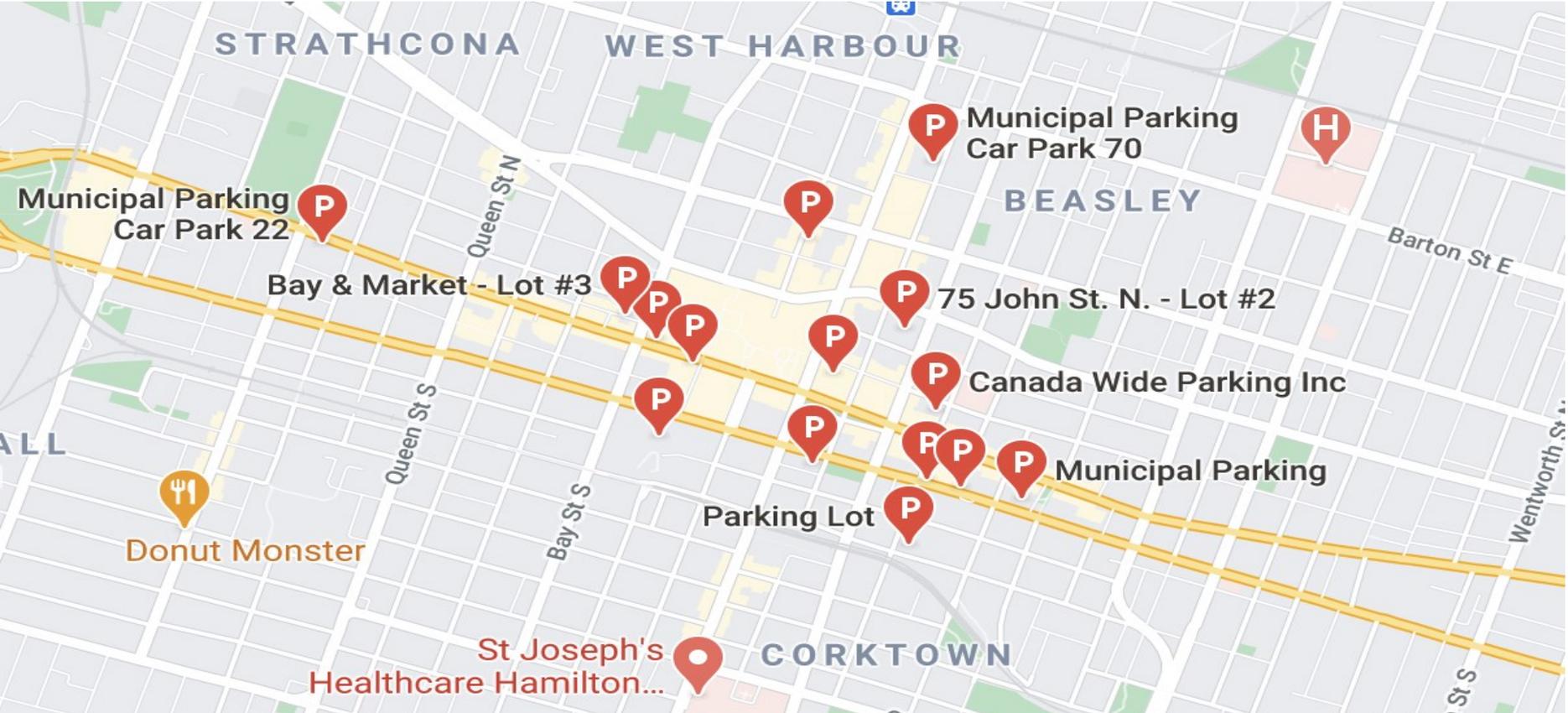
**Mailing Address:**

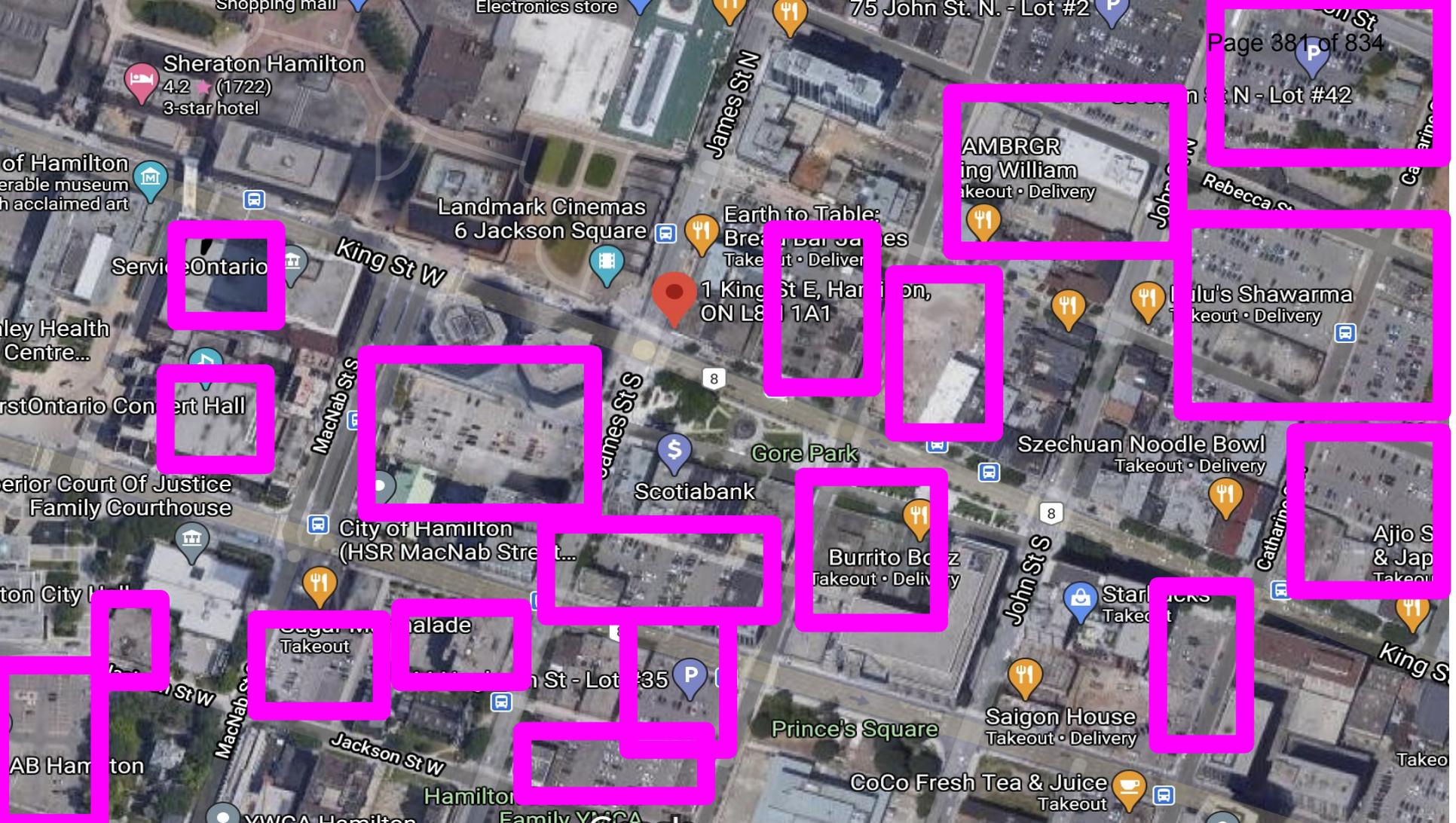
**Reason(s) for delegation request:** Urban Intensification not sprawl.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

# Parking Lots or Potential Housing?





Sheraton Hamilton  
4.2 (1722)  
3-star hotel

Landmark Cinemas  
6 Jackson Square

AMBRGR  
King William  
Takeout • Delivery

Earth to Table:  
Breakfast • Delivery

1 King St E, Hamilton, ON L8N 1A1

Mulu's Shawarma  
Takeout • Delivery

Gore Park

Szechuan Noodle Bowl  
Takeout • Delivery

Scotiabank

City of Hamilton  
(HSR MacNab Street...)

Burrito Bowl  
Takeout • Delivery

Ajio S  
& Jap  
Takeout

Sugar...  
Takeout

Salade

Starbucks  
Takeout

Prince's Square

Saigon House  
Takeout • Delivery

CoCo Fresh Tea & Juice  
Takeout

AB Hamilton

Jackson St W

King St

YWCA Hamilton

Family YWCA

“Closing” as a city parking lot this week. “Re-opening” soon as a 55-unit affordable housing development [#hamont](#)

 Jason Thorne (@JasonThorne)



## Intensification

**Intensification** is development that allows for more people to connect, work and play within the **existing urban** boundary. It happens when we re-develop, expand and/or re-purpose existing areas, buildings or vacant lands.

What happens when our farms no longer exist?

**FARMERS  
FEED  
CITIES**

If we develop our prime agricultural land where will we grow the food that we need to feed cities?

Transporting food is expensive and BAD for the planet! Covid has taught us the importance of sourcing locally.

Please Build up not out.



## Request to Speak to Committee of Council

Submitted on Wednesday, March 24, 2021 - 10:50 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Drew Spoelstra

**Name of Organization:** Ontario federation of agriculture

**Contact Number:** 9053795751

**Email Address:** [drew.spoelstra@ofa.on.ca](mailto:drew.spoelstra@ofa.on.ca)

**Mailing Address:**

531 Guyatt Rd

Binbrook On

L0R1C0

**Reason(s) for delegation request:** Discuss the issues of grids 2 and farmland preservation

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

I'm happy to be with you again today to discuss the issue of Grids 2, the land needs assessment and the importance of farm land presentation. I am Drew Spoelstra, I farm in Binbrook and sit as Vice president of the OFA and the chair of Hamilton's Agriculture and Rural affairs advisory committee.

The OFA represents 38,000 farm families across Ontario and works as a strong advocate for Farms and Food forever. Farmland preservation and a sustainable agriculture system is a key priority for our membership and we continue to advocate provincially and locally for fixed urban boundaries to slow the loss of agricultural land. The goal being to benefit the overall agricultural system, agricultural services, agricultural infrastructure, local farm markets, distributors, food processors etc.

As highlighted by former chief planner in Toronto Jennifer Keesmat, Ontario loses on average 5 farms per week to development. That's 175 acres or 132 Tim Hortons fields per day of farmland lost permanently from food production capabilities right here in Hamilton and Ontario. We can better use land in our existing urban areas to build up- not out. At only 5% of Ontario's land base being suitable for food production, agricultural land is a finite, shrinking non renewable resource that must be preserved for food production.

The farm industry right here in Hamilton is home to 810 farms, producing grains and oil seeds, dairy, poultry, greenhouse vegetables and field grown local produce, contributing over \$1 billion in gross economic impact for the city. Not to mention the incredible contribution that the Hamilton Port authority plays in Ontario's agricultural economy as key player in the export/ import market and food processing sector.

The agriculture sector plays a key role in climate change mitigation and providing environmental benefits. The OFA also believes that Government's should recognize the non-agricultural benefits or environmental goods and services, provided by agricultural lands; aesthetic and recreational space, air quality and Biodiversity

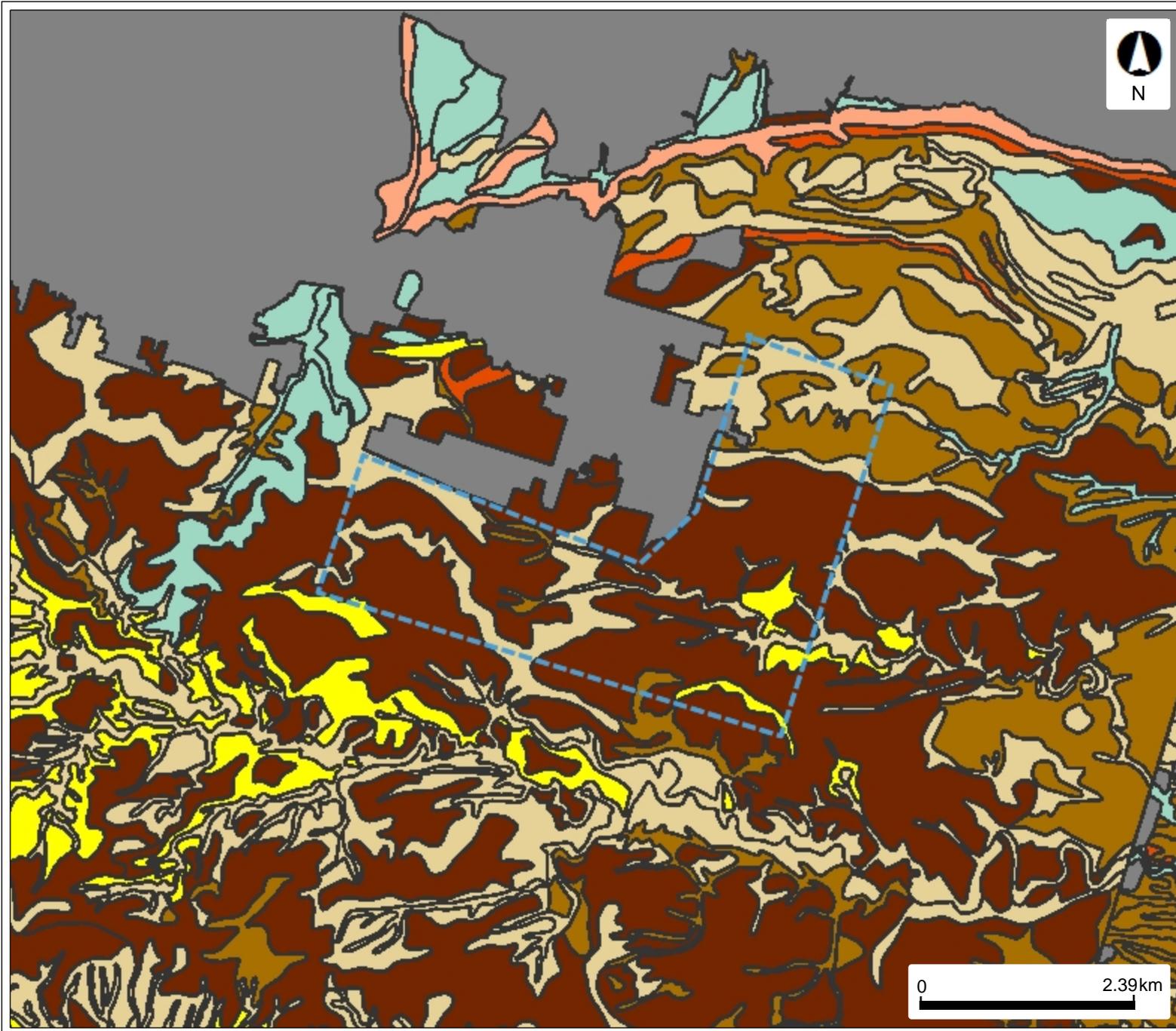
Other Environmental benefits like carbon sequestration, climate change mitigation, nutrient cycling, pollination services, soil erosion control, water cycling (purification, retention, flood attenuation, groundwater recharge) and wildlife and endangered species habitat are possible when land is retained for Agriculture.

Hamilton enjoys a historical and vibrant rural economy with over 70% of our land mass being rural. The back bone to rural life in Hamilton is agriculture, an important primary sector to the city.

I fully appreciate the effort that staff have made to work towards an ambitious density target moving forward but it's simply not ambitious enough. With respect to the suggestion that removing 1340 ha is insignificant with Hamilton's vast rural landscape I would argue that just because land is in the greenbelt or the rural area doesn't mean it's a prime agricultural area or the best available land for food production.

If I can share my screen for a moment I took the liberty of identifying the prime agricultural areas in the Elfrida growth area through the OMAFRA web portal using the CLI. As you can see the over whelming majority of this land is Classified as #1 with the rest in the 2<sup>nd</sup> and 3<sup>rd</sup> category under CLI. That's Prime Farm land. To put it in perspective of local food and production, this is land that every year has the ability to produce 5.3 million loaves of bread, 1.15 million litres of Ethanol for clean fuel production, 12.8 million litres of soy milk and hay and forage to feed 83,800 cows or Clydesdales for a day. Recently the ag sector made recommendations to the mayors economic recovery task force that identified Farmland protection as a top priority for the city to support Hamilton's economy.

Simply put we can't have it all. Lets focus on higher intensification targets and densities in urbanized areas and supporting our agriculture sector by permanently protecting food producing land in Hamilton.



**Legend**

@language-layer-soil-capabilit

- Unclassified
- Class 1
- Class 2
- Class 3
- Class 4
- Class 5
- Class 6
- Class 7
- Organic Soil
- Water

This map should not be relied on as a precise indicator of routes or locations, nor as a guide to navigation. The Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) shall not be liable in any way for the use or any information on this map. of, or reliance upon, this map.

## Request to Speak to Committee of Council

Submitted on Thursday, March 25, 2021 - 8:19 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Zoe Green

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:**

Proposed urban boundary expansion in the Land Needs  
Assessment Report

I will be submitting a pre-recorded video (less than 5min)

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** Yes

## Request to Speak to Committee of Council

Submitted on Thursday, March 25, 2021 - 10:09 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Rebecca Guzzo

**Name of Organization:** Acorn

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** To discuss the situation of urban development taking over important rural farming land.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Thursday, March 25, 2021 - 10:20 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Yuki Hayashi

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** Concerned citizen and taxpayer

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** Yes

## Request to Speak to Committee of Council

Submitted on Thursday, March 25, 2021 - 10:24 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Ian Borsuk

**Name of Organization:** Environment Hamilton

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** I would like to delegate to Council about the proposed urban boundary expansion and it's related discussions for the March 29th GIC.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Thursday, March 25, 2021 - 10:31 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Lilly Noble

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** Discuss Land Needs Assessment Plan.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Thursday, March 25, 2021 - 10:47 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Lisa Hind

**Name of Organization:** Hamilton ACORN, Mountain Chapter

**Contact Number:**

**Email Address:**

**Mailing Address:** o

**Reason(s) for delegation request:** GIC March 29th meeting

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Thursday, March 25, 2021 - 11:09 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Peter Ormond

**Name of Organization:** Stop Sprawl Delegation

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** I have already submitted a video to be shown to the General Issues Committee GRIDS2 meeting on March 29th as part of the Stop Sprawl Delegation.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** Yes

## Request to Speak to Committee of Council

Submitted on Thursday, March 25, 2021 - 11:13 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Mark Noskiewicz

**Name of Organization:** Goodmans LLP on behalf of an Elfrida Landowners Group

**Contact Number:** 416.597.4136

**Email Address:** [mnoskiewicz@goodmans.ca](mailto:mnoskiewicz@goodmans.ca)

**Mailing Address:**

333 Bay Street, Suite 3000  
Toronto, ON  
M5H 2S7

**Reason(s) for delegation request:** Purpose of the delegation request is to speak to item 8 - GRIDS 2 and City of Hamilton Municipal Comprehensive Review.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Thursday, March 25, 2021 - 11:31 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Stephanie Brash

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** Request that Council freeze Hamilton's urban boundary

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Thursday, March 25, 2021 - 11:42 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Elizabeth Ellis

**Name of Organization:** ACORN Hamilton, co-chair of East Hamilton Chapter

**Contact Number:**

**Email Address:** [hamilton@acorncanada.org](mailto:hamilton@acorncanada.org)

**Mailing Address:** Hamilton, Ontario

**Reason(s) for delegation request:** Request to submit pre recorded video delegation for March 29 GIC Committee

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Thursday, March 25, 2021 - 11:54 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Alex Wilson

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** I wish to delegate regarding the Hamilton Land Needs Assessment at the Monday March 29th GIC discussion.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Thursday, March 25, 2021 - 12:00 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Lauren Stephen

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** Request to freeze urban boundaries of Hamilton, rather than expand.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** Yes

## Request to Speak to Committee of Council

Submitted on Thursday, March 25, 2021 - 3:46 pm

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

**Name of Individual:** John Corbett

**Name of Organization:** Corbett Land Strategies Inc.

**Contact Number:** 416-806-5164

**Email Address:** [john@corbettlandstrategies.ca](mailto:john@corbettlandstrategies.ca)

**Mailing Address:**

483 Dundas Street W, Unit 212

Oakville ON L6M 1L9

**Reason(s) for delegation request:**

On behalf of the Upper West Side Landowners Group, to address the following:

GRIDS 2 and Municipal Comprehensive Review: Final Land Needs Assessment (PED 17010(i); and,

GRIDS 2 and Municipal Comprehensive Review: Planning Growth to 2051 – Draft Evaluation Framework and Phasing Criteria (PED 17010(j)).

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** Yes



March 25, 2021

The Chair and Members of General Issues Committee  
The Corporation of the City of Hamilton  
71 Main Street North  
Hamilton, Ontario

**RE: WRITTEN AND DELEGATION MATERIAL FOR THE GENERAL ISSUES  
COMMITTEE OF MARCH 29, 2021  
GRIDS 2/ MUNICIPAL COMPREHENSIVE REVIEW PROCESS AND THE  
EVALUATION FRAMEWORK/PHASING CRITERIA**

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This is to transmit our written documentation and presentation material to be considered at the above captioned Committee meeting.

The Upper West Side Group is pleased to contribute and work with the City in the on-going GRIDS 2 and Municipal Comprehensive Review processes. We support the overall findings of the Land Needs Study, conditional upon the resolution of a few specific matters as outlined in the attached materials.

I look forward to addressing the Committee on Monday March 29<sup>th</sup> 2021.

Thank you

*JOHN B. CORBETT*

---

John B Corbett, MCIP, RPP

# UPPER WEST SIDE



## UPPER WEST SIDE LANDOWNERS GROUP

The Corporation of the City of Hamilton  
Monday March 29<sup>th</sup>, 2021

GRIDS 2 and Municipal Comprehensive Review: Final Land Needs Assessment (PED17010(i)); and, Growth to 2051 – Draft Evaluation Framework and Phasing Criteria (PED17010(j))

## CONTEXT:

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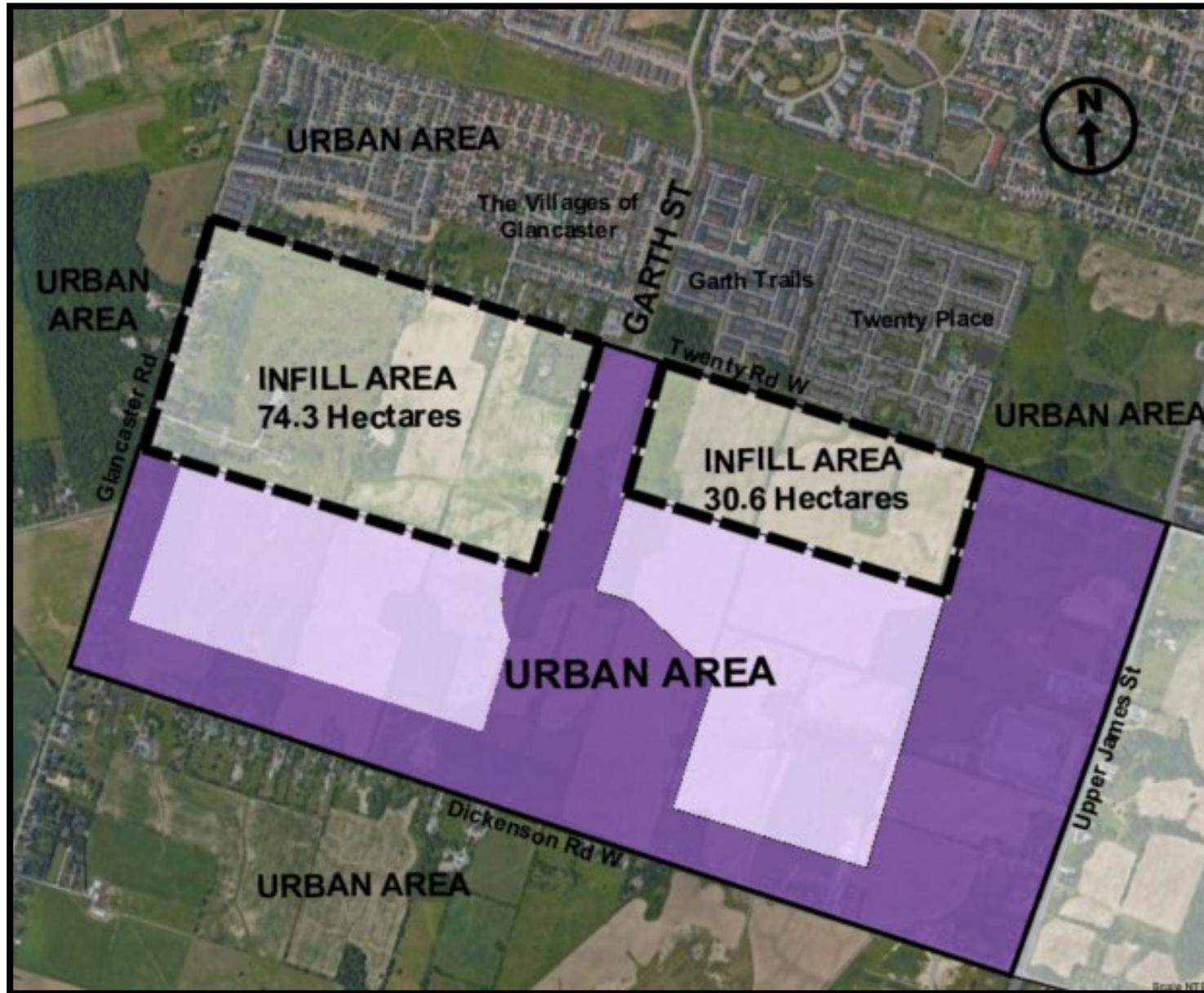
The Upper West Side Landowner Group (UWSLG) owns approximately 175 hectares of land bounded by Glancaster Road, Twenty Road West, Upper James Street and Dickenson Road;

These lands are included in as a candidate growth area in the on-going GRIDS 2 (MCR) process;

The Upper West Side lands represent the only **infill development opportunity** that is fully enclosed by the current urban boundary;

This precinct is also the only substantial **non-prime agricultural land** available to accommodate growth in compliance with Provincial Policy.

# Upper West Side Infill Development Lands



## Legend

### Land Use Designations

- Airport Light Industrial
- Airport Prestige Business
- Airport Related Business
- Airside Industrial
- Institutional
- Natural Open Space
- Airport Reserve
- Utilities

### Other Features

- Area or Site Specific Policy
- Employment Supportive Centres
- John C. Munro Hamilton International Airport
- Urban Boundary

## OUR POSITION:

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The UWSLG is pleased to offer our conditional support for the final Land Needs Study that recommends an additional 1340 gross developable hectares of community area lands, and zero (0) hectares of employment lands to the year 2051.

Our support is subject to the resolution of the following matters:

- Finalization and agreement on the net development area quantities for the white belt areas;
- Confirmation of the existing inventory of residential land supply within the built boundary of the City of Hamilton;
- That Council adopt full urban boundary expansion needs to the year 2051 given the relatively modest amount of additional land to satisfy community land requirements between 2041 and 2051, and the benefits of planning for a definitive mature state urban boundary for the City;
- Priority allocation be given to locations that are of infilling in nature, are non-prime agricultural lands and are contiguous to the current urban boundary;
- That the MCR process conclude with the adoption of a 2051 urban boundary with staging of development to proceed based on specific growth management criteria rather than site specific allocation identified in the Official Plan.

# IMPACT OF THE AGGRESSIVE INTENSIFICATION SCENARIO:

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The logo for 'UPPER WEST SIDE' is displayed in a white rectangular box. The word 'UPPER' is in green, and 'WEST SIDE' is in blue. There are horizontal lines above and below 'UPPER'.

City council, the public and all stakeholders in the MCR process must understand and be assured of the full accuracy of the existing inventory of available capacity within the built boundary to achieve the intensification rate up to **70 percent in 2051**. This is essential to:

- Ensure the availability of a wide range of housing types to fulfill the City's attainable and affordable housing needs in a realistic manner otherwise the current housing crisis will continue to be problematic;
- Existing neighbourhoods will have to accommodate and manage the impact of introducing higher density unit forms including apartments with significant vertical definition;
- Specific and significant impacts will occur in mature neighbourhoods with respect to capacity of community facilities, infrastructure and the road network;
- Aging infrastructure will need to be replaced and upgraded resulting in increased capital and operating costs and disruption to host communities through on-going construction;
- The City should carefully compare the financial impact on taxpayers resulting from the intensification scenario in relation to the other growth options.

# THE ADVANTAGES OF THE 2051 PLANNING HORIZON:

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The advantages of the 2051 planning horizon to be fully implemented in the current MCR process:

- Finalize the urban boundary to define a “mature state” for the City of Hamilton resulting in certainty for all residents and stakeholders in the city;
- Allowing for the comprehensive planning of complete communities;
- Final and full protection to sensitive environmental and agricultural/rural areas;
- Provide for accurate long range financial planning by ensuring all costs of growth are accommodated in the City’s Capital Budget and Development Charges programs;
- The time frame of 2031/2041 will be quickly upon us, within a decade after MCR approvals. The land needs will be quickly absorbed within this time period thereby placing pressure on land costs and housing affordability.

# DRAFT EVALUATION FRAMEWORK AND PHASING CRITERIA:

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We urge the City not to adopt a rigid/site specific phasing strategy to implement the land needs study. An alternative should be considered to impose definable growth management criteria that will enable development to proceed based on:

- Immediate availability of key/strategic infrastructure in line with the City's economic development and planning goals;
- Demonstration of a positive municipal financial impact for the ratepayers based on developer driven cost sharing and front end financing agreements;
- Delivering on key municipal infrastructure, assets and facilities in line with the City's Strategic Plan;
- Providing clear direction to prioritize development that is infilling in nature, abuts or is contiguous to the current urban boundary.

# DRAFT EVALUATION FRAMEWORK AND PHASING CRITERIA:

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Phasing and Evaluation Criteria should be imposed in a single step to ensure all growth options are considered on a fair and equal basis in accordance with the December 2020 direction of Committee and Council.

Consideration should be given to providing weighted criteria in the evaluation process that reflects the priorities of Council and those identified in the consultation process (e.g. Protection of prime agricultural lands, environmental areas and municipal financial impact receiving the most emphasis in the scoring system or as otherwise directed by Council).

# \_\_UPPER\_\_ WEST SIDE

## THANK YOU!

For further information please visit the UWS website.

<https://upperwestsidehamilton.ca/>



## Request to Speak to Committee of Council

Submitted on Thursday, March 25, 2021 - 3:52 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Lee Parsons

**Name of Organization:** MGP City Plan LTD.

**Contact Number:** 905-513-0170

**Email Address:** LParsons@mgpcity.com

**Mailing Address:**

140 Renfrew Drive, Suite 201, Markham

Ontario, Canada L3R 6B3

**Reason(s) for delegation request:**

On behalf of the Upper West Side Landowners Group, to address the following:

GRIDS 2 and Municipal Comprehensive Review – Planning for Growth to 2051: Draft Evaluation and Planning Criteria (PED 17010(j)) (City Wide) and,

GRIDS 2 and Municipal Comprehensive Review: Final Land Needs Assessment (PED 17010(i)).

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** Yes

140 Renfrew Drive, Suite 201, Markham  
Ontario, Canada L3R 6B3  
Tel: 1-905-513-0170  
Fax: 1-905-513-0177

[lparkers@mgpcity.com](mailto:lparkers@mgpcity.com)

March 25, 2021

**Chair and Members**  
**General Issues Committee**  
**City of Hamilton**

**Re: GRIDS 2 and Municipal Comprehensive Review – Planning for Growth to 2051: Draft Evaluation and Planning Criteria ( PED 17010(j)) ( City Wide)**

We are the Land Economics Consultants for Upper West Side Land Owners Group Inc., Spallaci & Sons Limited, 2112443 Ontario Ltd., Twenty Roads Developments Inc., Sullstar Twenty Limited, Lynmount Developments Inc., 909940 Ontario Ltd., and Liv Developments Ltd. (collectively, the "**UWS Landowners**").

We have reviewed the "GRIDS 2 and Municipal Comprehensive Review – Planning for Growth to 2051 (PED17010(j)) (City Wide)" (the "**Report**"), which we understand is to be considered by the General Issues Committee (the "**Committee**"), at the meeting scheduled for March 29, 2021.

We are pleased to be in a position to offer our conditional support of the recommended land need for an additional 1340 developable ha of Community Area lands and 0 ha of employment lands to the year 2051. Our support is subject to the resolution of the following matters:

- Finalization and agreement on the net development area quantities for the white belt areas;
- Confirmation of the existing inventory of residential land supply within the built boundary of the City of Hamilton; and,
- That Council adopt full urban boundary expansion needs to the year 2051 given the relatively modest amount of additional land to satisfy community land requirements between 2041 and 2051 and the benefits of taking this opportunity to conclude a definitive mature state urban boundary for the City;
- That allocation priority should be given to locations that are infill in nature, are substantially non-prime agricultural lands and which abut and are contiguous to the current urban boundary; and,

- That the Municipal Comprehensive Review process conclude with the adoption of a 2051 urban boundary with staging of development to proceed based specific growth management criteria rather than area specific allocation.

It is understood that the definition of “development land” excludes restrictions from Airport Noise Exposure Forecast contours, and non- developable features such as natural heritage features, cemeteries, and rights of way. This is defined on page 8 of 18 of the Report which notes that “the developable white belt area for Community Area Uses is approximately 1600 ha” subject to refinement through the planning process.

The City’s adoption of the “Aggressive Intensification’ Scenario as the basis for the land needs assessment must be viewed in context of:

- The accuracy and true capacity of the existing inventory of available development potential within the built boundary to achieve the level of intensification to achieve the aggressive rates of up to 70 percent over the planning period;
- The significant impact this level of intensification will have on the stability and character of existing neighbourhoods across the City. The adoption of the aggressive intensification scenario means that neighbourhoods will have to accommodate and manage the impact of introducing higher density unit forms including apartments with significant vertical definition. This will have specific impacts on community facilities, infrastructure and traffic capacity in host neighbourhoods across the City.
- City Council should understand the financial impact of intensification particularly in existing communities with aging infrastructure and insufficient public amenities. The level of aggressive intensification will place significant demands on capital and operating budgets to meet the demands of increased populations in older areas of the City. This municipal financial impact of aggressive intensification must be compared to the cost of carefully managed development in the white belt areas.

We request that MCR not focus on 2031 but rather provide for the additional land requirement to 2051 with a process to determine phasing to 2051.

There are a number of reasons for this request. The first is that 2031 will be upon us in less than 10 years after the approvals for the MCR. Clearly, the vast majority of the land needs projected for the 2031 horizon will not be developed until after the time horizon has passed. The second reason is that the “Ambitious Density” targets for the lands within the Built Boundary represent a major shift in development trajectory and it may take time to realize the densities required to accommodate the expected population growth in Hamilton.

Finally, we are of the view that the City should not exclude any post 2041 land need from inclusion in the urban boundary. The MCR is being applied holistically to the 2051 horizon with a view to balancing the need for an urban expansion to allow for compact new complete communities and the promotion of intensification beyond the minimum standards in the Growth Plan. By establishing firm and final urban boundaries for the planning horizon, the City achieves a number of important

objectives as follows:

- Promoting and finally resolving fixed long term mature urban boundaries;
- Resolving all uncertainties for existing communities and stakeholders as to where the built limits of the City will be fixed and protecting the agricultural and rural base;
- Allowing for much higher certainty in capital budgeting, transportation and infrastructure planning as to where growth will be accommodated over the long term; and
- Enabling and accommodating growth on a dynamic basis for the planning horizon depending on where infrastructure and complete communities can be provided to integrate with the existing urban boundary.

Thank you for your consideration of this submission.

Yours truly,

MGP CITY PLAN LTD



L Lee Parsons

Cc

Clients

Jason Thorne

Steve Robichaud

## Request to Speak to Committee of Council

Submitted on Thursday, March 25, 2021 - 4:21 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** John Doherty

**Name of Organization:** Gowling WLG (Canada) LLP

**Contact Number:** 519-574-8749

**Email Address:** [John.Doherty@gowlingwlg.com](mailto:John.Doherty@gowlingwlg.com)

**Mailing Address:**

50 Queen Street North

Suite 1020

Kitchener, ON N2H 6M2

**Reason(s) for delegation request:** Coming in separate email

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Thursday, March 25, 2021 - 4:25 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Jonathan Minnes

**Name of Organization:** Gowling WLG (Canada) LLP

**Contact Number:** 519-998-3693

**Email Address:** [Jonathan.Minnes@gowlingwlg.com](mailto:Jonathan.Minnes@gowlingwlg.com)

**Mailing Address:**

50 Queen Street North

Suite 1020

Kitchener, ON N2H 6M2

**Reason(s) for delegation request:** Coming in Separate Email

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Thursday, March 25, 2021 - 4:33 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Paul Lowes

**Name of Organization:** SGL Planning & Design Inc

**Contact Number:** 416-347-7103

**Email Address:** [plowes@sglplanning.ca](mailto:plowes@sglplanning.ca)

**Mailing Address:**

1547 Bloor Street West

Toronto, ON M6P 1A5

**Reason(s) for delegation request:** Coming in separate email

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Thursday, March 25, 2021 - 8:41 pm

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Alice Park

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:.**

**Reason(s) for delegation request:** speak about urban sprawl

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Friday, March 26, 2021 - 12:22 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Mary Love

**Name of Organization:** Indigenous Affinity Group, Extinction Rebellion Hamilton

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** We wish to urge city council to hold off on decisions about the urban boundary until in person delegations can resume. We urge the City of Hamilton to uphold their Urban Indigenous Strategy Plan as it relates to consultation, particularly when land is involved, as in this case of the urban boundary, as we consider this still to be sovereign Indigenous land.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Friday, March 26, 2021 - 7:42 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Chris Krucker

**Name of Organization:** National Farmers Union

**Contact Number:** 9056489608

**Email Address:** [manorunfarm@gmail.com](mailto:manorunfarm@gmail.com)

**Mailing Address:**

782 Hwy 52

Lynden ON

L0R 1T0

**Reason(s) for delegation request:** to speak about the GRIDS2 Land Needs on March 29

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Friday, March 26, 2021 - 9:14 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Jackson Hudecki

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** To urge council to freeze the Urban Boundary and to hold off on voting until a clearer future is before us.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No

## Request to Speak to Committee of Council

Submitted on Friday, March 26, 2021 - 1:18 am

==Committee Requested==

**Committee:** General Issues Committee

==Requestor Information==

**Name of Individual:** Cynthia Meyer

**Name of Organization:**

**Contact Number:**

**Email Address:**

**Mailing Address:**

**Reason(s) for delegation request:** Stop urban sprawl

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No



**CITY OF HAMILTON**  
**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
**Planning Division**

<b>TO:</b>	Chair and Members General Issues Committee
<b>COMMITTEE DATE:</b>	March 29, 2021
<b>SUBJECT/REPORT NO:</b>	GRIDS 2 and Municipal Comprehensive Review – Final Land Needs Assessment (PED17010(i)) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Heather Travis (905) 546-2424 Ext. 4168
<b>SUBMITTED BY:</b>	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
<b>SIGNATURE:</b>	

### RECOMMENDATION

- (a) That the City of Hamilton Land Needs Assessment to 2051 – Technical Working Paper, prepared by Lorus & Associates, dated March 2021, attached as Appendix “A” to Report PED17010(i) be adopted by Council for the GRIDS 2 / MCR integrated growth management planning process;
- (b) That the following reports be approved by Council:
- (i) Residential Intensification Market Demand Study, prepared by Lorus and Associates, dated March 2021, attached as Appendix “B” to Report PED17010(i);
  - (ii) Residential Intensification Supply Update, dated March 2021, attached as Appendix “C” to Report PED17010(i);
  - (iii) Existing Designated Greenfield Area Density Analysis, dated March 2021, attached as Appendix “D” to Report PED17010(i);
- (c) That Council adopt the “Ambitious Density” scenario, as identified in the Land Needs Assessment to 2051 – Technical Working Paper prepared by Lorus &

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**SUBJECT: GRIDS 2 and Municipal Comprehensive Review – Final Land Needs Assessment (PED17010(i)) (City Wide) - Page 2 of 29**

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Associates, dated March 2021, as the preferred Community Area land needs scenario, and the following growth projections, intensification target, planned density of greenfield areas, and Community / Employment Area land needs be utilized and incorporated into the GRIDS 2 / MCR process and the development and evaluation of growth scenarios:

- (i) A projected household growth of 110,300 households;
  - (ii) An intensification target of 50% between 2021 and 2031, 60% between 2031 and 2041 and 70% between 2041 and 2051;
  - (iii) A planned density of 60 persons and jobs per hectare (pjh) in existing Designated Greenfield Areas and 77 pjh in new Designated Greenfield Areas (urban expansion areas);
  - (iv) A Community Area land need of 1,340 gross developable ha to 2051; and,
  - (v) An Employment Area land need of 0 ha, to be confirmed subject to the finalization of the Employment Land Review report.
- (d) That the GRIDS 2 / MCR process and the development and evaluation of scenarios consider phasing options that would ensure that any future urban boundary expansions are controlled and phased, including consideration of options for identifying growth needs beyond 2041 without formally designating the land as urban at this time; and,
- (e) That at the conclusion of GRIDS 2 / MCR and the final approval of the implementing Official Plan Amendments identifying the land need to accommodate growth to 2051, staff prepare a report for Council with respect to the necessary steps for recommending to the Province that any remaining Community Area whitebelt lands be added to the Greenbelt.

## **EXECUTIVE SUMMARY**

Through GRIDS (Growth Related Integrated Development Strategy) 2 and the Municipal Comprehensive Review (MCR), the City is planning for growth to the year 2051. The Provincial Growth Plan identifies an ultimate 2051 population of 820,000 persons and employment of 360,000 jobs in the year 2051. This growth equates to an increase of 236,000 people, 110,000 housing units, and 122,000 jobs over the next 30 years.

A Land Needs Assessment (LNA) is a study that identifies how much of the forecasted growth can be accommodated within the City's existing urban area based on inputted targets, and how much growth may need to be accommodated within any potential urban expansion area. The LNA considers the need for "Community" lands (i.e. lands

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**SUBJECT: GRIDS 2 and Municipal Comprehensive Review – Final Land Needs Assessment (PED17010(i)) (City Wide) - Page 3 of 29**

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to accommodate population growth and some commercial and institutional employment growth) separate from “Employment” lands (i.e. lands designated to accommodate employment growth including Business Parks and Industrial areas).

In January 2021, staff consulted on the draft LNA which was presented to General Issues Committee in December 2020. The final LNA, attached as Appendix “A” to Report PED17010(i) reflects some minor changes and clarifications to address the comments received through the consultation. A full review of the consultation on the LNA and related reports is included as Appendix “E” to Report PED17010(i) and a summary of the changes to the LNA and related reports resulting from the consultation is included in the Analysis / Rationale for Recommendation section of this Report.

The “Ambitious Density” growth scenario is being recommended for Council’s adoption. The recommended “Ambitious Density” scenario results in the lowest land need out of the four scenarios modelled in the LNA, and from a climate change policy perspective, represents the preferred option.

In the “Ambitious Density” scenario, the City will be planning to accommodate almost 80% of its housing unit growth within the existing urban area, through both intensification and development of existing greenfield lands. This scenario, which is based on a planned intensification target which increases over time, from 50% between 2021 and 2031, to 60% between 2031 and 2041 and to 70% between 2041 and 2051, and a density of 77 persons and jobs per hectare (pjh) in new growth areas, results in a need of approximately 1,340 gross developable ha of Community Area lands. For Employment Area lands, the LNA identifies that the City’s supply and demand for Employment Area jobs is in balance, and no additional employment lands are required to the year 2051.

GRIDS 2 / MCR, including the LNA, are being completed in accordance with requirements of the Provincial Growth Plan, including the LNA Methodology (see below under Policy Implications and Legislated Requirements), as recently re-iterated by the letter from the Province dated February 23, 2021 (attached as Appendix “H” to Report PED17010(i)).

**Alternatives for Consideration – See Page 28**

**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: N/A

Staffing: N/A

Legal: N/A

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**SUBJECT: GRIDS 2 and Municipal Comprehensive Review – Final Land Needs Assessment (PED17010(i)) (City Wide) - Page 4 of 29**

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## HISTORICAL BACKGROUND

### 1.0 GRIDS 2 / Municipal Comprehensive Review (MCR)

GRIDS 2 (Growth Related Integrated Development Strategy) will result in a long term growth strategy which allocates forecasted population and employment growth for the 2021 to 2051 time period. The forecasts for Hamilton project a total 2051 population of 820,000 persons and total employment of 360,000 jobs.

The MCR is being completed concurrently with GRIDS 2. The MCR is broad and encompasses many inter-related components, and must be completed prior to any expansion of the urban boundary. Many of the studies that are required as part of the MCR are also part of a growth strategy. Like the first GRIDS, GRIDS 2 / MCR is an integrated study which will inform the updates to the Infrastructure Master Plans, transportation network review, and Fiscal Impact Assessment (FIA) that will assist with future updates to the Development Charges By-law. The outcomes of the Growth Strategy and MCR will be implemented through the City's Official Plans.

### 2.0 Draft Land Needs Assessment – Lorus & Associates (December 2020)

In December 2020, the draft LNA was received at the General Issues Committee meeting of December 14, 2020. The draft LNA was completed in accordance with the Provincial Land Needs Assessment Methodology. Table 1 below identifies the City's updated population forecast phased by 10 year planning increment, and related housing unit growth based on updated demographic and census data. This breakdown is provided by the City's land economist (Lorus & Associates), based on the updated *Greater Golden Horseshoe: Growth Forecasts to 2051* from Hemson Consulting, as an input to the LNA. Table 1 also identifies the City's planned phasing of job growth to 2051, by 10 year planning increment. Further details on this forecast are found in the LNA attached as Appendix "A" to Report PED17010(i).

**Table 1: City of Hamilton Population, Housing and Job Forecast 2021 – 2051**

	2021	2031	2041	2051
Population	584,000	652,000	733,000	820,000
<i>Population growth by 10 year period</i>		+ 68,000	+ 81,000	+ 87,000
Housing units	223,000	258,000	295,000	332,000
<i>Unit growth by 10 year period</i>		+35,000	+ 37,000	+ 37,000
Employment	238,000	271,000	310,000	360,000
<i>Employment growth by 10 year period</i>		+ 33,000	+ 39,000	+ 50,000

**Source: Hemson Consulting, 2020; Growth Plan 2019, as amended.**

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**SUBJECT: GRIDS 2 and Municipal Comprehensive Review – Final Land Needs Assessment (PED17010(i)) (City Wide) - Page 5 of 29**

For the consideration of Community Area land need, the LNA modelled four land need scenarios based on different intensification and density assumptions. The scenarios are summarized in Table 2 below:

**Table 2: LNA Results – Community Area Land Need Scenarios**

Scenario	Intensification Target (%)			Land Need (ha)
	2021 – 2031	2031 – 2041	2041 - 2051	
1. Current Trends	40			3,440
2. Growth Plan minimum	50			2,190
3. Increased Targets	50	55	60	1,630
	(55% average over the period)			
4. Ambitious Density	50	60	70	1,340
	(60% average over the period)			

**Source: Lorius & Associates, Land Needs Assessment Technical Working Paper, 2021**

While the LNA did not model a ‘no urban boundary expansion’ option, this option was considered in Report PED17010(h), with staff noting that this option would require an intensification rate exceeding 80% for the period from 2021 to 2051. The Report further noted that this option would be precluded going forward as it would not meet the requirements of a market-based housing supply under the Provincial LNA methodology which requires the City to plan for the full range of market needs.

As was previously noted in Report PED17010(h), the City’s options for expanding the urban boundary to accommodate population growth are limited. The City cannot expand its urban boundary into the Greenbelt Plan Protected Countryside (with a limited 10ha exception for Towns / Villages). The City has limited whitebelt lands (i.e. rural lands that are not within the Greenbelt Plan Protected Countryside). The total area of whitebelt lands is approximately 4,320 ha. Of this area, only 2,200 ha can be considered for expansion for Community Area uses due to restrictions from the airport Noise Exposure Forecast contours. Netting out non-developable features, such as natural heritage features, cemeteries and rights-of-way, reduces the gross developable whitebelt land area for Community Area uses to approximately 1,600 ha. Based on these land supply restrictions, it was noted in staff Report PED17010(h) that two of the LNA scenarios could be considered for adoption going forward – the Increased Targets scenario and the Ambitious Density scenario (the Growth Plan Minimum and Current Trends scenarios exceed the available whitebelt land supply).

For Employment Area lands, based on the City’s existing available Employment Area land supply and assumptions about the future density of development of those lands,

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**SUBJECT: GRIDS 2 and Municipal Comprehensive Review – Final Land Needs Assessment (PED17010(i)) (City Wide) - Page 6 of 29**

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the LNA identifies that the City's supply and demand for Employment Area jobs is in balance, and no additional employment lands are required to the year 2051.

### 3. Project Chronology

Key dates / milestones in the GRIDS 2 / MCR process are highlighted in Table 3 below:

**Table 3: GRIDS 2 / MCR Chronology**

<b>Time frame</b>	<b>Key Project Milestones</b>	<b>Status</b>
Spring 2017	MCR Commencement, Employment Land Review call for requests	Completed
May 2017	Growth Plan 2017 released	Completed
May 2018	Land Needs Assessment Methodology released by Province	Completed
May / June 2018	First round of public / stakeholder consultation – focus on urban structure (i.e. where should intensification occur?) and major transit station area planning	Completed
November 2018	Imagining New Communities – information sessions on greenfield density	Completed
May 2019	Growth Plan 2019 released	Completed
October 2019	GRIDS 2 / MCR Council workshop on intensification, density and land needs assessment	Completed
November 2019	Draft Employment Land report received by Council	Completed
November / December 2019	Second round of public consultation (intensification and density targets, evaluation criteria, employment land review)	Completed
January 2020	Elfrida / LPAT “motion” decision issued	Completed
August 2020	Amendment 1 to the Growth Plan and revised Land Needs Assessment Methodology released by Province	Completed
December 2020	Draft Land Needs Assessment and related technical reports received by Council	Completed
January 2021	Third round of public consultation (draft LNA and related	Completed

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<b>Time frame</b>	<b>Key Project Milestones</b>	<b>Status</b>
	reports)	
March 2021	Adoption of Land Needs Assessment	Pending
March 2021	Draft Evaluation Framework and Phasing Criteria presented to Council	Pending (Draft Framework completed)
April 2021	Public Consultation on Draft Framework and Phasing Criteria	Pending
April 2021	Approval of Employment Land Review report	Pending
May 2021	Approval of Evaluation Framework and Phasing Criteria	Pending
May to September 2021	Growth Options Evaluation / Scenario Modelling	Pending
November 2021	Public Consultation on Evaluation and Phasing Analysis Results, including Preliminary Preferred Growth Option	Pending
January / February 2022	Approval of Final Preferred Growth Option	Pending
April 2022	Statutory Public Open House under Section 26 of the Planning Act – MCR Official Plan Amendment	Pending
June 2022	Council approval of MCR Official Plan Amendment and submission of Official Plan Amendment to Province for approval	Pending

### **Key Project Timelines**

The GRIDS 2 / MCR study design and workplan is required to move forward at an efficient pace, in accordance with the timeline identified in Appendix “I”, due to several factors:

- Provincial deadlines – the Province requires municipalities to update their Official Plans to conform to the revised Provincial Plans by July 1, 2022. The July 1, 2022 deadline was established in 2017. Despite the fact that there have been several versions of the Growth Plan drafted / approved since that time (Growth Plan 2017 Amendment 1 (draft only); Growth Plan 2019; and Growth Plan 2019, Amendment 1); an extended planning horizon to 2051; revised population and job forecasts; two versions of the Land Needs Assessment methodology which differ significantly; and

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a revised Provincial Policy Statement, there has been no extension of the conformity deadline.

The Province must approve the MCR Official Plan Amendment (OPA) within 120 days of the receipt of the Amendment. If the Province does not give notice of decision within 120 days, the OPA may be subject to appeals. Therefore, the timing of when the City's OPA is sent to the Province is critical. To tighten timelines further, there is a Provincial election scheduled for June 2022, meaning that no decisions will be made following the writ anticipated in April 2022.

Other Provincial requirements include a 90-day review period of the proposed Official Plan Amendment prior to a statutory Open House under Section 26 of the Planning Act. Combined, these requirements leave little room for delay in the GRIDS 2 / MCR process if the City is to meet the conformity deadline. These requirements are re-iterated in the letter from the Province dated February 23, 2021, attached as Appendix "H" to Report PED17010(i).

- Master Plan Updates / Development Charges Review – GRIDS 2 / MCR is an integrated planning process which includes updates to the Water / Wastewater and Stormwater Management Master Plans. The Master Plan Updates have their own legislated timeframes and requirements. The Master Plan Updates rely on the determination of the GRIDS 2 / MCR final preferred growth option to identify the necessary infrastructure upgrades needed to accommodate the future growth to 2051. A delay in the GRIDS 2 / MCR process including the identification of the final preferred growth option will cause a subsequent delay to the Master Plan processes. This delay will in turn impact the timing of the City's next Development Charges By-law Update which is reliant upon the outcome of the Master Plan Updates. Due to the many changes at the Provincial level noted above, these projects have already been delayed and there is very little, if any, buffer room for additional delays.

Based on the above, it is critical for the GRIDS 2 / MCR project to continue to move forward, including the approval of the LNA through this report, such that the City is in a position to approve the Final Preferred Growth Option in January / February 2022 and pass the implementing Official Plan Amendment by June 2022 (in advance of the July 1, 2022 deadline).

## **POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

### **1.0 Provincial Legislation and Policy Framework**

#### **1.1 Provincial Policy Statement, 2020**

Policy 1.4.1 of the Provincial Policy Statement (PPS) requires municipalities to provide an appropriate range and mix of housing options and densities required to meet

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projected growth requirements. Specifically, the PPS requires municipalities to maintain at all times the ability to accommodate 15 years of residential growth through intensification and redevelopment, and if necessary, lands which are designated and available for residential development. Further, municipalities must also maintain land with servicing capacity to provide at least a three year supply of residential units.

Policy 1.4.1 must be read in conjunction with other policies in both the PPS (see policies 1.1.1(b) and 1.1.3.8(a)) which require municipalities to accommodate an appropriate 'market-based' range and mix of housing types. The provision of a market-based range of housing types requires municipalities to plan for a range of housing units in accordance with Provincial forecasts, including single / semi-detached units, townhouses, apartments and accessory units. The required 15 year residential supply cannot be met through intensification alone because it would result in a unit mix comprised primarily of apartments, and would not meet the provincial requirement for a market based housing supply.

The PPS directs municipalities to promote opportunities for intensification and to implement minimum targets for intensification within built-up areas as established by provincial plans. For the City of Hamilton, the provincial plan providing direction is the Growth Plan (2019). New development in greenfield areas should have a compact form and efficient land use. Further, the PPS identifies the requirement to demonstrate that sufficient land to accommodate growth and market demand is not available through intensification, redevelopment and greenfield areas to accommodate projected growth prior to a settlement area boundary expansion occurring. The Land Needs Assessment demonstrates this requirement.

## **1.2 Growth Plan for the Greater Golden Horseshoe, 2019, as amended**

The Provincial Growth Plan provides the population and employment forecasts which municipalities must plan to accommodate, as well as the minimum intensification and density targets the City must plan to achieve. For the City of Hamilton, the minimum intensification target is 50%, meaning that 50% of new residential units must be developed within the delineated built-up area each year, as per policy 2.2.2.1. The target is a minimum, and the City may plan to achieve a higher target as appropriate.

The Growth Plan, 2019 as amended, requires municipalities to undertake assessment of intensification and redevelopment opportunities within the urban area prior to undertaking any municipally-initiated urban boundary expansion. As it relates to the City of Hamilton, these assessments were undertaken at the same time as the LNA (and are attached as Appendices "B" to "D" to Report PED17010(i)). The Residential Intensification Market Demand Report (Appendix "B" to Report PED17010(i)) and Residential Intensification Supply Update (Appendix "C" to Report PED17010(i)) provide support for the identification of the City's intensification target of 50% for the short term to 2031 and increasing thereafter to 70%. The Existing Designated Greenfield Area

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(DGA) Density Analysis (Appendix “C” to Report PED17010(i)) provides information to demonstrate the City is exceeding the minimum density target identified in the Growth Plan for the existing DGA.

Similar to the PPS direction, the Growth Plan requires the City to plan for a market-based range of housing, particularly through the direction of the LNA methodology (see below). The policies of the Provincial Growth Plan state that the Province will establish the LNA methodology and that an LNA must be completed in accordance with the Provincial methodology.

A full policy review is included in Report PED17010(h), dated December 14, 2020, including consistency with the Provincial Policy Statement, and conformity to the Growth Plan, 2019 as amended, and the Urban Hamilton Official Plan.

## **2.0 Land Needs Assessment Methodology, 2020**

In August 2020, the Province released the Land Needs Assessment Methodology for the Greater Golden Horseshoe.

The new method is a market-based approach which is based on an identification of the City’s forecasted housing unit growth, and a determination of how much of the proposed unit growth can be accommodated as intensification or development of the City’s existing greenfield lands within the urban area. If there is a shortfall in units that cannot be accommodated in the existing urban area, then this shortfall is to be accommodated through an urban boundary expansion, based on an estimation of the density of each unit type. The method allows the City to consider higher intensification and density targets than the Growth Plan minimums.

The LNA, attached as Appendix “A” to Report PED17010(i), has been completed in accordance with the provincially mandated method.

## **RELEVANT CONSULTATION**

### **1.0 Public Consultation**

Commencing in January 2021 and continuing into early February 2021, staff conducted consultation on the draft LNA and the land needs scenario that will be utilized going forward. Extensive efforts to promote and educate the public about the consultation opportunities were made in recognition of the importance of the LNA as a part of the larger GRIDS 2 / MCR process which will guide the growth and development of the City for the next 30 years. A full consultation summary report is attached as Appendix “E” to Report PED17010(i). The highlights of the engagement campaign and key statistics and results are included below.

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## 1.1 Advertising

Staff used multiple means and techniques to advertise the LNA public engagement campaign. Both digital (e.g. social media and email) and non-digital (e.g. newspaper ads, signs) formats were used to reach as wide of an audience as possible and are listed below:

- Billboards: two digital billboards displayed the information one million times (impressions) over the month of January. The billboards were located at Mud Street and Upper Centennial Parkway and on the Lincoln M Alexander Parkway near Mohawk Road;
- City-signs: City-owned digital signs at City Hall and Gage Park showed the information 20 times per hour through the month of January;
- Print ads: Ads were run in the Hamilton Spectator and the Hamilton Community newspapers on January 7, 2021. The ads provided notice of the Public Open House dates and information on the Engage Hamilton portal;
- Web advertising: internet advertising was targeted at the Spectator and Hamilton News websites in the form of a banner that displayed the GRIDS 2 / MCR LNA consultation information
- Social media: notifications of the LNA consultation and public open houses were shared via City of Hamilton Twitter (6 tweets – 41,200 impressions), LinkedIn (2 posts – 4,700 impressions) and Instagram (1 post – 19,400 impressions, 1 Instagram story – 5,400 impressions) over the month of January. Social media ‘boosting’ was used to promote the ad and allow more people to view it beyond the those who follow the City accounts. The advertising boost resulted in an additional 86,000 impressions across the platforms.
- TV: staff appeared on the Cable 14 show The Hamilton Network to promote the public open houses and provide information on the importance of the LNA and the GRIDS 2 / MCR project;
- Direct Emails: direct email notification of the Engage Hamilton portal and consultation opportunities was provided through the following means:
  - Hamilton Youth network: staff coordinated with the Hamilton Strategic Youth Initiatives to spread the word to 400 members, age 14 – 29, through the newsletter entitled “This Week in the World of Youth”;
  - GRIDS 2 / MCR project mailing list (approximately 250 emails on list); and,

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- Emails to members of Council to provide information on consultation opportunities that can be shared with constituents.

## 1.2 Engage Hamilton Portal and Survey

The City's Engage Hamilton public consultation portal was used to facilitate engagement on the draft LNA in January 2021. The Engage Hamilton portal included the following elements:

- Extensive information on the draft LNA and related reports with graphics and charts to facilitate understanding of complex information;
- Frequently Asked Questions and Answers;
- Explanatory video explaining the LNA in simple terms with closed captioning to facilitate the hearing impaired;
- Registration for Open House events; and,
- Survey

A total of 2,200 people visited the Engage Hamilton LNA page during the month of January, 2021.

The Engage Hamilton LNA Survey asked respondents about their preference on the Increased Targets or the Ambitious Density growth scenarios (see Table 1 of this Report for summary of the scenarios). The survey also asked about preferred rates of intensification, density of future communities, and climate change considerations.

In total, 147 survey responses were received. 70% of respondents supported the highest intensification targets (average of 60%) in the Ambitious Density land needs scenario. The reasons given for this support included a desire to see the City 'build up, not out', need to preserve agricultural lands and open space areas, climate change implications, and support for more dense, walkable neighbourhoods. Of the 30% in support of the Increased Targets scenario (average intensification target of 55%), the rationale included a belief that the intensification target was more attainable and a need to satisfy market demand.

Feedback indicating that neither scenario was preferred was also received. Respondents noted that the City should instead maintain a firm urban boundary and that the growth options should include the option 'no urban boundary expansion' notwithstanding the Provincial market-based LNA methodology.

Respondents were asked what were their top 3 factors when indicating their preference between the scenarios. The top 3 chosen factors were: complete communities; climate change implications; and, transit accessibility.

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In terms of density of new communities, respondents leaned toward higher density of development in new communities, preferring that single detached dwellings be developed on lots with smaller frontages (45%) or a mix of smaller and larger frontages (38%). A combined total of 68% supported a housing mix that featured more stacked or back to back type of dwelling units or an even mix of street and block townhouses and stacked or back to back units, as compared to the 33% wishing to see all or mostly lower density housing forms.

Finally, participants were asked about the top 5 considerations in relation to the design of new communities from a climate change perspective, in order of importance: transit connection to the rest of the City, greenspace for carbon sequestration, green building design, alternative / renewable energy planning, and low impact development techniques.

A full survey summary is included in Appendix “E” to Report PED17010(i).

### **1.3 Public Open Houses (Webex Events Format)**

Two virtual public open houses were held on the following dates and times:

- January 18, 2021 from 6:00 to 8:00 pm
- January 20, 2021 from 1:30 to 3:30 pm

A total of 98 participants joined in the two events which were held via Webex Events.

The open houses consisted of a staff presentation which highlighted the findings of the draft LNA, and a question and answer period moderated by a facilitator. Questions were raised by the attendees with topics ranging from the option for a no urban boundary expansion scenario in the LNA, a desire to build up not out, questions surrounding incentives and programs to increase intensification, questions on employment trends and demographic trends including the population and employment forecasts, and questions on how a climate change lens will be applied in the GRIDS 2 / MCR analysis. All questions are summarized in the report attached as Appendix “E” to Report PED17010(i) and a summary of questions and answers are provided in Appendices “F-1” to “F-5” to Report PED17010(i).

### **1.4 Stakeholder Meeting (Webex Meetings Format)**

A GRIDS 2 / MCR stakeholder meeting was held on January 15, 2021 with a total of 23 participants representing a range of organizations (including Environment Hamilton, Greenbelt Foundation, Conservation Authorities, Bay Area Climate Change Office, BIAs, Chambers of Commerce, West End Homebuilders Association, Hamilton Burlington Realtors Association, School Boards). The meeting included a staff and consultant presentation with details on the draft LNA, followed by a question and

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answer period. The stakeholders were provided with a question and answer sheet following the meeting and asked to provide their thoughts on the draft LNA and the preferred LNA scenarios through comments to staff.

Of the feedback received through stakeholders, there was support for both the Increased Targets and Ambitious Density scenarios, with some comments indicating that the Increased Targets scenario appeared to be a more realistic and attainable growth target for the City. However, the need to continue to plan for and encourage intensification and the many benefits of increasing intensification including climate change benefits, housing options and revitalization of neighbourhoods were also cited. Stakeholder feedback is summarized in Appendix “E” to Report PED17010(i).

### **1.5 Indigenous Consultation**

As noted in the letter from the Province dated February 23, 2021 (attached as Appendix “H” to Report PED17010(i)), municipalities are required to engage with Indigenous communities as part of their MCR process. Throughout the GRIDS 2 / MCR project staff have endeavoured to provide information and consult with local Indigenous groups and organizations to ensure that feedback can be shared in meaningful way; staff have met with local groups during past project phases. Staff reached out to six groups to provide a project update and request the opportunity to meet to share further information on the LNA and implications of the LNA and MCR going forward. In response to the requests, three responses were received: the Huron-Wendat advised that they did not have an interest at this point in the process but would stay informed going forward; the Mississaugas of the Credit noted that they would provide comments in the future; and the Hamilton Regional Indian Centre (HRIC) expressed interest in the project and requested a more information. Staff met with the HRIC by phone in early March 2021 to discuss project details, the LNA, and opportunities for HRIC involvement going forward. Staff answered questions related to intensification planning, affordable housing and implications on long range planning arising from the pandemic. HRIC has noted interest in continuing to be involved in the project going forward, including through the upcoming Official Plan Review. Staff will continue to consult with local Indigenous communities throughout the project and through the implementation of the Growth Management Strategy (eg Secondary Plans, Class EA projects).

### **1.6 Other Consultation**

Staff have endeavoured to provide information and provide opportunities for feedback from as many groups as possible and were able to meet one on one with parties that expressed interest, including the following groups:

Hamilton Cycling Committee – staff presented at the Hamilton Cycling Committee (HCC) meeting of February 3 to provide an overview of the GRIDS 2 / MCR project, the LNA results, and next steps in the process. Staff responded to questions from the

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Committee. Staff understand that a motion was put forward from the HCC which supported the Ambitious Density scenario in the LNA, and further provided some direction and opinion on land use planning matters and transit. The motion has not yet been finalized by the Public Works Committee so final wording is not available at present.

Hamilton International Airport (HIA) – staff met with representatives from HIA to provide an overview of the draft LNA results and an outline of next steps in the process, and how HIA can continue to be involved going forward.

### **1.7 Request for Technical Clarifications**

A request was received from a land economist representing a party to the ongoing UHOP / RHOP appeals requesting technical clarifications to several questions relating to the reports attached Appendices “A” to “D” of Report PED17010(i). The correspondence is attached as Appendix “G” to Report PED17010(i). Staff and the City’s consultant (Lorius & Associates) provided responses to the questions (also attached), and have updated the attached reports, as necessary to provide clarity / corrections, as identified in the Analysis / Rationale for Recommendation section of this Report.

A summary of key themes and comments received through the public consultation, and how these comments have been addressed and have influenced the recommendations of this Report is found in the Analysis / Rationale for Recommendation section of this report.

## **2.0 Province of Ontario – Ministry of Municipal Affairs, Ontario Growth Secretariat**

Staff provided the draft LNA to Provincial Ontario Growth Secretariat staff for review to ensure compliance with the provincially-mandated LNA method. Provincial staff provided the following feedback:

“Based on our preliminary review, your Draft Land Needs Assessment appears to conform to the requirements set out in the Land Needs Assessment Methodology (2020). Notably, we highlighted the following:

- The Draft Land Needs Assessment adequately addresses the components of the Province’s new Land Needs Assessment Methodology (2020) including the need to consider market demand across the range of housing types.
- The Draft Land Needs Assessment implements the 2051 planning horizon including updated Schedule 3 growth forecasts as per the Growth Plan for the Greater Golden Horseshoe, 2019 (A Place to Grow), as amended.

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- Each growth scenario under consideration would support the minimum density and intensification targets established in A Place to Grow for the City of Hamilton.”

In addition, on February 24, 2021, a letter was received from the Province (Ministry of Municipal Affairs, Ontario Growth Secretariat) addressing matters related to the MCR process. The letter, attached as Appendix “H” to Report PED17010(i), indicates that the Growth Plan requires municipalities to designate all land required to accommodate the Plan forecasts to 2051. Further, the letter reiterates the conformity deadline of July 1, 2022 and requires that municipalities submit their conformity Official Plan Amendments to the Province by end of 2021 or early 2022.

Further, it is noted that pursuant to Section 17(17.1) of the Planning Act, the draft MCR Official Plan Amendment (OPA) must be provided to the Province for review a minimum of 90 days prior to a statutory Open House under Section 26 of the Planning Act. Staff have requested clarification on whether or not the draft OPA must be endorsed by Council prior to submission of the document and supporting materials to the Province.

## **ANALYSIS AND RATIONALE FOR RECOMMENDATION**

### **1.0 Land Needs Assessment**

A Land Needs Assessment (LNA) is a technical background study that is a requirement of the Provincial Growth Plan and which must be completed as part of the City’s MCR. An LNA will identify how much of the City’s forecasted population and job growth will be accommodated through infill / intensification and existing designated greenfield lands, and how much additional land in the form of urban area expansion may be required to accommodate the forecasted growth. If additional land is required, the LNA does not identify the location or phasing of the future growth.

The LNA considers the need for “Community” lands (i.e. lands to accommodate population growth and some commercial and institutional employment growth) separate from “Employment” lands (i.e. lands designated to accommodate employment growth including Business Parks and Industrial areas).

The results of the draft LNA presented at the December 14, 2020 GIC Committee identified that the City would require an urban boundary expansion to accommodate a portion of its forecasted population growth under the Growth Plan. Four different Community Area land need scenarios were modelled to illustrate different growth options based on different intensification and density assumptions (see Table 1 to this Report). Further details of the preferred scenario (Ambitious Density) are highlighted below.

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For Employment Area land need, the draft LNA identified that the City's supply and demand of Employment Area lands to accommodate future job growth are in balance, and no additional Employment Area lands area required to 2051.

## **2.0 Public Consultation Summary**

The consultation undertaken on the Land Needs Assessment and related reports had multiple objectives:

- Identify any issues or technical concerns with the LNA methodology; and,
- Educate the public about the LNA and the draft results, build awareness about the LNA and GRIDS 2 / MCR, and gain feedback and insight from the public on which scenario in the LNA is preferred.

A summary of the key themes and comments received in relation to the above objectives is provided below:

### **2.1 Technical comments on the LNA methodology and Staff Responses:**

A series of technical questions on the LNA and the related reports was received from a land economist representing an appellant in the UHOP / RHOP appeals. The questions were seeking clarification on certain matters (e.g. questions on the population forecasts, person per unit and employment assumptions, calculations related to community land area); requests for additional data (e.g. Vacant Residential Land Inventory unit breakdown; intensification supply breakdown by unit type); and consistency between the reports.

Staff, in conjunction with the City's consultant (Lorius & Associates), responded to the questions with the clarifications and additional data requested (see Appendix "G" to Report PED17010(i)). There was a very minor change to the LNA results arising from an update to the housing completion information to reflect data to year-end 2020. In addition, the LNA and related reports have undergone minor revisions to ensure that documents are clear, consistent and have up to date data. The minor revisions are summarized below in the section "Final Land Needs Assessment".

In addition, a question was raised regarding the terminology of 'gross' vs 'net' land area in the LNA and the staff report (PED17010(h)), and the land areas described by the two terms in the different reports.

Regarding the question of 'gross' vs 'net developable area' land descriptions, it is noted that the terms 'gross' and 'net' are used somewhat differently in the LNA than within previous staff report PED17010(h) which was presented to Committee in December 2020. In the LNA, the term 'net residential land area' refers to the lands required for

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residential uses only (i.e. the sum of the individual residential lots) whereas the ‘gross’ land area includes the sum of individual residential lots as well as additional lands required for supporting community lands such as open space, walkways, commercial and institutional use, roads and local infrastructure. The ‘gross’ land area in the LNA excludes natural heritage features and other non-developable lands and is equivalent to the ‘net developable area’ as described in the previous staff report. As such, the term ‘gross’ in the LNA and ‘net developable area’ in the previous report are referring to the same land area: that being the total developable land area for Community Area uses. For ease of understanding, the term ‘gross developable area’ will be used to describe the required land needed for all Community Area land uses, excluding non-developable features, in this staff report.

In addition, it should be noted that the gross developable area excludes non-developable lands such as natural heritage features, cemeteries etc from the land need calculation. Therefore, the actual land area added to the urban boundary as part of the next phase of GRIDS 2 / MCR will exceed the land area identified in the LNA to account for the non-developable lands included in the expansion area. Any non-developable lands added to the urban boundary would be protected from future development by policy and zoning restrictions.

## **2.2 Public Comments – Key Themes and Comments resulting from Public / Stakeholder Engagement and Staff Responses**

A full summary of questions and comments received through all means of public consultation is attached as Appendices “F1 – F5” to Report PED17010(i).

Many questions and requests for clarification on different matters were received, including the provincial forecasts and how they are developed, the LNA methodology and market demand, how the City plans for intensification, employment trends and covid-19 impacts, and the next steps in the process including phasing evaluation. Staff’s responses to these and other questions are found in Appendices “F1 – F5”. Key themes are summarized in the next sections:

### ***2.2.1 The City should have modelled a no urban boundary expansion option in the LNA.***

There were many comments received, in the on-line survey, through email, and in the open house, which supported a firm urban boundary and a desire to preserve rural / agricultural lands. There was concern that this option was not fully investigated. There was a concern that the proposed expansion would result in ‘sprawl’.

Further, comments noted that there should have been an option for a ‘no urban boundary expansion preference’ in the on-line survey.

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*Staff response:*

Staff acknowledge the opinion voiced in some of the comments that the City should not be expanding the urban boundary by any amount and to preserve lands designated as rural and agriculture.

Staff note that while the LNA did not model a 'no urban boundary expansion' option, this option was considered in Report PED17010(h), with staff noting that this option would require an intensification rate exceeding 80% for the period from 2021 to 2051. Staff and the City's land needs consultant do not consider this option as an option that would satisfy provincial requirements for a market based land needs assessment, as it would not result in the provision of a market-based supply of housing to provide the full range of required unit types, in accordance with the mandated method for undertaking the land needs analysis.

There is an opinion that the required urban boundary expansion will result in urban sprawl, or uncontrolled development. To this point, staff note the following information:

- The recommended expansion land need, at approximately 1,340 ha, equates to 1.5% of the City's total rural land area. The remaining 98.5% of the City's rural lands will remain outside of the urban boundary as part of Rural Hamilton.
- Within the City's rural area, 60% (53,700 ha) of the lands are designated as Agriculture / Specialty Crop or 'Prime'. Approximately 2% of this 53,700 ha is located within the potential Community Area urban expansion lands. Therefore, even after expansion occurs, at least 98% of the City's existing prime agricultural lands will remain and will be protected.

Based on the above, it is apparent that an expansion of approximately 1,340 ha to accommodate the next 30 years of the City's growth is not resulting in urban sprawl, and to the contrary, the overwhelming majority of the City's rural land, including prime agricultural lands, will remain protected.

The on-line survey was not amended to include an option to prefer a no urban boundary expansion scenario. Staff find that it is not appropriate to provide an option in a survey that cannot be recommended for approval going forward. The survey did include a comment section for respondents to provide open-ended comments on the intensification target and land needs scenarios, which provided the option to suggest the no urban boundary expansion consideration.

***2.2.2 The Ambitious Density scenario was preferred in the survey responses with a desire to see less land added to the urban boundary.***

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*Staff response:*

Staff have considered the public comments in making the recommendation to support the Ambitious Density scenario as the final Community Area land needs scenario. The community expressed a strong desire to see a lesser land need requirement citing climate change implications as a primary reason for supporting the higher targets. The staff recommendation is in keeping with this feedback.

***2.2.3 The City needs to investigate opportunities for intensification of greyfields and other lands within the existing urban area to accommodate intensification, including opportunities for missing middle housing, prior to expanding the urban boundary.***

*Staff response:*

Staff agree that it is important for the City to focus a significant amount of growth within the existing urban area through intensification and redevelopment. Intensification has long been a planning goal of the City. This goal is reflected in the Nodes and Corridors structure of the UHOP as well as many initiatives within the City, including: two recently approved Secondary Plans in Downtown Hamilton and Centennial Neighbourhood Secondary Plans which encourage the mixed use redevelopment of commercial corridors and areas; the City's Downtown, Transit-Oriented Corridor and Commercial-Mixed Use Zones which allow redevelopment of commercial sites is as-of-right; and Secondary Dwelling Units that will be permitted more broadly across the urban area.

The focus on intensifying the existing urban area is reflected in the recommended land need scenario. Staff note the recommended Ambitious Density scenario, which is based on an average intensification target of 60%, with a rate of up to 70% in the later stage of the planning period, represents the City planning for a much greater amount of intensification than what is required as a minimum by the Province, and which greatly exceeds the amount of intensification which has been planned for in the past. Some numbers of note:

- Under the Ambitious Density scenario, the City will be planning to accommodate 66,190 dwelling units through intensification over the next 30 years. This intensification rate results in an increase of more than 11,000 additional units than what is required by the Growth Plan minimum target (55,160 units).
- By decade, under the Ambitious Density scenario, the required intensification units are: 17,700 (2021 – 2031); 22,200 (2031 – 2041); and 26,300 (2041 – 2051). In comparison, over the last 10 years between 2010 and 2019, the City experienced a total of 8,260 intensification units.

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It is apparent from the above, under the Ambitious Density scenario, the City is aggressively planning for far greater numbers of intensification units than is required by the Province and has been experienced in the past.

Through the Residential Intensification Supply Update (Appendix “C” to Report PED17010(i)), intensification opportunities across the City were examined, including opportunities for greyfield redevelopment (i.e. redevelopment of vacant or underutilized commercial areas, parking lots etc). The City will continue to encourage this type of intensification going forward.

An important fact to remember is the City, through planning initiatives and other incentives, can provide opportunities for intensification to occur. However, it is the market that drives whether or not a given site is intensified; there are a number of factors that influence market demand, including site characteristics, ownership, economic climate, and the attractiveness of the City as part of the overall region. Planning policy alone cannot guarantee that intensification will occur.

***2.2.4 The City should complete the low carbon scenario modelling in the Community Energy & Emissions Plan (CEEP) prior to finalizing the LNA and the next phase of GRIDS 2 / MCR. Climate change should be the priority lens.***

*Staff response:*

Staff are continuing to investigate opportunities for incorporating the modelling of the CEEP into future phases of GRIDS 2 / MCR, in keeping with the strong support to connect these projects identified by public comments. Climate change will continue to be a key lens moving forward in future project phases.

**3.0 Final Land Needs Assessment and Related Reports – Technical Changes:**

The LNA, attached as Appendix “A” to Report PED17010(i), is being recommended for endorsement as the City’s final Land Needs Assessment to 2051. The draft LNA was presented in December 2020 and has been subject to public consultation and feedback since that time. The following changes have been made to the final document from the draft version resulting from questions and comments received during the consultation period. The changes relate to providing additional clarity and rationale and a minor change to the final calculation based on updated information:

- Table 10 in the LNA is the DGA Unit Supply Potential 2021 to 2051.

The estimated unit completion data table has been revised to reflect updated data to year end 2020, whereas Table 10 in the draft LNA had been based on data to June 2020. The results of this update is a difference of approximately 200 units less for the updated estimated completions to mid-year 2021 and a shift in the unit mix for

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the estimated completions within the Designated Greenfield Area toward single and semi-detached units.

- A question was raised regarding how ‘stacked’ townhouses were considered in the LNA in terms of the future density calculations in the new greenfield areas.

The LNA scenarios do not envision a specific form of housing, but rather a denser pattern of rowhouse development which may include smaller lot street towns and back-to-backs (“maisonettes”). For the purposes of the LNA it is assumed that the full range of higher density row housing forms will be accommodated. Stacked towns, however, are considered apartments as defined for the Census. This clarification has been made in the revised LNA.

- General editorial changes to the LNA were made to provide clarity on certain matters in the text of the LNA, add a map of the City’s built boundary for context. These minor revisions did not change any of the data in the LNA or the outcomes of the analysis.

In addition, the following changes have been made to the Designated Greenfield Area Density Analysis, attached as Appendix “D” to Report PED17010(i):

- Correction to Table 4 (page 13) to change the population in the Draft Approved category to 17,440. This change fixes a typographical error from the previous version which listed the population as 14,440; and,
- Updating the person per unit (PPU) assumptions listed on page 10 is to provide clarity. The PPU’s on page 10 are the PPU’s which were used in the analysis as related to existing units in the DGA. The PPU’s used in the analysis for new units to be constructed in the future (i.e. VRL units) are the PPU’s from the City’s DC Background Study: single / semi-detached - 3.405; towns – 2.437; apartments – 1.663. Appendix “D” has been updated to explain this difference.
- Updating the information on the calculation of jobs in the existing DGA to provide additional clarity.
- Minor editorial revisions to provide clarity and / or additional information.

There were no substantive changes made to the other reports (the Residential Intensification Market Demand Report attached as Appendix “B” to Report PED17010(i) and the Residential Intensification Supply Update attached as Appendix “C” to Report PED17010(i)). Minor editorial revisions to provide clarification were provided, but no changes to the data or outcome of the analysis were made.

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#### 4.0 Community Area Land Need Preferred Scenario:

As a result of the GRIDS 2 / MCR work completed to date, and public and community feedback on the draft LNA documents, staff are recommending the Ambitious Density scenario as the preferred Community Area land need scenario to 2051, summarized in Table 4:

**Table 4: Ambitious Density Scenario Summary**

Scenario	Intensification Rate		Density – New Growth Areas	Land Need
Ambitious Density	21 – 31	50%	77 pjh	1,340 gross developable ha
	31 – 41	60%		
	41 – 51	70%		

*Source: Lorius & Associates, Land Needs Assessment Technical Working Paper, 2021*

The city-wide unit breakdown by policy area and type resulting from the Ambitious Density scenario is illustrated in Table 5:

**Table 5: City-wide Unit Growth, by Type, 2021 to 2051 – Ambitious Density Scenario**

Area	Singles / Semis	Townhouses	Apartments (includes accessory units)	Total
	# units	# units	# units	# units (%)
Built-up Area	3,310	9,930	52,950	66,190 (60)
Existing Designated Greenfield Areas	5,570	7,120	2,650	15,330 (14)
Urban Expansion Area	18,110	10,550	n/a	28,660 (26)
Rural	140			140 (>1)
City Total (%)	27,120 (25)	27,600 (25)	55,600 (50)	110,320 (100)

*Source: Lorius & Associates, Land Needs Assessment Technical Working Paper, 2021*

The above breakdown is for the purposes of the LNA for calculating overall land need, and accurately identifies the unit breakdowns between the existing urban area and new growth areas. Apartments are not identified in the urban expansion area due to a surplus of planned apartment units in the City's existing Designated Greenfield Areas. However, it is anticipated that some sites that are identified as being planned apartment units in the existing DGA may develop at a lower density. Further analysis as part of

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the implementation strategy and planning for the expansion areas will be undertaken regarding the potential inclusion of apartment units in the new growth areas to ensure a range of housing is provided and complete community objectives are met.

The rationale for supporting the Ambitious Density scenario is summarized below:

- *Climate Change Lens:* From a climate change perspective and to support the City's goal of being carbon neutral by 2050 and balancing Provincial policy requirements, this scenario results in the least amount of expansion area land required to accommodate the provincial forecasts. Planning for increased intensification and planned density will have the impact of focusing more growth in the existing urban area but still maintaining a balanced approach to future development. This approach has the benefit of creating compact urban growth, aimed at increasing opportunities for active transportation and transit use.

The Ambitious Density scenario allows for increased preservation of rural / open space lands and reduced need for new transportation and servicing infrastructure outside of the existing urban boundary. Preservation of rural / open space lands allows opportunities for natural stormwater management and flooding resilience to be maximized. Applying a climate change lens at the LNA stage of the decision-making process suggests pursuing higher intensification and density targets, while still meeting the provincial requirement for a market-based assessment. This approach is reflected in the Ambitious Density scenario of the LNA.

- *Increasing Intensification Rate:* the Ambitious Density scenario is based on an intensification rate that increases over the course of the planning period, from 50% between 2021 and 2031, to 60% between 2031 and 2041, to 70% between 2041 and 2051. There are benefits to planning for an increasing rate over time. The intensification target of 50% for the first part of the planning period is consistent with the findings of the Residential Intensification Market Demand Report (Lorius & Associates) and is identified as a suitable aspirational target for the short term.

The intensification rate increases over the planning period. Progress toward reaching the target will be monitored and future adjustments can be made, as necessary. Planning for future growth and development to 2051 requires that assumptions be made about factors such as intensification market potential, housing trends, and economic shifts. It is staff's opinion that it is better to plan now for a more aggressive target that has a smaller urban expansion need. Population and job growth will be monitored against provincial forecasts, required infrastructure and transportation upgrades, and the financial implications of growth. Planning for a lower intensification and / or density target would require the City to plan for and designate additional lands for development. This option has the risk of over-designation of lands if the City exceeds the lower targets and is therefore not preferred.

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- *Compact New Communities:* The Ambitious Density scenario is modelled on a planned density of 77 pjh in new Designated Greenfield Areas (i.e. urban expansion areas). 77 pjh is an increase from the current target for Designated Greenfield Areas in the UHOP of 70 pjh on non-employment lands. Planning the new growth areas at a higher density will result in new communities being developed with a higher proportion of smaller lot single and semi-detached dwellings and a greater proportion of various medium density housing forms including back to back townhouses, with an anticipated mix of approximately 60% singles and semis and 40% townhouses (with an equal mix of traditional street or block townhouses and higher density forms such as maisonettes). The anticipated net unit density from this mix would be approximately 43 uph. Planning for a compact form has many beneficial outcomes, including the development of walkable and active transportation-friendly communities, accommodating community facilities and other services that support residents and increased housing options. In addition, higher density communities may provide opportunities to investigate alternative energy systems at future planning stages.
- *Consultation Results:* Through the consultation on the LNA, the Ambitious Density scenario was supported over the Increased Targets scenario. Comments received in the survey noted that intensification should be prioritized over urban expansion ('build up not out') and the City needs to focus on developing underused parts of the urban area prior to expanding. The need to encourage intensification throughout the urban area was noted by many and to encourage opportunities to provide medium density / mid-rise housing forms. There was a preference to preserve rural lands to the greatest extent possible.

Staff acknowledge that comments were also received in favour of the Increased Targets scenario (30%). The comments in favour of this scenario noted concern the targets in the Ambitious Density scenario may be too aggressive and unattainable. The comments also noted there is potential for intensification to decrease as a result of the pandemic and market / housing choice changes. These concerns are valid and it is acknowledged the targets in the later years of the Ambitious Density scenario are significantly greater than recent rates of intensification the City has experienced. The City will continue to be proactive to encourage intensification through many avenues including zoning, incentives and removing obstacles to redevelopment (e.g. undertaking, required infrastructure upgrades, etc.). As noted, the City will have the opportunity to review the targets in future years to monitor trends and progress, and if the market for intensification is not increasing at the rate modelled in the Ambitious Density scenario, revisions can be considered.

- *10 Directions to Guide Development:* The GRIDS 2 10 Directions to Guide Development, Direction #3, supports new development to be concentrated within the urban boundary through intensification and redevelopment, supporting an option for a lesser overall land need in line with the Ambitious Density scenario which focuses

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almost 75% of the City's housing unit growth within the existing urban area. The Ambitious Density scenario also supports the efficient reuse of existing buildings, infrastructure and land (Direction #8), and supports climate change mitigation and adaptation goals of planning at transit-supportive density (Direction #1). Further, increasing the planned density supports planning of new communities with a greater variety of housing types and live/work options (Direction #2).

For the reasons listed above, staff recommend the Ambitious Density scenario, as modelled in the LNA attached as Appendix "A" to Report PED17010(i), be supported by Council, as per Recommendation (b) of this Report.

## **5.0 Employment Area Land Need**

With regards to Employment Area lands, the final LNA identifies the City's Employment Area land supply to be in balance and there is no requirement to designate any additional Employment Area lands. The City has sufficient supply of Employment Area Lands to accommodate the projected demand for Employment Area jobs. Current modelling identifies a surplus of approximately 60 ha of Employment Area lands to 2051.

The results of the draft Employment Land Review report (received by Council in November 2019 through Report PED17010(f)) identified a total of approximately 43 ha of land to be removed from the Employment Area designation.

Following public consultation on the Employment Land Review, staff are targeting the General Issues Committee meeting of April 21, 2021 for approval of the Employment Land Review report. Certain conversion request sites where the City is awaiting additional information are being deferred for consideration at this time.

Staff note that following a final decision on the Employment Land Review report, including the deferred requests for conversion, there will be a requirement to confirm the Employment Area land need calculations in the LNA to ensure that the City's employment land needs continue to be met.

## **6.0 Next Steps: Evaluation / Phasing of Growth and Implementation of Preferred Growth Option**

### **6.1 Evaluation Framework and Phasing Criteria**

The next phase of GRIDS 2 / MCR will be the evaluation of where and when the City will grow. As summarized in previous Report PED17010(h), the City's options for where the urban boundary can be expanded are limited to those rural areas that are not within the Greenbelt Plan area (with a small exception for a 10 ha expansion from Waterdown and / or Binbrook). These lands are referred to as 'whitebelt' lands. The City's total

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developable whitebelt land area for Community Area lands is approximately 1,600 ha (the final developable land area will be determined through future study). Under the Ambitious Density scenario, the City will not require all of the whitebelt lands to be added to the urban area.

The City has completed a draft Evaluation Framework and Phasing Principles (see Report PED17010(j)) which will guide the next stage of the GRIDS 2 / MCR project. The evaluation will be a two stage process. All potential growth areas will first be evaluated against a Feasibility Framework to ensure that all Growth Plan / Official Plan urban expansion criteria are met.

The second phase will be the evaluation of the phasing of growth areas. The final LNA (Ambitious Density scenario) identifies a requirement for approximately 1,340 ha of Community Area lands to accommodate growth to 2051. Not all of the lands will be required to accommodate development immediately. The projected required phasing of land need by time period is indicated below:

2021 – 2031: 300 ha  
2031 – 2041: 600 ha  
2041 – 2051: 440 ha

The phasing analysis will evaluate a series of growth scenarios (anticipated to be 4 – 5) against each other to ultimately determine the preferred scenario. The scenarios will be identified following the approval of the final LNA including endorsement of the final Community Area land need. Staff will report back to Committee and Council on the proposed scenario growth options that will be included in the evaluation.

The phasing evaluation will consider themes related to climate change adaptation and mitigation, servicing infrastructure, transportation infrastructure, agricultural and fiscal impact to make a determination of when the different whitebelt areas would be developed for urban uses based on the three time periods noted above. The evaluation will take place over the late Spring and Summer of 2021.

Consultation on the draft preferred growth option identified through the evaluation and phasing analysis will take place in Fall 2021. Following the completion of the consultation, the preferred growth option to the year 2051 will be identified.

## **6.2 Implementation of the Preferred Growth Option**

In Report PED19033(b) (Comments on Proposed Amendment 1 to A Place to Grow and the Land Needs Assessment Methodology, dated August 18, 2020) staff had noted that the extended planning horizon to 2051 presents challenges in planning for a number of unknown factors, including future social, economic and market changes. Staff and Council had recommended to the Province that Amendment 1 to the Growth Plan be

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revised to provide municipalities with flexibility to not designate all required lands to the year 2051, but rather identify a strategy for how growth between 2041 and 2051 will be accommodated. The Province did not make this recommended change to the Growth Plan.

Given the uncertainties that exist in planning for a 30-year time horizon, and the irreversibility of any decision to expand the urban boundary, staff will review opportunities for the phased implementation of the GRIDS 2 preferred growth option, such as through UHOP policy direction and/or infrastructure phasing policies, to include options to require certain performance standards to be met (e.g. achievement of certain intensification or density targets) and/or certain growth targets to be met, prior to phasing of urban expansion growth. Consideration of options for identifying growth needs beyond 2041 without formally designating the land as urban at this time will be undertaken (Recommendation (d) of this Report).

Further, as per Recommendation (e) of this Report, at the conclusion of GRIDS 2 / MCR and the implementation and approval of the related Official Plan Amendments, the quantum and location of urban boundary expansion lands to accommodate the population and employment forecasts until 2051 will be known. The City will be nearing a mature city state whereby whitebelt options to accommodate Community Area growth will be almost entirely planned / developed. At this point, there would be an opportunity to identify land that may be suitable for inclusion in the Greenbelt Plan because of the extent of the NEF contours, potential infrastructure challenges or other matters. Therefore staff, are recommending that a report be brought forward at that time with respect to the necessary steps for recommending to the Province that any remaining Community Area whitebelt lands be added to the Greenbelt.

## **ALTERNATIVES FOR CONSIDERATION**

1. Do not endorse the LNA. This option would have the risk of delaying the GRIDS 2 / MCR process which is on an expedited timeline to meet the provincial MCR conformity date of July 2022.
2. Support an alternative scenario (e.g. Increased Targets scenario) in the Land Needs Assessment – Technical Working Paper which would result in a greater required land need to 2051.

## **ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**

### **Economic Prosperity and Growth**

*Hamilton* has a prosperous and diverse local economy where people have opportunities to grow and develop.

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**Clean and Green**

*Hamilton* is environmentally sustainable with a healthy balance of natural and urban spaces.

**Built Environment and Infrastructure**

*Hamilton* is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.

**APPENDICES AND SCHEDULES ATTACHED**

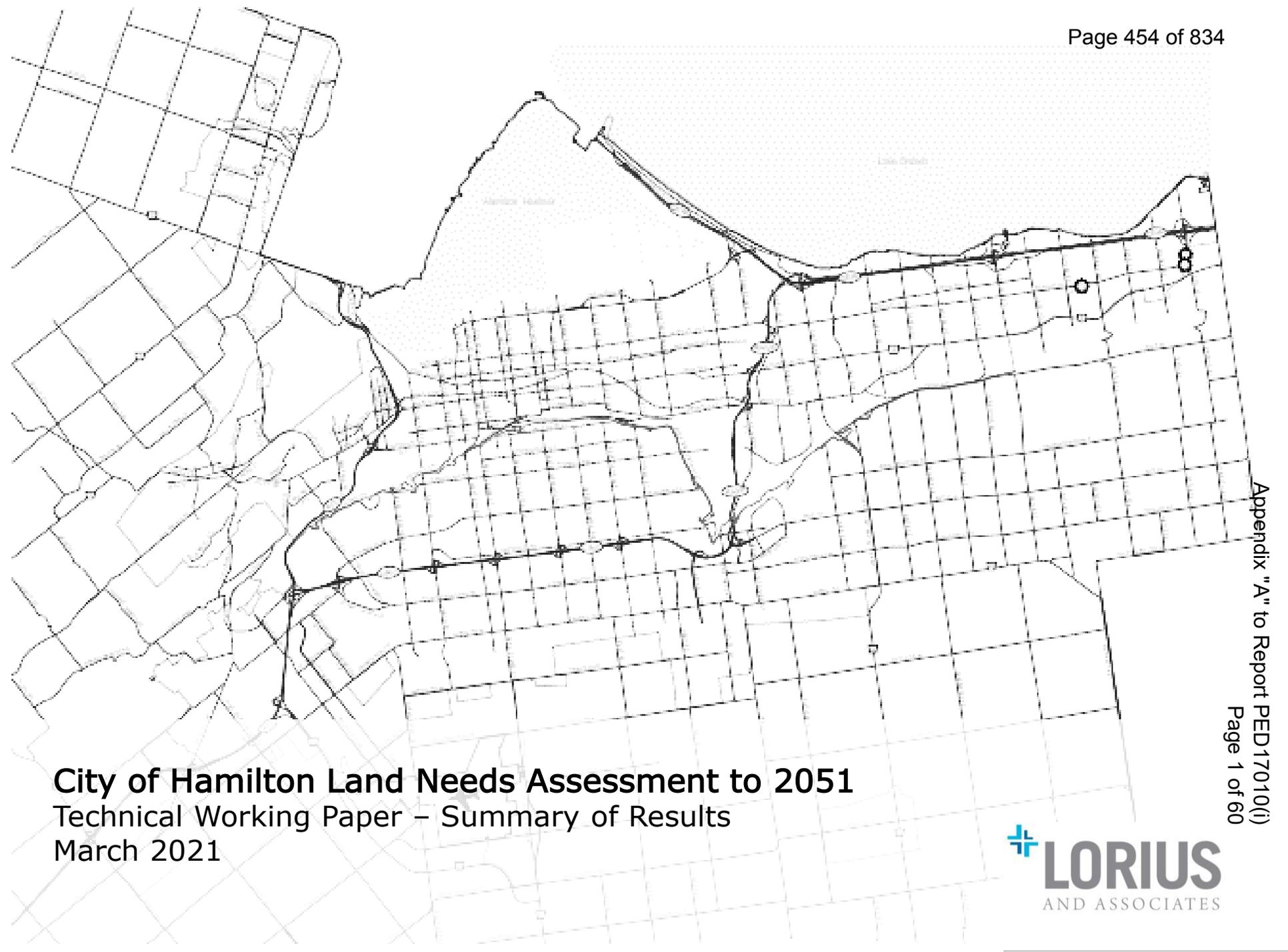
- Appendix “A” – City of Hamilton Land Needs Assessment to 2051
- Appendix “B” – City of Hamilton Residential Intensification Market Demand Analysis
- Appendix “C” – Residential Intensification Supply Update
- Appendix “D” – Existing Designated Greenfield Area Density Analysis
- Appendix “E” – Public Consultation Summary Report: Land Needs Assessment
- Appendix “F-1” – Public / Stakeholder Comments: General
- Appendix “F-2” – Public / Stakeholder Comments: Community Area Land Need
- Appendix “F-3” – Public / Stakeholder Comments: Employment Area Land Need
- Appendix “F-4” – Public / Stakeholder Comments: Climate Change Lens
- Appendix “F-5” – Public / Stakeholder Comments: Phasing Evaluation
- Appendix “G” – Response to Technical Comments on LNA methodology
- Appendix “H” – Letter from Ministry of Municipal Affairs and Housing (Ontario Growth Secretariat)
- Appendix “I” – Updated GRIDS 2 / MCR Project Timeline

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**City of Hamilton Land Needs Assessment to 2051**  
Technical Working Paper – Summary of Results  
March 2021



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# Section 1: Introduction

## The Land Needs Assessment and 'GRIDS 2'

The City of Hamilton has retained Lorus and Associates, in association with Hemson Consulting Ltd., to prepare an assessment of urban land needs over the period to 2051. The Land Needs Assessment (LNA) is required to support the update of the Growth Related Integrated Development Strategy (the GRIDS 2 update) and the Municipal Comprehensive Review (MCR) for the period to 2051.

The LNA has been prepared in accordance with the *Growth Plan for the Greater Golden Horseshoe: A Place to Grow (Growth Plan, 2020)* and updated method for completing the analysis set out in the report: *Land Needs Assessment Methodology for the Greater Golden Horseshoe (2020)* (the "Provincial method" or "mandated method"). The mandated method (2020) replaces the previous 2018 version. In accordance with the new Provincial method, the LNA for the City of Hamilton includes:

- A forecast of population, housing and employment by type to 2051;
- Housing market and trends analysis;
- Residential intensification market demand analysis;
- Employment and economic analysis; and
- Designated Greenfield Area (DGA) analysis.

The LNA is undertaken based on the results of the above technical inputs, *Growth Plan* policy directions and required components of the mandated method for analysis. The results are summarized in this Technical Working Paper. The City of Hamilton continues to engage with Provincial staff to review the results of the GRIDS 2 update. A process of public consultation will also be undertaken as part of the approval process for the MCR and implementing official plan amendment(s)(OPA).

As a result, the results of the LNA may be subject to revision depending on feedback received through the process of public consultation and Provincial review. The results may also need to be revisited at the MCR OPA stage to update for new information such as building permits, housing completions, employment land conversions or other economic factors that may have changed.

# Section 1: Introduction

## Economic and demographic context for analysis

### Positive Long-Term Economic Outlook for the GGH

1

- Notwithstanding the short-term impacts of the COVID-19 Pandemic, the long-term economic outlook for the Greater Golden Horseshoe (GGH) is positive.
- The Greater Toronto and Hamilton Area (GTHA) will continue to attract international migrants that drive population growth.
- Rates of long-term economic growth will be generally sufficient to absorb the expanding labour force through migration.

### Shifts in the Housing Market to Higher Density Forms

2

- Several factors have led to a sharp rise in housing prices over the last decade.
- A corresponding shift has occurred in the proportion of people living in denser and more affordable housing forms.
- Intensification has become more prevalent throughout the GTHA, including in the City of Hamilton, though more working from home may affect the demand for smaller living spaces going forward.

### Changes in the way Office Space is Being Used

3

- Increased mixing of work activities, office sharing and automation are changing the way office space is being used.
- 'Offices' are increasingly occupying non-office forms: "flex space", co-working and industrial multiples.
- Trends are blurring the lines between traditional industrial and office use with implications for density and land use within employment areas.

### Continued Demand for Greenfield Employment Land

4

- The economic outlook anticipates greater success in accommodating employment land activities through intensification.
- However, the availability of greenfield sites with good highway access will continue to be the primary driver of demand.
- Growth in e-commerce and weaknesses in global supply chains revealed by COVID-19 will support demand for local manufacturing, storage, distribution and logistics space.

# Section 1: Introduction

## Approach to the analysis

The assessment of urban land needs is undertaken by comparing a forecast of future demand for housing and employment to the current land supply. Within the context of PPS and *Growth Plan* policy directions to encourage a more compact urban form, conclusions are then drawn on the need, if any, for additional lands over the forecast horizon. Land needs are assessed for two key areas:

- **Community Areas** – where the vast majority of housing required to accommodate forecasted population will be located, as well as the majority of population-related jobs, most office jobs and some employment land employment jobs. Community areas include the Delineated Built-up Areas and the Designated Greenfield Area (excluding employment areas); and
- **Employment Areas:** where most of the employment land employment (employment in industrial-type buildings) jobs are, as well as some office jobs and some population-related jobs, particularly those providing services to the employment area. Employment Areas may be located in both delineated built-up areas and the designated greenfield area.

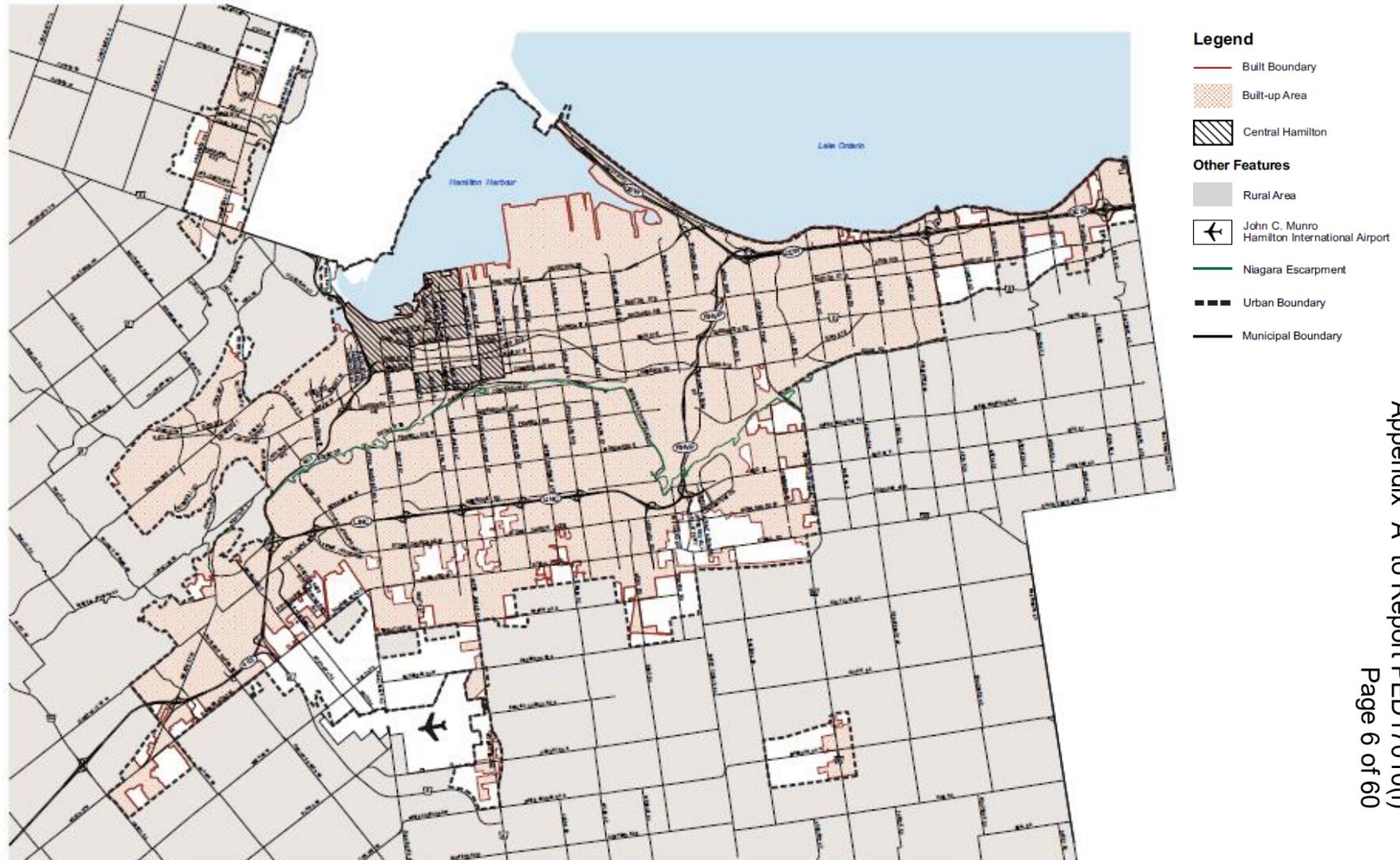
### Important Terminology for Understanding the Approach

The **Delineated Built-up Area** is defined as the area that was already built when the 2006 *Growth Plan* first came into effect and is illustrated on the map on the following page. The **Designated Greenfield Area** is defined as lands within settlement areas (lands within the urban boundary) but outside of delineated built-up areas, designated in an official plan for development and required to accommodate growth over the planning horizon. The **Rural Area** is all lands outside the urban boundary, including Prime Agricultural Areas and existing employment land uses: the **Hamilton International Airport (HIA) facility** is located within the City's Rural Area.

The starting point for the analysis is the population and employment forecasts for the upper- and single-tier municipalities that are shown in **Schedule 3 of the *Growth Plan (2020)***. These are the minimum population and employment **forecasts that must be used** for long-range planning and growth management by all municipalities in the GGH, including the City of Hamilton. Higher forecasts may be considered as part of the MCR, however lower forecasts are not permitted.

# Section 1: Introduction

## The Built-Up Area



Source: Urban Hamilton Official Plan Appendix G - Boundaries Map

# Section 1: Introduction

## Method for land needs assessment

The analysis is undertaken according to the key components involved in the Provincial method for Community Area and Employment Area land need assessment. As described in the Provincial method report, there can be flexibility in the sequence of the LNA analysis as long as all components are completed. The sequence taken in this report is summarized below for Community (R1-R6) and Employment (E1 –E5) areas.

<b>R1</b>	Forecast Population Growth Over the Planning Horizon	<b>E1</b>	Calculate Total Employment Growth to <i>Growth Plan</i> Horizon
<b>R2</b>	Forecast Housing Need by Dwelling type to Accommodate Population	<b>E2</b>	Categorize Employment Growth into the Major Land Use Planning Types
<b>R3</b>	Allocate Housing Units to <i>Growth Plan</i> Policy Areas	<b>E3</b>	Allocate Growth to the <i>Growth Plan</i> Policy Area
<b>R4</b>	Determine Housing Supply Potential by Policy Area	<b>E4</b>	Calculate Capacity of Employment Areas to Accommodate Growth
<b>R5</b>	Determine Housing Unit Shortfall within the Designated Greenfield Area	<b>E5</b>	Establish Employment Area Land Need
<b>R6</b>	Establish Community Area Land Need Including Community Area Jobs		



Output is Community Area Land Need (in ha)



Output is Employment Area Land Need (in ha)

# Section 1: Introduction

## Key influences on land need under the *Growth Plan*

Within a *Growth Plan* policy context, there are two key influences on land needs. The first relates to the minimum proportion of future growth that is to be accommodated through **intensification**. The second relates to the **density of new development** to be anticipated in greenfield locations.

### The 50% Intensification Target

The *Growth Plan* requires that by 2015 and each year thereafter, “a minimum of 50% of all residential development occurring annually... will be within the built up area” (Section 2.2.2.1a). This policy provides direction on the minimum proportion of new residential development to occur through intensification and refers to a **total number of new units added**, but not number of people, overall density, specific unit types or units gained or lost through changes in occupancy of the existing stock. The **intensification target has a strong influence** on the LNA results because it limits both the balance of units (and associated land) allocated to the DGA and the different types of units available to satisfy demand to 2051.

### The Greenfield Density Target (50 Residents and Jobs Combined per ha)

The *Growth Plan* states that the minimum density target applicable to the DGA of each upper-and single-tier municipality...is not less than 50 residents and jobs combined per ha” (Section 2.2.7.2). Under the new LNA method, the **greenfield density target is no longer a policy input**, but a minimum threshold for conformity purposes. The density target is measured over the entire DGA of each upper- or single-tier municipality excluding natural features identified in local or Provincial plans, applicable rights-of-ways and cemeteries. The target does not include the designated Employment Areas, which are treated separately.

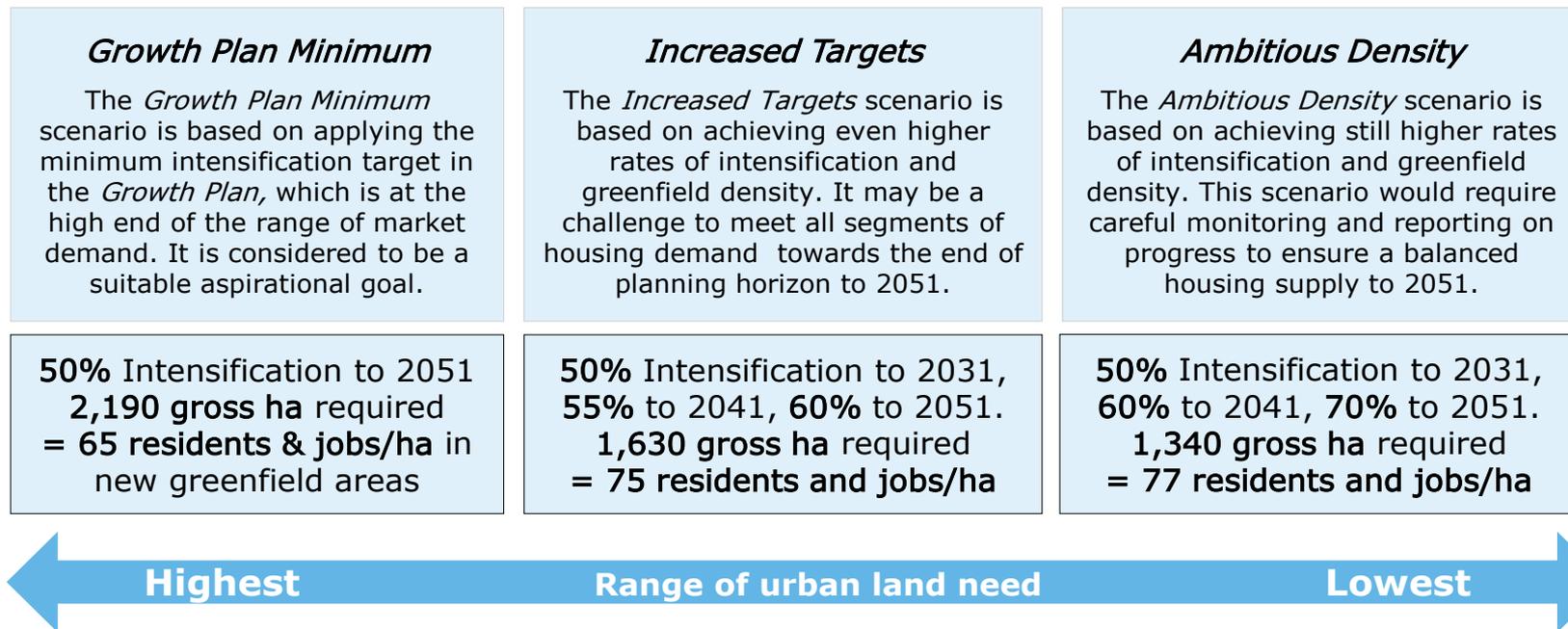
### No Mandated Density and Intensification Targets for Employment Areas

Under the Provincial method, Employment Area land needs are based on an analysis of the economic activities likely to locate on those lands and approximate densities at which they are anticipated to develop. A **market-based approach is taken** to recognize the importance of economic activities to the development of ‘complete communities’ and the challenges associated with changing the pattern of employment growth through *Growth Plan* and associated planning policy directives.

# Section 1: Introduction

## Scenarios provide a range of future land need

Three scenarios of land need have been prepared. The scenarios are varied by changing the *Growth Plan* intensification target and density of new development by unit type, which are the primary determinants of land need. It is worth reiterating that the under the new Provincial LNA method, **the greenfield density target is an output of the LNA** depending on the intensification rate and unit densities applied to the analysis. The land need scenarios and results are summarized below.



To provide further context for the scenarios, a “Current Trends” analysis has also been prepared to show the results of a 40% intensification target, consistent with the approach taken in the *Residential Intensification Market Demand Analysis* (December 2020). The results indicate an even higher land need – **3,440 gross ha** – and would require that the City request an alternative target under the *Growth Plan*. Employment Area land need (mainly industrial and business park development lands) is held constant for all the scenarios since it is primarily the pattern of housing growth that the *Growth Plan* seeks to change through policy.

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# Section 1: Introduction

## Structure of this report

The report that follows provides the results of the analysis, including Community Area and Employment Area land need, in accordance with the mandated Provincial method. It is structured as five sections:

- **Section 1 sets out the purpose** of the assignment, approach taken to the analysis and the key influences on land need under the *Growth Plan*;
- **Section 2 provides the growth context**, including the population and housing unit growth anticipated, the role of residential intensification, the employment outlook and trends in land and building space requirements, especially office and industrial-type uses;
- **Section 3 summarizes the results of the Community Area LNA** according to the mandated method for analysis. A minimum of 1,340 gross developable ha is required to accommodate growth over the period to 2051.
- **Section 4 summarizes the results of the Employment Area LNA**. The analysis shows that land supply and demand are largely in balance, with no additional lands required for current planning purposes. This result is due largely to the unanticipated lag in employment growth experienced across the GTHA over the 2011 – 2016 period. Employment growth had been accelerating in the post-2016 period until the COVID-19 Pandemic began, leading to significant job losses in early 2020; and
- **Section 5 provides our conclusions**, including a summary of total urban land needs over the period to 2051 and implications for the current UHOP, GRIDS 2 and the MCR process.

### ***Growth Plan (2020)***

The Provincial vision for growth is that Hamilton will play an **expanded economic and demographic role** within the regional metropolitan area (GGH) over the planning horizon to 2051

### **Community Area Land Needs**

Under the mandated method for analysis a **minimum of 1,340 gross developable ha** (*Growth Plan* definition) is required depending on the unit density and intensification targets involved.

### **Employment Area Land Need**

**No additional lands are required.** Forecast demand and land supply are largely in balance. A small surplus is shown over the planning horizon to 2051.

# Section 2: Growth Context to 2051

## Population forecast to grow significantly

The *Growth Plan (2020)* sets out the Provincial vision for growth in the GGH, including: a strong economy, cleaner natural environment and the achievement of complete communities with access to transit. A key element of the Provincial vision is a **set of forecasts that must be used**, at a minimum, for planning and growth management in the GGH, including Hamilton (Section 5.2.4). The historic and forecast minimum *Growth Plan* population forecast for 2051 is shown below in Table 1.

Table 1

City of Hamilton Historic and Forecast Population

Components of Population	2001	2011	2021	2031	2041	2051
Total Population (with undercount)	510,140	535,000	584,000	652,000	733,000	<b>820,000</b>
Growth last 20 years (2001-2021)			<b>73,860</b>			
Growth next 20 years (2021-2041)					<b>149,000</b>	
Growth next 30 years (2021-2051)						<b>236,000</b>

**Source:** Hemson Consulting Ltd. based on Statistics Canada Census data and *Growth Plan* Schedule 3 forecasts for 2051. Figures for 2001, 2011, 2021, 2031 and 2041 are from the base forecast models used by Hemson Consulting Ltd. to prepare the report: *Greater Golden Horseshoe: Growth Forecasts to 2051* (the "Hemson forecast report", August 2020). Figures include the Census undercount: i.e. those people that are missed in the Census, or counted twice, or otherwise should not have been counted.

As shown in Table 1, under the *Growth Plan* the City of Hamilton is forecast to achieve a total population of 820,000 in 2051. This forecast is for a significant amount of growth relative to the past: **twice as much over the next 20 years** than the last 20 years, and beyond to 2051. The reason is that, from a regional planning perspective, the *Growth Plan* anticipates an expanded economic and demographic role for the City of Hamilton over time, along with other priority centres in the western GGH.

As described in the updated *Growth Plan* forecast report, the **long-term growth outlook remains positive** notwithstanding the impacts of the COVID-19 Pandemic. In general, both the GTHA and Outer Ring are anticipated to experience rates of long-term economic growth sufficient to absorb the expanding labour force created through migration. This expectation is consistent with the Ministry of Finance's *Ontario's Long Term Report on the Economy (2017)* which remains a sound economic outlook.

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## Section 2: Growth Context to 2051

### Forecast translates into significant new housing units

The *Growth Plan* population forecast translates into significant demand for new housing units, as shown in Table 2 below. In accordance with the mandated method, the housing forecast is based on applying household formation rates to the forecast of population growth by age cohorts as well as age-specific propensities to occupy different housing unit types. The overall housing forecast associated with the *Growth Plan* population forecast to 2051 is shown below in Table 2.

Table 2

City of Hamilton Historic and Forecast Housing Growth

Components of Housing	2001	2011	2021	2031	2041	2051
Occupied Housing Units	188,140	203,800	222,540	258,100	295,170	332,860
Growth last 20 years (2001-2021)			34,400			
Growth next 20 years (2021-2041)					72,630	
Growth next 30 years (2021-2051)						110,320

**Source:** Hemson Consulting Ltd. based on Statistics Canada Census data and *Growth Plan* Schedule 3 forecasts for 2051. Figures for 2001, 2011, 2021, 2031, 2041 and 2051 are from the base forecast models used by Hemson Consulting Ltd. to prepare the report: *Greater Golden Horseshoe: Growth Forecasts to 2051* (August 2020). Figures are units occupied by usual residents, which is different than the “undercount” noted in Table 1 and distinct from “Total Private Dwellings” reported by the Census that includes vacant units, seasonal and recreational units and/or units occupied by students that report themselves as living elsewhere.

As shown in Table 2, and similar to population, the housing forecast is for a significant amount of growth relative to the past. Under the *Growth Plan*, the City of Hamilton is forecast to grow to a total of 332,860 housing units in 2051. This forecast translates into more than **twice the number of new units** over the next 20 years than were completed in the last 20 years, and beyond to 2051. Again, this outlook reflects *Growth Plan* expectations for an expanded economic and demographic role for the City of Hamilton over the planning horizon. More specifically, the *Growth Plan* forecasts are structured as a share of the GGH housing market taking into account land supply, especially in southern Halton and Peel regions where rapid growth continues. Over time, as the supply of available development lands in these locations becomes increasingly constrained, Hamilton will be effectively drawn ‘closer’ to these established communities in the GTA-west and demand for housing will increase considerably.

## Section 2: Growth Context to 2051

### Outlook for residential intensification is bright

#### Housing Market has Shifted to Smaller and More Affordable Options

As described in more detail in the *Residential Intensification Market Demand Analysis* report (December 2020) some important shifts have occurred in the pattern of housing demand across the GGH, especially related to demand by unit type. A combination of market, pricing and policy-based factors has led to serious affordability challenges and, in turn, a shift to denser and more affordable housing forms within the GTHA combined with increased demand for new housing in less expensive markets in the Outer Ring and beyond.

#### Large-Scale Intensification is Emerging in other GTHA Municipalities

The shift towards more affordable housing forms, combined with emerging trends in lifestyle and employer preferences, among other factors, is one of the major reasons for the well-documented surge of new development in central Toronto. Consistent with long-standing demographic patterns, the City of Toronto will continue to play a major role in accommodating apartments: however, it is no longer the only part of the market. Large-scale intensification has started to emerge outside Toronto in more urbanized areas such as southern York and Halton Regions and the City of Hamilton.

#### *Growth Plan* Target Represents a Rapid and Substantial Increase in Intensification

As noted, under the *Growth Plan*, municipalities in the GGH are required to plan for a minimum proportion of future growth through intensification: 50% of new housing units in the case of the City of Hamilton and other major urban centres in the GGH such as the Cities of Barrie, Brantford and Guelph.

There is no question that recent housing market trends point to a strong future for intensification. And it is also clear that the City of Hamilton is in an attractive position to shift historic patterns of growth towards denser and more urban forms. However, it is important to understand that the *Growth Plan* target embodies a major shift in the nature of housing demand that will be a challenge for most municipalities to achieve, including Hamilton. So although characterized as “minimum”, the *Growth Plan* target is at the **high end of the range of demand** from a market perspective. For the City of Hamilton it represents a rapid and significant increase in the amount of growth to occur through intensification and a substantial change to the profile of future housing demand in favour of apartments.

## Section 2: Growth Context to 2051

### Long-term economic outlook is positive

Notwithstanding the current COVID-19 Pandemic situation the broad economic outlook for the GGH remains positive. As described in the updated *Growth Plan* forecast report, overall growth is anticipated to return to pre-pandemic expectations within three years along with associated growth in employment and income. The employment forecast for the City of Hamilton within this context is shown below in Table 3.

Table 3

#### City of Hamilton Historic and Forecast Employment

Components of Employment	2001	2011	2021	2031	2041	2051
Total Employment	205,100	216,900	238,000	271,000	310,000	360,000
Growth last 20 years (2001-2021)			32,900			
Growth next 20 years (2021-2041)					72,000	
Growth next 30 years (2021-2051)						122,000

**Source:** Hemson Consulting Ltd. based on Statistics Canada Census data and *Growth Plan* Schedule 3 forecasts for 2051. Figures for 2001, 2011, 2021, 2031 and forecast to 2051 are from the base forecast models used by Hemson Consulting Ltd. to prepare the report: *Greater Golden Horseshoe: Growth Forecasts to 2051* (August 2020). Employment includes usual place of work, work at home and no fixed place of work employment.

As discussed in the *Residential Intensification Market Demand Analysis* report (December 2020) the prior *Growth Plan* forecasts prepared in 2012 overestimated population and employment growth in Hamilton as well as all other upper and single-tier municipalities, except the City of Toronto. The main reason for the shortfall in growth is that the forecasts prepared for 2011 to 2016 did not anticipate the degree of out-migration to western Canada from Ontario or Ontario's decline in its national share of immigration.

In the post-2016 period, however, migration patterns had returned to historic averages and growth was accelerating until the COVID-19 Pandemic began in early 2020. For Hamilton, the employment forecast is for **a total of 360,000 jobs in 2051**. The growth outlook is predicated on continued diversification of the local economy, the revitalization of central City employment areas and the emergence of small major office clusters supported by well-located and extensive employment areas throughout the City.

## Section 2: Growth Context to 2051

### Outlook structured by major land use planning types

The approach taken to forecasting employment growth for the purposes of the LNA is based on four land use planning-based types: population-related, major office, employment land and rural-based employment. The four employment types are described below.

<h4>Population-Related Employment</h4>	<h4>Major Office Employment</h4>	<h4>Employment Land Employment</h4>	<h4>Rural-based Employment</h4>
<p>Jobs that exist primarily to serve the resident population, including retail, education, health care, local government and work-at-home employment, the vast majority of which are located in community areas.</p>	<p>Jobs contained within free-standing buildings more than <b>20,000 net square feet</b> (1,858 m<sup>2</sup>) in size. This definition differs from the size threshold of 4,000 m<sup>2</sup> used in <i>Growth Plan</i> policy for other planning purposes.</p>	<p>Jobs accommodated primarily in industrial-type buildings. The vast majority are located within business parks and industrial areas. However, some jobs can be found in older community areas and rural locations.</p>	<p>Jobs scattered throughout rural lands that typically include agriculture-related uses, small manufacturing or construction businesses run from rural properties and some associated retail, service or commercial uses.</p>

From an employment perspective, most of the lands required to accommodate growth will be for employment land employment. The **LNA term "Employment Area" is different**, and refers to the geographic areas typically planned to be occupied by, but not necessarily used exclusively for, employment land employment. Employment Areas tend to be where most employment land employment (i.e. jobs in industrial-type buildings) are located but also contain limited major offices, in some cases, and population-related employment, particularly those providing services to the designated Employment Area.

Population-related employment tends to be accommodated in existing locations (such as the Downtown and other nodes) and through the normal course of secondary planning for new residential communities. Major office employment occurs under a unique market dynamic and at extremely high densities, so requires very little urban lands. Rural-based employment, while an important part of the City's economy, is a relatively small part of the employment base and forecast to grow marginally over the planning horizon.

## Section 2: Growth Context to 2051

### Land and building space requirements are evolving

From a land needs perspective, there have been some relevant trends in the recent pattern of land use and real estate development, especially for major office and industrial-type buildings. Some of these trends have been accelerated by the COVID-19 Pandemic in the short-term, however the extent to which these represent a permanent shift remains unclear.

#### Market Shift for Major Office Development to Downtown Toronto

One of the key features of recent growth in the GTHA has been the surge of major office development in downtown Toronto. This concentration of offices generally had the effect of reducing new space demand in other parts of the GTHA. Notwithstanding current COVID-19 effects, the short-term attraction of downtown Toronto is likely to remain. Over the longer term, however, the major office market is expected to cycle back to a more even balance between Toronto and established suburban nodes in southern York, Peel and Halton regions as well as emerging markets in Durham and Hamilton.

#### Office Work Increasingly Occupying Non-Office Forms

Partly in response to the recent concentration (and rising cost) of major office space, an emerging trend in many communities outside the City of Toronto has been a broadening of the built forms in which office uses are choosing to locate, including co-working, flex space and industrial multiples. The prevalence of this type of space has become more widespread across the GTHA, including Hamilton, and may be accelerated by the COVID-situation as users explore new office models. This trend along with the attraction of suburban office markets from a real estate cost perspective bodes well for the future of office growth.

#### Pattern of Change in Employment Areas More Complex

Trends in the locational preference of office use are 'blurring' the lines between traditional industrial and major office uses, with resulting impacts on density and land needs. While densities in some areas may increase as a result of the growing integration of different functions, this effect is being tempered by more land-extensive development elsewhere, particularly in newer employment areas focussed on the fulfilment and distribution of e-commerce activity. For the City of Hamilton, the overall density impacts depend on the nature of the individual area and types of economic activities being carried out.

## Section 2: Growth Context to 2051

### Demand for Employment Areas will remain strong

Notwithstanding recent shifts in the pattern of development, significant growth is still anticipated for the range of economic activities typically accommodated in Employment Areas. And although the structure of employment in the GTHA and City of Hamilton continues to shift gradually away from traditional economic sectors, Employment Areas are still required to accommodate new development.

#### Grown in 'E-commerce' Driving Demand for Warehousing and Distribution Facilities

Growth in e-commerce has driven a surge in demand for warehouse, distribution and logistics space. There is no evidence this pattern will change and has been accelerated by the COVID-19 Pandemic. These trends are driving demand for increasingly larger, land-extensive and low-density facilities in greenfield locations (sometimes referred to as "Big Bomber" warehouses). Although the LNA anticipates some greater success in accommodating employment land growth through intensification, the availability of large sites with good transportation access, especially 400-series highways, will remain the primary driver of demand.

#### Many Service Sector Uses Also Occupy Industrial Space

Contrary to popular perception, not all Employment Areas are dominated by the goods-producing sector. Recent years in the GTHA have seen significant growth in service-type activities within Employment Areas, reflected in part by the rise of the 'flex' space market and adaptive re-use in older more mature industrial areas. As these sectors grow there will be continued demand for space in Employment Areas beyond the 'traditional' manufacturing and distribution typically associated with industrial buildings.

#### Manufacturing will Continue to Play a Role

In our view, manufacturing will continue to play a role in new building space requirements, although the overall amounts are unclear. Some sectors have the potential to outpace expectations, especially as rates of technology adoption and the economics of small-scale local production improve. Two of the more likely outcomes arising out of the COVID-19 Pandemic are: first, a reshoring of some industries (medical supplies for instance); and second, increased automation to lower production costs and limit vulnerability to health risks. The outlook for the goods producing sector is more positive under this scenario, but likely with fewer employees (and therefore at lower densities) relative to the past.

## Section 3: Community Area Land Need

### Overview of mandated steps in the analysis

This section summarizes the results of Community Area land need analysis, within the broad growth context described in Section 2. The analysis is undertaken according to the mandated components of the Provincial method, shown again below for convenience. Key data sources and inputs to the analysis are summarized at right, with additional notes and commentary provided for the tables that follow.

#### Key Data Sources and Inputs

1. 2016 base population and household information are from Statistics Canada, including net under-coverage and non-household population rates. Total 2051 population is the *Growth Plan* forecast (2020).
2. Estimated 2021 housing units and population and forecast total housing units to 2051 are provided by Hemson Consulting Ltd. based on Statistics Canada and Canada Mortgage and Housing Corporation (CMHC) housing market information.
3. The allocation of housing units by *Growth Plan* policy area is based on a typical housing mix inside and outside the built-up area and the specific intensification target applied to the analysis.
4. Housing supply potential is based on information from the City of Hamilton Geographic Information System (GIS), land use and building permit tracking systems.
5. The housing unit shortfall within the DGA is determined based on a comparison of housing supply (R4) to forecast housing demand (R3) by unit type.
6. Community Area land need is determined by applying appropriate density factors to the unit shortfall by type and taking into account population-related employment, in accordance with the mandated method for analysis. Total DGA density is estimated based on PPU factors from the 2019 Development Charge (DC) Background Study prepared by Watson & Associates.

R1	Forecast Population Growth Over the Planning Horizon
R2	Forecast Housing Need by Dwelling type to Accommodate Population
R3	Allocate Housing Units by <i>Growth Plan</i> Policy Area
R4	Determine Housing Supply Potential by Policy Areas
R5	Determine Housing Unit Shortfall within the Designated Greenfield Area
R6	Establish Community Area Land Need Including Community Area Jobs

## Section 3: Community Area Land Need

R1

### Step R1 Forecast population growth over the planning horizon

The first component in the assessment of Community Area Land Need is the forecast of population over the period to 2051, shown previously in Table 1. In accordance with the *Growth Plan* Schedule 3 forecasts (2020) Hamilton is forecast to achieve a **2051 population of 820,000** including the Census net undercoverage.

### Step R2 Forecast Housing Need by Dwelling Type

R2

The *Growth Plan* population forecast translates into demand for approximately **110,320 new housing units** over the 2021-2051 period, shown previously in Table 2. In accordance with the mandated method, the housing forecast is based on applying household formation rates to the forecast of population growth by age cohorts as well as age-specific propensities to occupy the four main housing unit types established in the updated *Growth Plan* forecasts: single and semi detached, rowhouse, accessory and apartment units. The result is a **market-based housing need forecast by dwelling type** shown below in Table 4, with single-family dwellings (single and semi detached) the predominate form at 50% of the forecast growth.

Table 4

#### City of Hamilton Market-Based Housing Unit Need by Dwelling Type

Census Year	Single and Semi	Rows	Accessory Units	Apartment Building	Total
2021	135,360	29,370	3,940	53,880	222,540
2031	154,120	37,780	4,750	61,450	258,100
2041	173,180	47,110	5,680	69,200	295,170
2051	191,370	56,970	6,700	77,820	332,860
Growth 2021-2051	56,020	27,600	2,760	23,940	110,320
Share	50%	25%	3%	22%	100%

**Source:** Hemson Consulting Ltd. based on Statistics Canada Census, Annual Demographic Estimates and the *Growth Plan* Schedule 3 forecasts for 2051. "Single and Semi" includes single detached and semi detached houses as well as movable dwellings as defined by Statistics Canada. Rows are rowhouses as defined for the Census. Accessory units are apartment units added to an existing single or semi-detached house, either attached or not to the existing dwelling. Apartments comprise all apartment buildings whether greater than or less than 5 storeys in height.

R2

# Section 3: Community Area Land Need

## Step R2 Forecast Housing Need by Dwelling Type

As shown in Table 4, the market-based mix of housing is characterized largely by ground-related units; defined as single and semi-detached units and rowhouses. As summarized in Table 5 below, roughly three quarters of the forecast housing growth is for ground-related versus apartment units. Accessory units are apartments added to an existing single, semi-detached or rowhouse rather than duplex units as defined by the Census. This change was introduced in the updated *Growth Plan* forecasts to more accurately reflect how these units are treated from a land use planning perspective.

Table 5

City of Hamilton Ground-Related versus Apartment Unit Growth

Census Year	Ground-Related	Accessory Units	Apartment Building	Total
2021	164,730	3,940	53,880	222,540
2051	248,340	6,700	77,820	332,860
Growth 2021-2051	83,610	2,760	23,940	110,320
Unit Mix 2021-2051	75%	3%	22%	100%

**Source:** Hemson Consulting Ltd. based on Statistics Canada Census, Annual Demographic Estimates and *Growth Plan* Schedule 3 forecasts for 2051. Figures may not add due to rounding. Forecast housing mix by dwelling type varies slightly from the *Greater Golden Horseshoe: Growth Forecasts to 2051* report, the basis for the 2020 Schedule 3 to the *Growth Plan*.

As noted, the *Growth Plan* mandates the minimum target for intensification to be 50% of new units inside the built boundary over the period to 2051. The 'market-based' unit mix shown in Table 4 and Table 5, however, is not consistent with *Growth Plan* objectives to encourage a shift to higher density forms. As a result, the forecast housing mix needs to be adjusted to reflect *Growth Plan* objectives and allocate the forecast housing units by *Growth Plan* policy areas. This adjustment and allocation of housing units to the *Growth Plan* policy areas is undertaken in step three of the analysis (Step R3).

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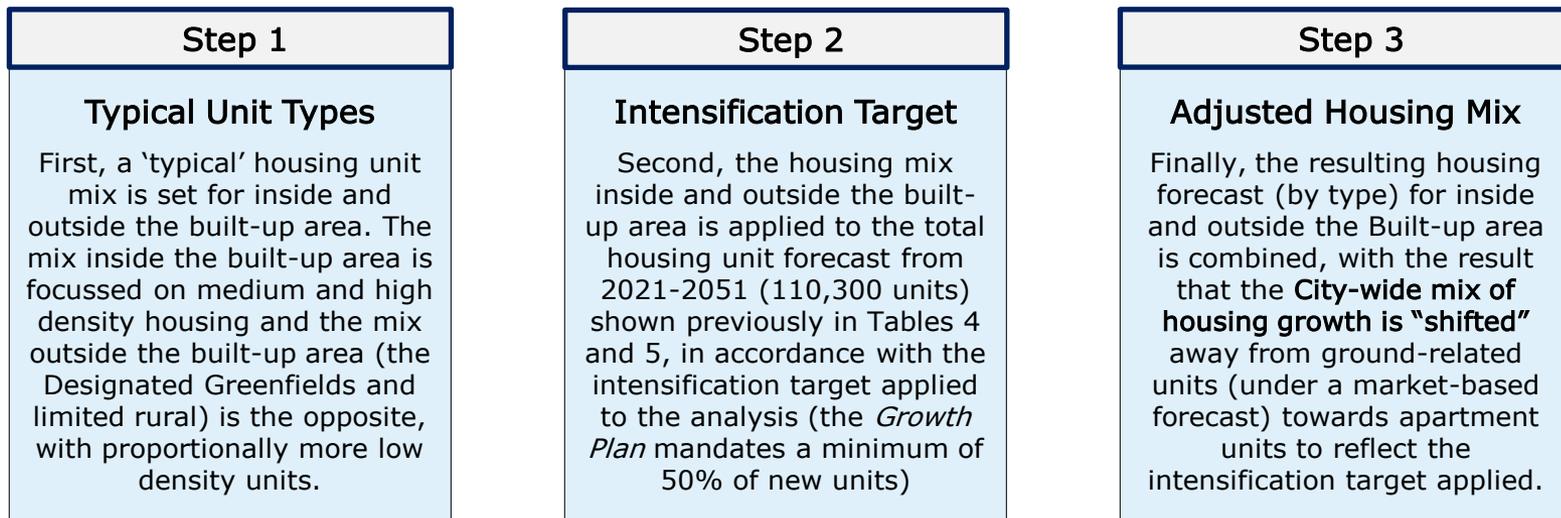
## Section 3: Community Area Land Need

R3

### Step R3 Allocate housing units by *Growth Plan* policy area

The third step in the analysis is to assess how the housing growth projected in Step R2 will be allocated to address *Growth Plan* requirements to direct specific shares of housing growth between the delineated built-up area, rural area and the DGA. The analysis is undertaken from an estimated 2021 base to incorporate the most recent available information and serve as the effective date of the MCR completion.

Of particular relevance is the allocation to the DGA, which forms the basis for the comparison of supply and demand (Step R4) to determine housing unit shortfalls by unit type (Step R5) and, ultimately, Community Area land need (Step R6). As described in the *Residential Intensification Market Demand Analysis* report (December 2020), the vacant land supply for ground-related housing within the City's Built-up Area is almost fully developed. As a result, there are not enough sites to accommodate the full range of housing growth. Accordingly, **demand must be redistributed to higher density apartment unit and row housing forms** that can be accommodated through intensification. There are three steps to the redistribution:



## Section 3: Community Area Land Need

### Step R3 Allocate housing units by *Growth Plan* policy area

R3

The effect of the housing mix adjustment is to “shift” housing units out of the ground-related category to apartment units to achieve *Growth Plan* policy goals, specifically the intensification target. The degree of the shift depends on the intensification target applied to the scenarios: with lower targets requiring a less dramatic shift than higher targets. For example, the shift and resulting allocation of housing units for the *Growth Plan Minimum* scenario is illustrated below in Table 6.

Table 6

#### City of Hamilton Allocation of Housing Units by *Growth Plan* Policy Area

Housing Mix by Policy Area – <i>Growth Plan Minimum</i> Scenario (50% Intensification)	Ground-Related	Accessory Units	Apartment Building	Total
Mix Inside the Built-up Area	20%	4%	76%	100%
Mix in DGA and Rural	94%	1.5%	4.5%	100%
Units – Inside the Built-up Area (50% of growth)	11,030	2,210	41,920	55,160
Units - DGA and Rural (50% of growth)	51,850	830	2,480	55,160
Policy-based Growth 2021 – 2051	62,880	3,030	44,400	110,320
Market-Based Growth (from Table 5)	83,610	2,760	23,940	110,320
Policy-based Growth (above)	62,880	3,030	44,400	110,300
Difference Market vs. Policy-based	(20,730)	+270	+20,460	0
“Shifted” Share of Market-Based Growth (from Table 5)	25%	10%	85%	0

**Source:** Hemson Consulting Ltd. forecast models. May not add due to rounding.

As shown shaded in Table 6, to achieve an intensification rate of 50% approximately 20,730 new households that would otherwise occupy ground-related housing units are ‘shifted’ to apartments. This represents a share of about 25% of the ground-related housing growth from 2021-2051 of approximately 83,610 units under the market based forecast as shown previously in Table 5.

R3

# Section 3: Community Area Land Need

## Step R3 Allocate housing units by Growth Plan policy area

For context, the shift to apartments is lower under a “Current Trends” analysis, as described in more detail in the *Residential Intensification Market Demand Analysis* report (December 2020). The Current Trends forecast still embodies a shift in housing demand towards apartments though to a lesser extent than the *Growth Plan Minimum* scenario. The shift and resulting allocation of housing units for the *Current Trends* scenario is illustrated below in below in Table 7.

Table 7

City of Hamilton Allocation of Housing Units by Growth Plan Policy Area

Housing Mix by Policy Area – <i>Current Trends</i> Scenario (40% Intensification)	Ground-Related	Accessory Units	Apartment Building	Total
Mix Inside the Built-up Area	20%	4%	76%	100%
Mix in DGA and Rural	94%	1.5%	4.5%	100%
Units – Inside the Built-up Area (40% of growth)	8,830	1,760	33,540	44,130
Units - DGA and Rural (60% of growth)	62,220	990	2,980	66,190
Policy-based Growth 2021 – 2051	71,050	2,760	36,520	110,320
Market-Based Growth (from Table 5)	83,610	2,760	23,940	110,320
Policy-based Growth (above)	71,050	2,800	36,520	110,320
Difference Market vs. Policy-based	(12,570)	-	12,570	0
“Shifted” Share of Market-Based Growth (from Table 5)	15%	0	53%	0

Source: Hemson Consulting Ltd. forecast models. May not add due to rounding.

As shown shaded in Table 7, to achieve an intensification rate of 40% approximately 12,570 new households that would otherwise occupy ground-related housing units are ‘shifted’ to apartments. This represents a share of about 15% of the ground-related housing growth from 2021-2051 of approximately 83,610 units under the market based forecast as shown previously in Table 5.

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R3

# Section 3: Community Area Land Need

## Step R3 Allocate housing units by *Growth Plan* policy area

The required shift in demand to apartments is greater, however, under the *Increased Targets* and *Ambitious Density* scenarios because they are based on higher rates of intensification. The resulting allocation and City-wide unit mix for the three main scenarios is summarized below in Table 8.

Table 8

City of Hamilton Allocation of Housing Units by *Growth Plan* Policy Area

Housing Mix by Policy Area – <i>Allocation of units by Land Need Scenario</i>	Ground-Related	Accessory Units	Apartment Building	Total
<i>Growth Plan Minimum</i> (50% Intensification)				
Units – Inside the Built-up Area	11,030	2,210	41,920	55,160
Units - DGA and Rural	51,850	830	2,480	55,160
Growth 2021 – 2051	62,880	3,030	44,400	110,320
Unit Mix 2021-2051	57%	3%	40%	100%
<i>Increased Targets</i> (50%/55%/60% Intensification)				
Units – Inside the Built-up Area	12,140	2,430	46,120	60,680
Units - DGA and Rural	46,660	750	2,230	49,640
Growth 2021 – 2051	58,800	3,170	48,350	110,320
Unit Mix 2021-2051	53%	3%	44%	100%
<i>Ambitious Density</i> (50%/60%/70% Intensification)				
Units – Inside the Built-up Area	13,240	2,650	50,300	66,190
Units - DGA and Rural	41,480	660	1,990	44,130
Growth 2021 – 2051	54,720	3,310	52,290	110,320
Unit Mix 2021-2051	50%	3%	47%	100%

Source: Hemson Consulting Ltd. base forecast models. May not add due to rounding.

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R4

# Section 3: Community Area Land Need

## Step R4 Determine Housing Supply Potential

After determining the allocation of housing units by *Growth Plan* policy area, the next step is to determine the supply potential to accommodate forecast growth. Of particular relevance to the LNA is the supply potential in the DGA since this provides the basis for determining housing unit shortfalls by unit type in the next step (R5), and ultimately Community Area land need in the final step of the analysis. The City’s year-end 2019 housing supply potential within the DGA is summarized below in Table 9.

Table 9

City of Hamilton Designated Greenfield Area Housing Unit Potential

Local Community Data for Year-end 2019	Single and Semi	Rows	Apartment Building	Total
Ancaster	646	406	260	1,312
Dundas	1	0	0	1
Flamborough	1,051	599	3,215	4,865
Glanbrook	1,826	1,864	125	3,815
Hamilton	1,213	689	461	2,363
Stoney Creek	499	1,373	3,135	5,007
Fruitland-Winona	1,012	3,157	1,138	5,307
<b>Total Greenfield Supply Potential</b>	<b>6,248</b>	<b>8,088</b>	<b>8,334</b>	<b>22,670</b>

**Source:** City of Hamilton Vacant Urban Residential Land (VRL) Inventory for December 2019. Housing supply potential includes all vacant lands subject to registered, draft approved or pending plans of subdivision and estimates of unit potential on lands not yet subject to plan. Virtually all of the DGA supply is subject to active development plans.

City staff have determined that there is an ample supply of potential sites to accommodate intensification within the Built-up Area (see *Residential Intensification Supply Update, 2020*, City of Hamilton). Within the City’s Rural Area, there is a large number of legal lots of record as well as Rural Settlement Areas (RSA) that have the potential for future infill development. However, from an LNA perspective only a very small proportion of growth is allocated to the rural area given *Growth Plan* and City planning policies to direct growth to urban settlement areas with full municipal services.

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R4

## Section 3: Community Area Land Need

### Step R4 Determine Housing Supply Potential

As noted in Step R3, the Community Area LNA is undertaken from an estimated 2021 base to incorporate the most recent available information and serve as the effective date of the MCR completion. The City's most recent housing supply information, however, is year-end 2019 as shown previously in Table 9. In order to properly compare supply and demand over the 2021-2051 period, the City's year-end 2019 supply must be adjusted. The adjustment is made by removing a share of known completions for 2020 from CMHC housing market data and an estimate of units that will be completed from year-end 2020 to mid-year 2021. The adjusted DGA unit supply potential is summarized below in Table 10.

Table 10

#### City of Hamilton Designated Greenfield Area Housing Unit Potential

Components of DGA Housing Unit Supply Potential	Single and Semi	Rows	Apartment Building	Total
DGA Unit Supply Potential, Year-End 2019 (Table 9)	6,248	8,088	8,334	22,670
Estimated Completions Year-end 2019 to mid-year 2021				
City-wide estimated Completions	910	1,220	1,200	3,330
Share Designated Greenfield Area Completions	75%	80%	20%	57%
Estimated DGA Completions to mid-year 2021	680	970	240	1,890
DGA Unit Supply Potential 2021-2051	5,570	7,120	8,090	20,780

**Source:** Hemson Consulting Ltd., estimates of housing completions by type for the 2016 to 2021 period based on CMHC completed and under construction housing data, City of Hamilton VRL Inventory December 2019 and Geographic Information System (GIS) and Building Permit Tracking system data for residential construction to December 2020. Totals rounded.

The estimated share of DGA completions to mid-year 2021 is based on City of Hamilton building permit data for January to December 2020, which shows a pattern one would expect based on the land supply situation discussed previously. Most of the ground-related housing activity (Singles and Semis and Rows) is occurring in the DGA (roughly 75%) whereas most apartment building activity is occurring inside the Built-up area through redevelopment and intensification. This pattern is continued. The result is an adjusted supply potential for mid-2021 that is approximately 1,900 units less than for year-end 2019.

R5

# Section 3: Community Area Land Need

## Step R5 Determine Housing Unit Shortfall

The next step is to determine the housing unit shortfalls by comparing housing demand (Step R3) to housing supply potential (Step R4). The demand side of the comparison is the forecast housing unit growth in the DGA over the 2021-2051 period, excluding the **very small share of growth (0.5%) allocated to the Rural Area** to account for limited infill in the RSAs over time. Accessory units are also included in the Apartment Building category for the purposes of the LNA, as shown below in Table 11.

Table 11

### City of Hamilton Designated Greenfield Area Housing Demand

Land Need Scenario – Housing Demand for DGA Only (no Rural units)	Single and Semi	Rows	Apartment Building	Total
<i>Current Trends (40% Intensification)</i>				
Unit Growth 2021-2051 DGA	41,030	20,980	3,970	65,980
Housing Mix of Growth	62%	32%	6%	100%
<i>Growth Plan Minimum (50% Intensification)</i>				
Unit Growth 2021-2051 DGA	32,350	19,320	3,310	54,980
Housing Mix of Growth	59%	35%	6%	100%
<i>Increased Targets (50%/55%/60%)</i>				
Unit Growth 2021-2051 DGA	28,010	18,500	2,980	49,490
Housing Mix of Growth	57%	37%	6%	100%
<i>Ambitious Density (50%/60%/70%)</i>				
Unit Growth 2021-2051 DGA	23,670	17,670	2,650	43,990
Housing Mix of Growth	54%	40%	6%	100%

**Source:** Hemson Consulting Ltd. base forecast models. May not add due to rounding. A very small share (0.5%) of the City-wide demand for single and semi-detached units is allocated to the rural area. No growth in apartments or rows are allocated to the rural area. DGA housing demand for each scenario translates to approximately 99.7% of the total DGA and Rural demand from Table 8.

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## Section 3: Community Area Land Need

R5

### Step R5 Determine Housing Unit Shortfall

The comparison of supply (from Table 10) to demand (from Table 11) indicates a housing unit shortfall in the DGA for only ground-related units as shown in Table 12 below. There is a surplus of apartment unit supply so this category is shown as not applicable ("n/a") in terms of housing unit shortfall.

Table 12

#### City of Hamilton Designated Greenfield Area Housing Unit Shortfall

Land Need Scenario – Calculation of Housing Unit Shortfall or Surplus	Single and Semi	Rows	Apartment Building	Total
<i>Current Trends (40% Intensification)</i>				
Unit Growth 2021-2051 DGA (Table 11)	41,030	20,980	3,970	65,980
DGA Unit Supply Potential (Table 10)	5,570	7,120	8,090	20,780
Unit (Shortfall) or Surplus	(35,460)	(13,860)	n/a	n/a
<i>Growth Plan Minimum (50% Intensification)</i>				
Unit Growth 2021-2051 DGA (Table 11)	32,350	19,320	3,310	54,980
DGA Unit Supply Potential (Table 10)	5,570	7,120	8,090	20,780
Unit (Shortfall) or Surplus	(26,780)	(12,200)	n/a	n/a
<i>Increased Targets (50%/55%/60%)</i>				
Unit Growth 2021-2051 DGA (Table 11)	28,010	18,500	2,980	49,490
DGA Unit Supply Potential (Table 10)	5,570	7,120	8,090	20,780
Unit (Shortfall) or Surplus	(22,440)	(11,380)	n/a	n/a
<i>Ambitious Density (50%/60%/70%)</i>				
Unit Growth 2021-2051 DGA (Table 11)	23,670	17,670	2,650	43,990
DGA Unit Supply Potential (Table 10)	5,570	7,120	8,090	20,780
Unit (Shortfall) or Surplus	(18,110)	(10,550)	n/a	n/a

**Source:** Lorus and Associates based on information from Hemson Consulting Ltd. May not add due to rounding.

## Section 3: Community Area Land Need

### Step R5 Determine Housing Unit Shortfall

R5

A summary is provided in Table 13 below. As can be seen, there is a shortage of ground-related housing supply for all scenarios. The largest shortage is shown for the *Current Trends* scenario because it has the lowest intensification target and associated shift in ground-related demand to apartment units. The housing unit shortfall is progressively reduced in the other land need scenarios as the intensification target is increased. There is no shortage of Apartment Building supply under any scenario.

Table 13

#### City of Hamilton Designated Greenfield Area Housing Unit Shortfall

Land Need Scenario – Summary DGA Supply Shortfall 2021-2051	Single and Semi	Rows	Apartment Building	Total
<i>Current Trends</i> (40% Intensification)				
Unit (Shortfall) or Surplus	(35,460)	(13,860)	n/a	n/a
<i>Growth Plan Minimum</i> (50% Intensification)				
Unit (Shortfall) or Surplus	(26,780)	(12,200)	n/a	n/a
<i>Increased Targets</i> (50%/55%/60%)				
Unit (Shortfall) or Surplus	(22,440)	(11,380)	n/a	n/a
<i>Ambitious Density</i> (50%/60%/70%)				
Unit (Shortfall) or Surplus	(18,110)	(10,550)	n/a	n/a

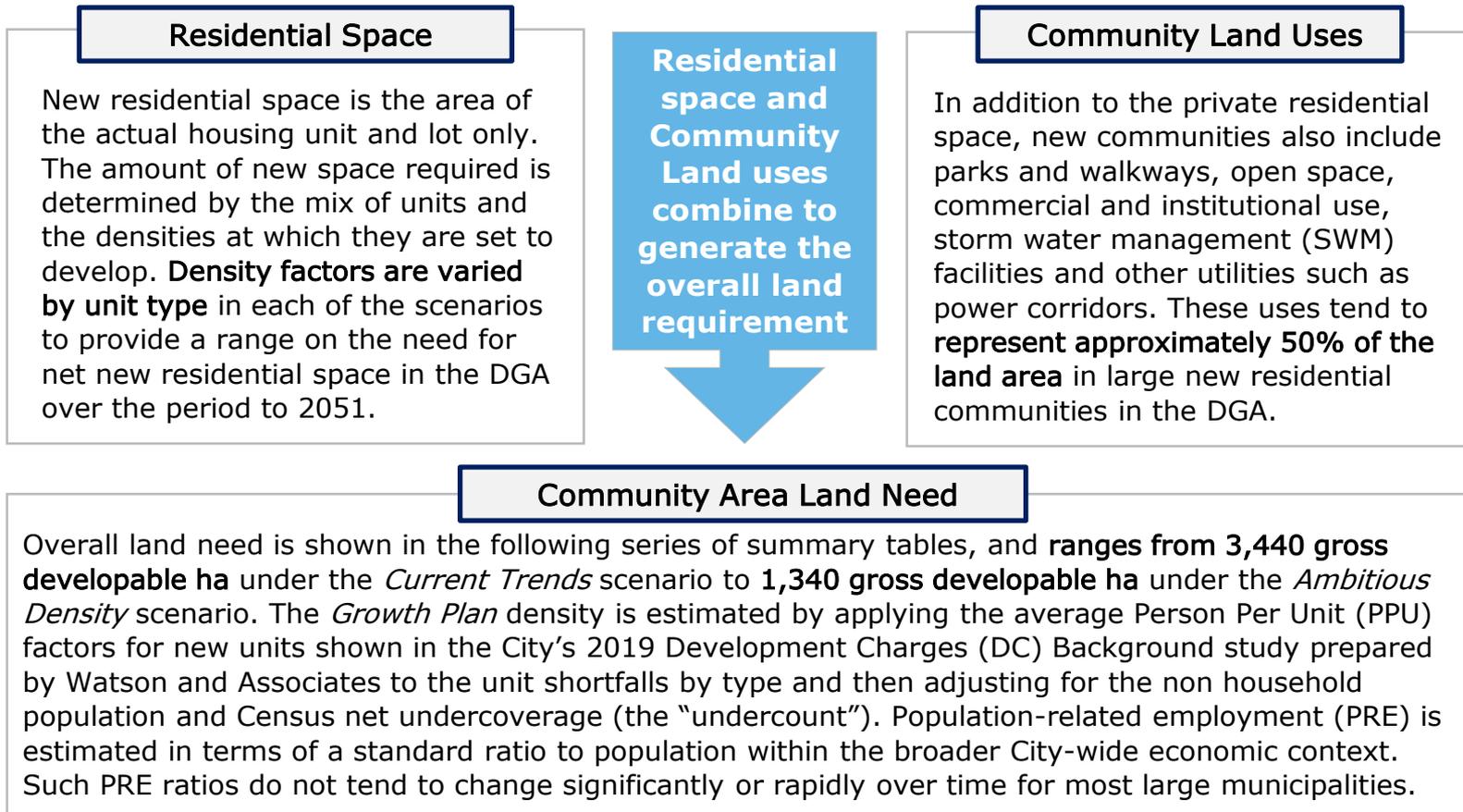
**Source:** Lorius and Associates based on information from Hemson Consulting Ltd. May not add due to rounding.

The shortfalls shown above represent the additional housing units that are required beyond the existing supply. In accordance with the new Provincial LNA method, these **additional units are to be provided through settlement area expansion**. The additional housing demand by type is converted to a land requirement in the final Step (R6) by applying density factors and taking into account population-related employment and other community land uses such as roads, schools, open space and utilities.

# Section 3: Community Area Land Need

## Step R6 Establish Community Area land need

The final step in the Community Area LNA is to convert the housing unit shortfall into a land requirement. In the DGA, Community Area land requirements comprise two components: the private residential space (the net area of the actual housing unit and lot): and supporting community land uses such as open space, walkways, commercial and institutional use, roads and local infrastructure. The need for residential space and supporting community land uses combine to generate the overall land requirement.



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R6

## Section 3: Community Area Land Need

### Step R6 Community Area land need – *Current Trends*

A summary of Community Area land need for the *Current Trends* scenario is shown below in Table 14. The housing unit shortfall translates into a net residential land need of approximately 1,720 net ha. Accounting for additional Community Land uses at a typical rate of 50% (i.e. 50% of the total new lands required are in non-residential use) results in a **total land need of 3,440 gross ha**. Estimated *Growth Plan* density is approximately **53 residents and jobs combined per ha**.

Table 14

#### City of Hamilton Community Area Land Need to 2051

Scenario Summary LNA Results	Single and Semi	Rows	Apartment Building	Total
<i>Current Trends (40% Intensification)</i>				
<i>Ground-Related</i>				
Unit (Shortfall) or Surplus (Table 13)	(35,460)	(13,860)	n/a	(49,320)
Density Factors (Units per net ha)	25	46	n/a	29
Land Need for Residential Space (net ha)	1,420	300	n/a	1,720
Factor to account for Community Land Use				50%
Community Area Land Need (gross ha)				<b>3,440 ha</b>
<i>Growth Plan</i> density (residents+jobs per ha)				<b>53 rjha</b>

**Source:** Lorus and Associates based on information from Hemson Consulting Ltd. and City of Hamilton. *Growth Plan* density estimated by applying PPU factors for new units from the 2019 DC Background Study to the DGA shortfall (3.405 for Low Density and 2.437 for Medium Density) and adjusting for the non-household population (at a rate of 1.67%) and undercount (at a rate of 2.8%) based on 2016 Census information. Population-related employment is estimated at a rate of 1 job per 8.0 new residents. For LNA purposes apartments are not included with the result that net and *Growth Plan* density are somewhat understated.

The density factors applied to the ground-related housing unit shortfall under the *Current Trends* scenario are measured from a sample of residential subdivisions from 2017-2020 in the Hamilton DGA. The density for single and semi-detached units (**25 units per net ha**) represents, on average, between a 45 ft. and 50 ft. lot frontage. Similarly, the density for rows (**46 units per net ha**) is based on a sample of developments from 2017-2020 including traditional "street" or block townhouses and higher density forms such as back-to-back townhouses. "Stacked" townhouses are considered apartment units as defined for the Census.

R6

## Section 3: Community Area Land Need

### Step R6 Community Area land need – *Growth Plan Minimum*

A summary of Community Area land need for the *Growth Plan Minimum* scenario is shown below in Table 15. The housing unit shortfall translates into a net residential land need of approximately 1,095 net ha. Accounting for additional Community Land uses at a typical rate of 50% results in a **total land need of 2,190 gross ha**. The estimated *Growth Plan* density is approximately **65 residents and jobs combined** per ha.

Table 15

#### City of Hamilton Community Area Land Need to 2051

Scenario Summary LNA Results	Single and Semi	Rows	Apartment Building	Total
<i>Growth Plan Minimum</i> (50% Intensification)				
<i>Ground-Related</i>				
Unit (Shortfall) or Surplus (Table 13)	(26,780)	(12,200)	n/a	(38,980)
Density Factors (Units per net ha)	30	60	n/a	36
Land Need for Residential Space (net ha)	890	205	n/a	1,095
Factor to account for Community Land Use				50%
Community Area Land Need (gross ha)				<b>2,190 ha</b>
<i>Growth Plan</i> density (residents+jobs per ha)				<b>65 rjha</b>

**Source:** Lorus and Associates based on information from Hemson Consulting Ltd. and City of Hamilton. *Growth Plan* density estimated by applying PPU factors for new units from the 2019 DC Background Study to the DGA shortfall (3.405 for Low Density and 2.437 for Medium Density) and adjusting for the non-household population (at a rate of 1.67%) and undercount (at a rate of 2.8%) based on 2016 Census information. Population-related employment is estimated at a rate of 1 job per 8.0 new residents. For LNA purposes apartments are not included with the result that net and *Growth Plan* density are somewhat understated.

The density factors applied to the ground-related housing unit shortfall under the *Growth Plan Minimum* scenario reflect a smaller lot pattern of development. The density for single and semi-detached units (**30 units per net ha**) represents a 40ft. lot frontage on average. The density for Rows (**60 units per net ha**) represents newer block towns with a 20 ft. lot frontage. Higher density rows, such as smaller lot street towns (15 to 18 ft. lot frontage) and back-to-back units, are introduced into the mix for the *Increased Targets* and *Ambitious Density* scenarios at an average of 80 units per net ha.

## Section 3: Community Area Land Need

R6

### Step R6 Community Area land need – *Increased Targets*

A summary of Community Area land need for the *Increased Targets* scenario is shown below in Table 16. The housing unit shortfall translates into a net residential land need of approximately 815 net ha. Accounting for additional Community Land uses at a typical rate of 50% results in a **total land need of 1,630 gross ha**. The estimated *Growth Plan* density is approximately **75 residents and jobs combined** per ha.

Table 16

#### City of Hamilton Community Area Land Need to 2051

Scenario Summary LNA Results	Single and Semi	Rows	Apartment Building	Total
<i>Increased Targets (50%/55%/60%)</i>				
<i>Ground-Related</i>				
Unit (Shortfall) or Surplus (Table 13)	(22,440)	(11,380)	n/a	(33,820)
Density Factors (Units per net ha)	35	65	n/a	41
Land Need for Residential Space (net ha)	640	175	n/a	815
Factor to account for Community Land Use				50%
Community Area Land Need (gross ha)				<b>1,630 ha</b>
<i>Growth Plan</i> density (residents+jobs per ha)				<b>75 rjha</b>

**Source:** Lorus and Associates based on information from Hemson Consulting Ltd. and City of Hamilton. *Growth Plan* density estimated by applying PPU factors for new units from the 2019 DC Background Study to the DGA shortfall (3.405 for Low Density and 2.437 for Medium Density) and adjusting for the non-household population (at a rate of 1.67%) and undercount (at a rate of 2.8%) based on 2016 Census information. Population-related employment is estimated at a rate of 1 job per 8.0 new residents. For LNA purposes apartments are not included with the result that net and *Growth Plan* density are somewhat understated.

The density factors applied to the ground-related housing unit shortfall under the *Increased Targets* scenario are increased further. The density for single and semi-detached units (**35 units per net ha**) represents still smaller lot units (on average a 36 ft. lot frontage). The density for Rows (**65 units per net ha**) represents a blended rate of 80% "street" or traditional block towns with a 20 ft. lot frontage (as per the *Growth Plan Minimum* scenario) and 20% higher density rows at an average of 80 units per net ha. For the *Ambitious Density* scenario, the share of higher density rows is increased further within the housing mix.

R6

# Section 3: Community Area Land Need

## Step R6 Community Area land need – *Ambitious Density*

A summary of Community Area land need for the *Ambitious Density* scenario is shown below in Table 17. The housing unit shortfall translates into a net residential land need of approximately 665 net ha. Accounting for additional Community Land uses at a typical rate of 50% results in a **total land need of 1,340 gross ha**. The estimated *Growth Plan* density is approximately **77 residents and jobs combined** per ha.

Table 17

City of Hamilton Community Area Land Need to 2051

Scenario Summary LNA Results	Single and Semi	Rows	Apartment Building	Total
<i>Ambitious Density (50%/60%/70%)</i>				
<i>Ground-Related</i>				
Unit (Shortfall) or Surplus (Table 13)	(18,110)	(10,550)	n/a	(28,660)
Density Factors (Units per net ha)	35	70	n/a	43
Land Need for Residential Space (net ha)	520	150	n/a	670
Factor to account for Community Land Use				50%
Community Area Land Need (gross ha)				<b>1,340 ha</b>
<i>Growth Plan</i> density (residents+jobs per ha)				<b>77 rjha</b>

**Source:** Lorus and Associates based on information from Hemson Consulting Ltd. and City of Hamilton. *Growth Plan* density estimated by applying PPU factors for new units from the 2019 DC Background Study to the DGA shortfall (3.405 for Low Density and 2.437 for Medium Density) and adjusting for the non-household population (at a rate of 1.67%) and undercount (at a rate of 2.8%) based on 2016 Census information. Population-related employment is estimated at a rate of 1 job per 8.0 new residents. For LNA purposes apartments are not included with the result that net and *Growth Plan* density are somewhat understated.

The density factors applied to the ground-related housing unit shortfall under the *Ambitious Density* scenario are increased still further. The density for single and semi-detached units (**35 units per net ha**) is maintained to represent small lot units (a 36 ft. lot frontage on average). However, the density for rows (**70 units per net ha**) is increased to a blended rate 50% "street" or traditional block towns with a 20 ft. lot frontage at an average of 60 units per net ha and 50% higher density rows at an average density of 80 units per net ha.

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R6

# Section 3: Community Area Land Need

## Step R6 Community Area land need Scenario Summary

A summary is provided in Table 18 below. As shown, Community Area land need is greatest for the *Current Trends* scenario because it has the lowest intensification target and associated densities of ground-related housing development. Land need is reduced as the intensification target is increased and a steadily 'denser' pattern of ground-related housing development is incorporated into the analysis. These results are also reflected in the estimated *Growth Plan* density, which increases in a similar fashion.

Table 18

### City of Hamilton Community Area Land Need to 2051

Summary of results 2021-2051 by Land Need Scenario	Community Area	<i>Growth Plan</i> Density
<i>Current Trends</i> (40% Intensification)	3,440 ha	53 rjha
<i>Growth Plan Minimum</i> (50% Intensification)	2,190 ha	65 rjha
<i>Increased Targets</i> (50%/55%/60%)	1,630 ha	75 rjha
<i>Ambitious Density</i> (50%/60%/70%)	1,340 ha	77 rjha

**Source:** Lorus and Associates based on information from Hemson Consulting Ltd. and City of Hamilton

As shown above, the *Growth Plan* density target of 50 residents and jobs per ha is achieved for all land need scenarios. From a market perspective, achieving both the *Increased Targets* and *Ambitious Density* scenarios may be a challenge, but only towards the end of the planning horizon to 2051 as the available greenfield supply becomes constrained. As noted in the *Residential Intensification Market Demand Analysis* report (December 2020) Hamilton is in an attractive position to shift the historic pattern of growth towards denser and more compact urban forms: but there are limits to the level of change that can be reasonably achieved. As such, careful monitoring and reporting on progress would be required to ensure a balanced land supply is available to accommodate growth under the higher-density land need scenarios.

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## Section 3: Community Area Land Need

### Step R6 Community Area land need Scenario Summary

The City's analysis of greenfield density confirms that the existing DGA also exceeds the required *Growth Plan* density of 50 residents and jobs per ha, as summarized below in Table 19. Accordingly, all Community Area land need scenarios conform to the *Growth Plan* density requirements. As noted however, the *Current Trends* scenario would require that the City request an alternative intensification target.

Table 19

#### City of Hamilton Density of Existing and New DGA at Build-Out

Component of Calculation	Results
Total Population (including Census net undercoverage)	114,710
Total Employment (not including designated Employment Areas)	13,270
<b>Total DGA Capacity (residents + jobs) at Build-out</b>	<b>127,980</b>
<b>Ratio of Total DGA Employment to Population (1 job per 8.6 residents)</b>	<b>8.6</b>
Total Designated Greenfield Area (all figures in ha)	4,231
Less Natural Features area ( <i>Growth Plan</i> definition)	305
Less Applicable Infrastructure Rights of Way	0
Less designated Employment Areas	1,780
Less Cemeteries	5
Existing Designated Greenfield Area (in ha) net of allowable take-outs	2,141
<b>Density in Residents + Jobs per ha of Existing DGA at Build-out</b>	<b>60 rjha</b>
<b>Density in Residents + Jobs per ha of LNA Scenarios to 2051</b>	<b>53 rjha to 77 rjha</b>

**Source:** City of Hamilton information from *Existing Designated Greenfield Density Analysis* (December 2020).

The next component of the LNA is **Employment Areas**: where most employment land employment (employment in industrial-type buildings) is accommodated as well as a limited amount of major office and population-related jobs, particularly those providing services to the employment area. The Employment Area land needs analysis is described in the next section, beginning with an overview of the approach taken to the analysis.

## Section 4: Employment Area Land Need

### Overview of mandated steps in the analysis

This section summarizes the results of Employment Area land need analysis, within the broad growth context described in Section 2. The analysis is undertaken according to the mandated components of the Provincial method, shown again below for convenience. Key data sources and inputs to the analysis are summarized at right, with additional notes and commentary provided for the tables that follow.

E1	Calculate Total Employment Growth to <i>Growth Plan</i> Horizon
E2	Categorize Employment Growth into the Major Land Use Planning Types
E3	Allocate Growth to the <i>Growth Plan</i> Policy Area
E4	Calculate Capacity of Employment Areas to Accommodate Growth
E5	Establish Employment Area Land Need

### Key Data Sources and Inputs

1. Total employment is based on data from the 2016 Census and includes usual place of work, work at home and no usual place of work, in accordance with the *Growth Plan* Schedule 3 forecast definition.
2. Employment growth by type is based on 2016 Census employment by economic sector (NAICS), data from the City's employment survey and available information on the inventory of major office buildings. Population-related employment is based on a ratio to population. Such ratios do not tend to shift rapidly for most communities and have proven to be a sound basis for forecasting.
3. Allocation of employment is based on an analysis of rural employment including rural population-related employment, the Hamilton International Airport (HIA) facility and other City and Census information on the distribution of employment by economic sector.
4. The capacity of existing Employment Areas is based on current density factors derived from the City's GIS system and other data sources to inform expectations about the pattern of future economic activity.
5. Land need (E5) is calculated as the difference between the current employment area capacity and forecast employment at 2051.

# Section 4: Employment Area Land Need



## Step E1 Calculate total employment growth to *Growth Plan* horizon

Similar to the Community Area component of the LNA, the first step in the assessment of Employment Area land need involves the calculation of employment growth to the *Growth Plan* horizon (2051). In accordance with the *Growth Plan* Schedule 3 forecasts (2020) Hamilton is forecast to achieve a **2051 employment of 360,000**. Total employment includes usual place of work, work at home and no usual place of work (often called “no fixed” place of work). The five-year growth from a **2016 base** to the estimated 2021 employment and forecast for the periods to 2031 and 2051 is shown in Table 20 below.

Table 20

City of Hamilton 2016, 2021 and Forecast 2051 Employment

Component of Census Employment	2016	2021	2031	2051
Usual Place of Work	187,540	194,600	221,600	294,300
Work at Home	15,790	16,400	18,600	24,800
No Fixed Place of Work	26,040	27,000	30,800	40,900
<b>Total Employment</b>	<b>229,370</b>	<b>238,000</b>	<b>271,000</b>	<b>360,000</b>
Growth by Census Period		8,630	33,000	89,000

**Source:** 2016 Usual Place of Work and Work at Home employment is from Statistics Canada. No Fixed Place of Work employment is from Hemson Consulting Ltd., based on the redistribution of this component in similar economic sectors within a common labour market area. Forecast 2021, 2031 and 2051 are from the *Greater Golden Horseshoe: Growth Forecasts to 2051* (August 2020). For illustrative purposes, employment by Census component for the estimated 2021 and forecast 2031 and 2051 employment totals is maintained at shares calculated from the 2016 Census figures.

The *Growth Plan* employment forecast for Hamilton takes into account the City’s growing role in the regional metropolitan area and the evolving regional land supply situation, especially in southern Halton and Peel Regions where employment has been growing steadily for decades. Similar to housing, as the supply of development lands in these locations is increasingly constrained, the City of Hamilton will be effectively drawn ‘closer’ to established communities in the GTA-west and demand for employment area lands will increase.

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## Section 4: Employment Area Land Need

### Step E2 Categorize employment growth by major type

The total Census employment and *Growth Plan* Schedule 3 forecasts to 2051 must then be categorized into the major land use planning-based types discussed in Section 2. The four employment types are: **Major Office, Employment Land, Population-Related and other Rural-based employment**. The approach taken to categorizing current employment and forecast growth to the *Growth Plan* horizon is summarized below.

#### Analysis of Rural Employment

An analysis of rural employment is undertaken to assess the total number of jobs and composition of rural economic activity. This analysis is required to inform the estimate of the amount and location of job growth by major type and location on a City-wide basis. An estimate of employment at the Hamilton International Airport (HIA) facility is included. Although in the rural area, the HIA facility accommodates economic activity that is considered employment land employment, so must be taken into account in the LNA.

#### Analysis of 2016 Census Employment by Sector

An analysis of 2016 Census employment by North American Industry Classification System (NAICS) sector is undertaken to prepare a preliminary distribution of employment to the major planning types. The results are then “reality checked” iteratively with other available information such as the inventory of major office space, employment land densities and ratios of population-related employment. Adjustments are made to ensure the final distribution is reasonable and supportable within a broader City-wide context.

#### Categorization of Growth Over the Period to 2051

The forecast to 2051 is prepared by assigning shares of employment growth by type to the *Growth Plan* policy areas including the designated Employment Areas, Community Area and Rural area. The shares of growth are based on the types of economic activity anticipated over the *Growth Plan* horizon, their likely location within the community and, in the case of the designated Employment Areas, the approximate densities at which they are anticipated to develop. The City of Hamilton’s well-documented resurgence as a significant economic and cultural centre within the GGH provides much of the longer-term context for this analysis: particularly its expanding role in research and development, technology and creative industry sectors.



# Section 4: Employment Area Land Need

## Step E2 Categorize employment growth by major type

The categorization of Census 2016 employment into the major land use types is shown below in Table 21. The largest share is population-related (55%) followed by employment land (28%) and major office jobs (15%). Other rural-based employment is a small part of the City-wide employment base.

Table 21

City of Hamilton 2016 Employment by Type

Employment Type	2016	Share
Major Office (jobs in freestanding buildings more than 20,000 sq.ft.)	33,700	15%
Population-Related (jobs that serve the resident population)	126,500	55%
Employment Land (jobs in industrial and business park developments)	63,570	28%
Other Rural-based (primary, recreation and rural employment land-type jobs)	5,600	2%
<b>Total Employment</b>	<b>229,370</b>	<b>100%</b>

**Source:** Statistics Canada NAICS data, City of Hamilton Employment Survey and information on the major office inventory provided by Costar, Blair Blanchard Stapleton Limited and City staff. Other Rural-Based employment, by type, does not include population-related or urban employment land-type uses: these jobs are allocated to the Rural area later in the analysis.

For the purposes of **City-wide employment by major type**, "Other Rural-based" employment includes agriculture, aggregates, recreation-based and other scattered uses that might typically be found in urban employment areas, but are located on rural employment lands. Population-related and urban employment land jobs (the HIA facility) are allocated to the Rural area in a later step to estimate total rural employment.

Major Office employment is based on an analysis of the economic sectors that tend to occupy office space, cross-referenced with an estimate of employment in the City's occupied office space. Similarly, 2016 population-related employment is an estimate of retail, education, health care and public administration, as well as 'work at home' employment, cross-referenced with the ratios in other comparable communities in the GGH. Employment land employment is calculated as the residual of the other types, adjusted iteratively for consistency with the City's 2016 land supply and employment survey information for the designated employment areas.

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## Section 4: Employment Area Land Need

### Step E2 Categorize employment growth by major type

The City-wide categorization of the 2016 and forecast 2051 employment by type is shown below in Table 22. Growth is forecast for all the major types, except for the “Other Rural-based” category. Population-related employment accounts for the most (52%) of total 2051 employment, reflecting the significant population growth forecast under the *Growth Plan* (2020) as discussed in Sections 2 and 3.

Table 22

#### City of Hamilton 2016 and Forecast 2051 Employment by Type

Employment Type	2016	Share	2051	Share
Major Office (s)	33,700	15%	68,400	19%
Population-Related	126,500	55%	187,810	52%
Employment Land	63,570	28%	98,190	27%
Other Rural-based	5,600	2%	5,600	<2%
<b>Total Employment</b>	<b>229,370</b>	<b>100%</b>	<b>360,000</b>	<b>100%</b>

**Source:** Statistics Canada Census data, City of Hamilton Employment Survey and information on the major office inventory provided by Costar, Blair Blanchard Stapleton Limited and other information from the City of Hamilton.

Growth in employment land employment will be the key driver of demand for new employment areas, along with limited growth in major office and population-related employment. Employment land employment includes growth associated with the Hamilton International Airport (HIA) facility (approximately 2,000 jobs to 2051). It is important to note that this is not an allocation of employment to the Airport Employment Growth District (AEGD), but rather an expectation of growth at the HIA facility itself.

Other Rural-based employment is stable to 2051: including scattered employment land-type activities that might typically be found in urban employment areas, but are located in rural areas. Employment that exists in response to the resident population (population-related employment) as well as urban employment land jobs (in this case, the HIA facility) are both allocated to the rural area in a later step (E3) of the analysis.

## Section 4: Employment Area Land Need

### Step E2 Categorize employment growth by major type

A summary of growth by type to 2051 is provided in Table 23 below. As noted, the analysis is undertaken from a 2016 base. This approach is different that the calculation of Community Area land needs, which is based on the growth increment over the 2021-2051 period. A 2016 base is suitable for estimating Employment Area land needs because the analysis is focussed on total employment at the *Growth Plan* horizon (2051) rather than the growth increment over the period from 2021 to 2051.

Table 23

#### City of Hamilton Forecast Employment Growth By Major Type

Period	Major Office	Population Related	Employment Land	Other Rural Based	Total
2016 Census	33,700	126,500	63,570	5,600	229,370
2016-2051 Growth	34,700	61,310	34,620	0	130,630
2051 total	68,400	187,810	98,190	5,600	360,000

**Source:** Statistics Canada Census data, City of Hamilton Employment Survey information, *John C. Munro Hamilton International Airport Economic Impact Analysis* (2014 and 2018 reports) and *Growth Plan* Schedule 3 forecasts. May not add due to rounding.

The analysis is also undertaken from a 2016 base because the **estimated distribution of employment by type can be based on known information** regarding economic conditions at that time including the 2016 Census employment, City of Hamilton employment survey and other data sources. Although shifts among the various land use-based categories do not tend to occur quickly, the 2016 distribution is nevertheless considered to be more reliable as a foundation for analysis than 2021 estimates, especially in light of the substantial and **complex economic impacts caused by the COVID-19 Pandemic**. This situation is unlike the 2021 housing and population figures, discussed previously in Section 3, which are much better known because they are estimated from actual unit completions and units under construction since Census day 2016.

## Section 4: Employment Area Land Need

### Step E2 Categorize employment growth by major type

The outlook for the three other major employment types is based on recent and emerging growth trends, in particular the City's well-documented resurgence as a significant cultural and economic centre within the GGH. Notwithstanding the short-term impacts of the COVID-19 Pandemic, the City has become a much more attractive location for investment, including business park and industrial-type uses and new office space. The burgeoning innovation, technology-related and creative industry sectors are of particular note in this latter regard.

#### Major Office Employment

As shown in Table 22, the outlook is for an increase in share from 15% to 19% of the total employment, which may seem modest. However, the associated employment growth and space demand is substantial. At a rate of 230 sq.ft. per worker (Hemson forecast report, 2020, GFA basis) 34,700 major office jobs translates into **nearly 8 million sq. ft. of new office space**. Some of this space has already been built as part of recent heritage adaptive reuse projects in downtown Hamilton since 2016. For context, the forecast demand to 2051 is approaching triple the size of the current office inventory of the City of Burlington: approximately 3.2 million sq. ft..

#### Population-related Employment

As noted, population-related employment is forecast in terms of a ratio to population. The estimated employment for 2016 shown in Table 21 translates into a ratio of roughly 1 job for every 4.4 residents, **consistent with other central places** such as the City of Toronto, Barrie and Brantford that provide services to a surrounding regional area. For the LNA, 2051 population-related employment is based on maintaining the 2016 rate of 4.4 residents per job to reflect the City's continued growth and economic role as a regional service centre.

#### Employment Land Employment

Similar to the 2016 base, growth in employment land employment is calculated as the residual of the other types within the context of broader growth trends. In our view, the outlook remains positive. Demand for large-scale distribution and logistics facilities shows no signs of slowing rapidly or significantly. Manufacturing will continue to play a role in new space demand, just with **fewer workers (and more automation)** relative to the past. Industrial-type buildings will also accommodate a portion of the professional service and technology-related activities that are anticipated to grow strongly over the period to 2051.

## Section 4: Employment Area Land Need

### Step E3 Allocate employment growth to *Growth Plan* policy areas

E3

With the outlook for employment established, the next step is to allocate growth by major land-use category to the applicable *Growth Plan* policy areas: the Community Area, Employment Area and areas outside settlement areas (the Rural area). The allocation is required primarily to determine how many jobs will be located in the designated Employment Areas, but also how many jobs will be accommodated in the Community Area and included in the *Growth Plan* density requirement. A brief summary of the expectations for employment by *Growth Plan* policy area is provided below and discussed in more detail in the following sections.

#### Rural Area

- No major office employment exists or expected to 2051.
- Marginal population-related employment growth due to limited infill and population growth in the RSAs.
- Some growth in employment land employment allocated to the Airport facility (HIA) to account for its role in City-wide employment.
- Employment in other rural-based agriculture, aggregates, recreation and scattered employment land-type uses set to remain stable.

#### Employment Area

- Stable share of major office growth, reflecting the current market and policy objectives to focus offices in transit-supportive locations such as the downtown UGC.
- Some growth in population-related employment as older employment areas age and accommodate a wider range of economic use.
- All of the employment land employment growth, due to the locational and built form requirements of industrial-type development.

#### Community Area

- Most of the major office growth, in accordance with market expectations and City policy objectives.
- Most of the population-related employment growth, reflecting the role of the downtown, major retail centres, health care and post-secondary education institutions.
- Gradual decline in the limited amount of scattered older industrial-type uses through economic change or residential intensification to 2051.

## Section 4: Employment Area Land Need

### Step E3 Allocate employment growth to Rural Area

E3

The analysis of rural employment indicates a total of 15,110 jobs for 2016, as shown below in Table 24. The allocation of growth by type is based on City and Statistics Canada data for the Rural Area and expected ratios of jobs to population within the control total of the 2016 Census rural employment.

Table 24

#### City of Hamilton Allocation of Employment by Type – Rural area

Period	Major Office	Share of City total	Pop-Related	Share of City total	Emp Land	Share of City total	Other Rural	Share of City total	Area Total	Share of City total
2016 Base	0	0%	7,590	6.0%	1,920	3%	5,600	100%	15,110	7%
2016-2051 Growth	0	0%	860	1.5%	2,010	6%	0	100%	2,870	2%
2051 total	0	0%	8,450	4.5%	3,930	4%	5,600	100%	17,980	5%

**Source:** Statistics Canada Census data, City of Hamilton Employment Survey, information on the major office inventory provided by Costar, Blair Blanchard Stapleton Limited, and *John C. Munro Hamilton International Airport Economic Impact Analysis* (2014 and 2018 reports) and *Growth Plan* Schedule 3 forecasts. May not add due to rounding. Includes employment at the HIA facility.

There are no major offices (buildings greater than 1,858 m<sup>2</sup> in size) currently or anticipated in the Rural Area. 2016 Population-related employment is estimated at approximately 7,590 jobs and forecast to grow marginally to 2051. As discussed in Section 2, only a very small share of population growth (and therefore population-related employment) is allocated to the Rural Area. Similarly, other Rural-Based employment (mainly primary industry, recreation and scattered employment land-type uses) is anticipated to remain stable.

Employment at the Hamilton International Airport (HIA) facility is estimated to be approximately 2,000 jobs in 2016 and forecast to roughly double over the period to 2051. This expectation is based on the historic rates of employment growth at the airport facility shown in the economic impact studies noted above and other sources. It should also be reiterated that this is not an allocation of growth to the Airport Employment Growth District (AEGD), nor a detailed forecast of airport economic activity, but rather a small allocation of urban employment land employment to the HIA facility for the purposes of the LNA.

## Section 4: Employment Area Land Need

### Step E3 Allocate employment growth to Employment Areas

E3

The allocation of employment growth by major type to the Employment Areas is shown below in Table 25. As discussed previously, these are the geographic areas in Hamilton planned to be predominantly occupied by, but not exclusively used for, employment land employment.

Table 25

#### City of Hamilton Allocation of Employment by Type – Employment Area

Period	Major Office	Share of City total	Pop-Related	Share of City total	Emp Land	Share of City total	Other Rural	Share of City total	Area Total	Share of City total
2016 Base	4,040	12%	6,960	5.5%	54,350	86%	0	0%	65,350	28%
2016-2051 Growth	4,170	12%	8,070	13%	34,510	100%	0	0%	46,740	36%
2051 total	8,210	12%	15,030	8.0%	88,860	91%	0	0%	112,090	31%

**Source:** Statistics Canada Census data, City of Hamilton Employment Survey information and information on the major office inventory provided by Costar, Blair Blanchard Stapleton Limited and *Growth Plan* Schedule 3 forecasts. May not add due to rounding.

Employment Land Employment comprises most (86%) of the City-wide 2016 total, with a limited amount in the Rural Area (3% at the HIA facility) and the balance scattered throughout the Community Area as discussed in a subsequent step. All of the net future Employment Land Employment growth (100%) is allocated to the urban Employment Areas. The share of major office employment in 2016 is estimated based on available information on office space in the Employment Areas and held constant over the forecast period. The result is only a limited allocation of growth in major office jobs to the designated Employment Areas to 2051.

Population-related employment is estimated from the City's 2016 Employment Survey, which shows a total of approximately 7,000 jobs in the retail, healthcare, education, arts and accommodation and food sectors. These jobs are expected to gradually increase over time. This growth, however, is not anticipated to be "major retail" employment, but rather smaller-scale retail, personal services and restaurants catering to the existing business park employees. Many of these functions are already being provided within the City's older employment areas in central locations proximate to existing concentrations of jobs and residents.



# Section 4: Employment Area Land Need

## Step E3 Allocate employment growth to the Community Area

The allocation of employment growth by major type to the Community Area is shown below in Table 26. As described in Section 1, Community areas include delineated built-up areas and the Designated Greenfield Area (excluding employment areas). A component of Community Area population-related employment growth is allocated to the DGA as the 'jobs' in the 'jobs + residents' figure shown in Table 18.

Table 26

### City of Hamilton Allocation of Employment by Type – Community Area

Period	Major Office	Share of City total	Pop-Related	Share of City total	Emp Land	Share of City total	Other Rural	Share of City total	Area Total	Share of City total
2016 Base	29,660	88%	111,950	88.5%	7,300	11%	0	0%	148,910	65%
2016-2051 Growth	30,540	88%	52,390	85.5%	(1,900)	(6%)	0	0%	81,020	62%
2051 total	60,190	88%	164,340	87.5%	5,400	5%	0	0%	229,930	64%

**Source:** Statistics Canada Census data, City of Hamilton Employment Survey information and information on the major office inventory provided by Costar, Blair Blanchard Stapleton Limited and Growth Plan Schedule 3 forecasts. May not add due to rounding.

The majority of current and future major office employment (88%) is allocated to the Community Area. This outlook is based on maintaining the current market and policy focus of the City’s office market in the Urban Growth Centre (UGC). Population-related employment growth is also concentrated in the Community Area, reflecting the role of the downtown, major retail centres, health care and post-secondary education institutions in providing goods and services to both local and broader regional market areas.

There is also a small amount of scattered employment land-type uses. According to the City’s 2016 Employment Survey, there are 7,400 jobs in the construction, manufacturing, wholesale trade and transportation sectors outside the UGC and designated Employment Areas. These jobs are in the form of older industrial uses in more mature parts of the Community Area. The amount is anticipated to gradually decline over time, as a result of economic change and/or redevelopment to non-employment uses. This expectation is consistent with the pattern of change observed in other GTHA communities.



## Section 4: Employment Area Land Need

### Step E4 Calculate capacity of existing Employment Areas

E4

Steps E1 to E3 so far in the analysis have: calculated total employment growth to 2051, growth by major land use type to the *Growth Plan* horizon and allocated the forecast growth – by type – to the *Growth Plan* policy areas. To summarize, Employment Areas are forecast to accommodate a total of **112,090 jobs in 2051**, as shown previously (outlined 2051 total) in Table 25.

The next step is to assess the capacity of existing Employment Areas to accommodate this growth forecast and, in turn, the need for additional lands over the planning horizon. The assessment of land supply is organized into three major categories; Built Employment Areas, Newly Developing Employment Areas and Employment Areas outside the current settlement area boundary.

#### Built Employment Areas

Employment Areas that are fully developed, or almost fully developed, inside the current settlement area including the Bayfront Industrial Area and other central employment areas

#### Newly Developing Areas

Employment Areas that are unbuilt or largely unbuilt, inside the current settlement area, including the AEGD, Red Hill, Ancaster and Flamborough Employment Areas

#### Outside Settlement Areas

Existing areas located outside the settlement areas, in this case the HIA facility. While not a 'designated employment area' within the meaning of the UHOP, it must be taken into account.

The purpose of this step is to estimate the total jobs that can be accommodated in existing Employment Areas at the *Growth Plan* horizon. For the City of Hamilton, these areas are designated "Employment Area" within the Urban Hamilton Official Plan (UHOP) and include the Bayfront Industrial Area and other central industrial areas as well as greenfield business parks such as the AEGD, Red Hill north and south and the Ancaster and Flamborough Employment Areas. The estimated capacity of these areas to accommodate growth provides the basis for determining Employment Area land need in a subsequent step of the analysis. Based on preliminary analysis, approximately 40 ha of employment area lands are identified for conversion as part of the City's draft Employment Land Review. This amount does not materially affect the results of the LNA. However if the amount of conversion sites increases, there may be a need to offset this loss by providing additional lands to ensure the City's ability to accommodate growth to 2051.

# Section 4: Employment Area Land Need

## Step E4 Calculate capacity of existing Employment Areas

The City of Hamilton’s Employment Area supply is made up of a system of industrial and business park lands including developed industrial areas along the waterfront and vacant greenfield business parks to the south. To reflect variations in the age and character of the different areas, the land supply is further distinguished into five sub-areas:

1. The **HIA Airport facility**, which is located in the Rural Area, outside the designated settlement area. Although not a designated Employment Area within the UHOP, it accommodates employment land employment that must be accounted for;
2. The **Bayfront Industrial Area**, which is treated as a special case given its unique economic base, very low density and potential to distort City-wide averages if not addressed independently;
3. Other **Central Urban Areas**, that are built or largely built including the Stoney Creek Business Park, the East Hamilton, Dundas and Hester Industrial areas and West Hamilton Innovation District (WHID);
4. The **Developing Greenfield Areas**, including the Red Hill, Ancaster and Flamborough Business Parks; and
5. The **Airport Employment Growth District (AEGD)**; which is the City’s major greenfield growth area. It is expected to develop at relatively low employment densities given the strong demand for logistics and distribution facilities. Although the AEGD may have been constrained by servicing to date, strategies to resolve this challenge have been put in place. As an ideal business park location, and with the servicing issues resolved, the AEGD is expected to grow much more rapidly that it has in the past.

The developed industrial areas play a significant role in Hamilton’s economic base, especially the Steel Cluster and associated manufacturing activity. The vacant business park locations in Red Hill, the AEGD and other growing greenfield areas will accommodate the bulk of new industrial development over the planning horizon. The approach to estimating the capacity of these areas to accommodate growth is described next, followed by a series of tables setting out the results of the analysis.



**HIA Airport Facility**  
Outside settlement area

**Bayfront Industrial Area**  
Large, very low density

**Central Urban Areas**  
Established and building out

**Developing Greenfields**  
Established and growing

**AEGD**  
The City’s major new greenfield growth area

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## Section 4: Employment Area Land Need

### Step E4 Calculate capacity of existing Employment Areas

The capacity of existing Employment Areas is estimated by first establishing the 2016 employment base as well as the vacant and occupied land supply available to accommodate growth. The outlook for growth, by area, is determined through a combination of economic analysis and *Growth Plan* policy direction to make more efficient use of vacant and underutilized employment lands. The result is an estimate of the total amount of employment that can be accommodated in existing areas at 2051, which is then compared to the forecast jobs to determine land need. This approach is explained in more detail below.

#### Five-Step Approach to Estimating Capacity of Existing Employment Areas

1. **Estimate 2016 Employment.** Employment in the City's Employment Areas for 2016 is estimated based on information from the City's employment survey, adjusted to align with the 2016 Census employment total and City-wide estimates of employment by type. As discussed, the categorization of employment by type and allocation to *Growth Plan* policy areas is an iterative process.
2. **Determine Land Supply.** The occupied and vacant land supply for each Employment Area is estimated based on information from the City's GIS database. The occupied land supply is required to calculate the 2016 employment area density. The vacant land supply is where most of the designated Employment Area growth will occur, especially in the City's developing greenfield areas and the AEGD. Figures are shown in terms of the **net land area**, based on the City's GIS parcel fabric.
3. **Calculate Current Density.** The net density for each Employment Area is calculated from the 2016 land supply and employment estimated in the previous steps (Table 25);
4. **Establish Growth Outlook.** For built areas (the Bayfront and other central Urban Areas) density is set to increase in accordance with *Growth Plan* policy directions. For newly developing areas (the developing greenfield areas and AEGD) density is set to reflect the types of economic activity anticipated over the horizon to 2051. Growth at the HIA is an allocation to the facility itself, not to the AEGD.
5. **Determine Employment Capacity.** Employment capacity is calculated by applying the density factors in 2051 to the net vacant and occupied land supply. The density of employment area job growth over the 2016 to 2051 period is an output of this calculation.

The results are summarized in the data tables in the following pages.

## Section 4: Employment Area Land Need

### Step E4 Calculate capacity of existing Employment Areas

E4

The estimated 2016 employment by area and LNA category is shown in Table 27 below.

Table 27

#### Step 1: Estimated 2016 Employment by Area

LNA Category		Employment	Share
<b>1. Outside Settlement Area</b>	<i>Airport Facility (HIA)</i>	<b>2,000</b>	3%
<b>2. Bayfront Industrial Area</b>	<i>Bayfront Industrial Area</i>	<b>20,430</b>	31%
<b>3. Central Urban Areas</b>	East Hamilton Industrial Area	5,500	8%
	Stoney Creek Business Park	15,640	24%
	West Hamilton Innovation District (WHID)	2,920	4%
	Dundas Industrial Area	770	1%
	Hester Industrial Area	130	<1%
	<i>Total Central Urban Areas</i>	<b>24,960</b>	38%
<b>4. Developing Greenfield Areas</b>	Ancaster Business Park	4,620	7%
	Flamborough Business Park	1,700	3%
	Red Hill North Business Park	8,150	12%
	Red Hill South Business Park	2,470	4%
	<i>Total Developing Areas</i>	<b>16,940</b>	26%
<b>5. Airport Emp. Growth District</b>	<i>AEGD Employment Area</i>	<b>1,030</b>	2%
<b>Employment Areas Total</b>	City-wide Total from Table 25 (2016 Base)	<b>65,350</b>	100%
	City-wide Urban Total excluding HIA facility	63,350	97%

**Source:** Lorius and Associates estimate, based on City of Hamilton 2016 Employment Survey information for designated Employment Areas and Statistics Canada information on employment by NAICS sector. Employment Area totals are adjusted upwards to a 2016 Census base to account for existing businesses that are 'missed' by the survey. A small additional adjustment is made to account for private contractors (mainly truck drivers and construction workers). May not add due to rounding.

## Section 4: Employment Area Land Need

### Step E4 Calculate capacity of existing Employment Areas

E4

The estimated 2016 land supply is shown in Table 28 below. The 2016 supply for the Bayfront Industrial area does not include intensification potential on the Stelco lands, which is added in the next step.

Table 28

#### Step 2: Estimated 2016 Land Supply by Area (Net ha)

LNA Category	All figures in net ha	Occupied	Vacant	Total	%Built
<b>1. Outside Settlement Area</b>	<i>Airport Facility (HIA)</i>	560	n/a	560	n/a
<b>2. Bayfront Industrial Area</b>	<i>Bayfront Industrial Area</i>	1,340	40	1,380	97%
<b>3. Central Urban Areas</b>	East Hamilton Industrial Area	150	10	160	95%
	Stoney Creek Business Park	515	85	600	86%
	WHID	35	10	45	79%
	Dundas Industrial Area	20	0	20	100%
	Hester Industrial Area	5	0	5	100%
	<i>Total Central Urban Areas</i>	725	105	830	88%
<b>4. Developing Greenfield Areas</b>	Ancaster Business Park	100	105	205	48%
	Flamborough Business Park	65	70	135	48%
	Red Hill North Business Park	150	70	220	69%
	Red Hill South Business Park	105	175	280	37%
	<i>Total Developing Areas</i>	420	420	840	50%
<b>5. Airport Emp. Growth District</b>	AEGD Employment Area	125	725	850	15%
<b>Employment Areas Total</b>	City-wide total	3,160	1,290	4,460	n/a
	City-wide Urban excluding HIA	2,600	1,290	3,900	67%

**Source:** Lorus and Associates estimate, based on City of Hamilton GIS Parcel fabric. Occupied supply is net parcel area. Vacant land supply is adjusted (the "gross-to-net adjustment") at 92.5% for Developing Greenfield Areas and 80% for the AEGD Employment Area. No adjustment is applied to the Bayfront or Central Urban Areas vacant supply (100% parcel).

## Section 4: Employment Area Land Need

### Step E4 Calculate capacity of existing Employment Areas

E4

The estimated 2016 employment density is shown in Table 29 below. The 2016 density for the Bayfront Industrial area does not include intensification potential on the Stelco lands, which is added in the next step.

Table 29

#### Step 3: Estimated 2016 Employment Density by Area

LNA Category		Occupied ha (Table 28)	Employment (Table 27)	Density (jobs/ha)
<b>1. Outside Settlement Area</b>	<i>Airport Facility (HIA)</i>	560	2,000	3.6
<b>2. Bayfront Industrial Area</b>	<i>Bayfront Industrial Area</i>	1,340	20,430	15.3
<b>3. Central Urban Areas</b>	East Hamilton Industrial Area	150	5,500	37
	Stoney Creek Business Park	515	15,640	30
	WHID	35	2,920	82
	Dundas Industrial Area	20	770	45
	Hester Industrial Area	5	130	23
	<i>Total Central Urban Areas</i>	725	24,960	34.6
<b>4. Developing Greenfield Areas</b>	Ancaster Business Park	100	4,620	47
	Flamborough Business Park	65	1,700	26
	Red Hill North Business Park	150	8,150	54
	Red Hill South Business Park	105	2,470	24
	<i>Total Developing Areas</i>	420	16,940	40.5
<b>5. Airport Emp. Growth District</b>	AEGD Employment Area	125	1,030	8.1
<b>Employment Areas Total</b>	City-wide total	3,160	65,350	n/a
	City-wide total excluding HIA	2,600	63,350	24.3

**Source:** Lorus and Associates estimate, based on City of Hamilton 2016 Employment Survey information for designated Employment Areas and Statistics Canada information on employment by NAICS sector. May not add due to rounding.

## Section 4: Employment Area Land Need

E4

### Step E4 Calculate capacity of existing Employment Areas

The next step in the analysis is to forecast growth for the Employment Areas by LNA category, as summarized below. The outlook is based on *Growth Plan* policy directions to increase the density of existing built areas and an expectation of the types of economic activity anticipated in the newly developing areas to 2051. The broad outlook for each of the LNA Employment Area categories is provided below.

#### Outlook Based on *Growth Plan* Policy and Expectations of Future Economic Activity

1. **Airport Facility (HIA).** Employment at the HIA facility (which is separate from the AEGD) is anticipated to double from roughly 2,000 jobs in 2016 to 4,000 jobs in 2051 for the purposes of the LNA. These jobs are not included in the assessment of urban employment area land needs.
2. **Bayfront Industrial Area.** The outlook for the Bayfront area includes the intensification potential of the nearly 800 acre (310 ha) Stelco lands for a mix of new employment, continued growth at the Port of Hamilton facility and the evolution of the existing economic base. Total employment is forecast to increase (on a net basis) by approximately 5,000 jobs to 2051.
3. **Central Urban Areas.** As shown in Table 28, the Central Urban employment areas are nearly fully built-out at 88% occupied. Overall density is set to increase slightly over the forecast period as these areas age and accommodate a wider range of use, and in accordance with *Growth Plan* policy directions to make more efficient use of existing employment areas and increase employment densities;
4. **Developing Greenfield Areas.** The developing greenfield areas are anticipated to build-out at current levels of density, reflecting continued demand for the range and profile of new industrial-type use and economic activities shown by the existing pattern of development. The pattern of new development varies from the redevelopment or reuse of space in older employment areas, which is more complex.
5. **Airport Employment Growth District (AEGD).** The AEGD is anticipated to develop at relatively low densities in a City-wide context over the period to 2051, informed by input from the City's economic development team on recent development activity. The outlook is based on the expectation of demand for increasingly larger and land-extensive goods movement facilities to support the needs of e-commerce, as well as new manufacturing jobs: but with more automation and fewer workers compared to the past.

The results for the LNA categories are discussed in more detail in the sections that follow.

## Section 4: Employment Area Land Need

### Step E4 Calculate capacity of existing Employment Areas

E4

The current and forecast density factors are summarized below in Table 30. As shown, overall City-wide density increases from an estimated 24.3 jobs/ha in 2016 to 29.4 jobs/ha in 2051.

Table 30

#### Estimated 2016 and Forecast 2051 Employment Area Density

LNA Category (density figures in jobs per net ha)	2016	2016-2051	2051
1. Employment Areas Outside Settlement Area (HIA)	3.6	n/a	7.2
2. Bayfront Industrial Area	15.3	n/a	18.4
3. Central Urban Areas	34.6	38.0	35.0
4. Developing Greenfield Areas	40.5	41.5	41.0
5. Airport Employment Growth District	8.1	33.8	30.0
City-Wide Employment Area Total (excluding HIA)	24.3	39.5	29.4

**Source:** City of Hamilton 2016 Employment Survey and land supply information. Density figures shown for the 2016-2051 reflect density of growth on new lands so are not shown for the HIA or Bayfront, where growth is all intensification.

Density for the Bayfront Industrial area increases from 15.3 jobs/ha to 18.4 jobs/ha as a result of the nearly **5,000 net new jobs added** to reflect the potential for redevelopment on the Stelco lands and continued growth at the Port of Hamilton. The density of the Central Urban Areas is set to increase, in accordance with *Growth Plan* directions for employment intensification. The density of Developing Greenfield Areas is set to remain essentially stable, increasingly marginally over the period to 2051.

The density for the AEGD reflects a pattern of development characterized by large distribution and logistics facilities along with some manufacturing uses. A density of 30 jobs/ha translates into an average of 140m<sup>2</sup> per employee at between 35-40% site coverage, with very limited office and population-related employment. This distribution is in accordance with the AEGD Secondary Plan policy directions to support the downtown UGC as the City's pre-eminent centre for commercial and office development. A lower average space per employee rate (i.e. higher density) is used for the City's 2019 DC work (1,200 sq.ft. or 110m<sup>2</sup> per employee) because it includes all types of industrial employment on a City-wide basis.

## Section 4: Employment Area Land Need

### Step E4 Calculate capacity of existing Employment Areas

The resulting capacity estimates for the existing Employment Areas are shown in Table 31 below. On a City-wide basis, the current land **supply can support approximately 114,420 jobs at full built-out** (excluding the HIA facility). No long-term vacancy factor has been explicitly incorporated into the analysis.

Table 31

#### Estimated 2051 Capacity of Existing Employment Areas

LNA Category	2016	2016-2051	2051
1. Employment Areas Outside Settlement Area	2,000	2,000	4,000
2. Bayfront Industrial Area	20,430	4,960	25,390
3. Central Urban Areas	24,960	3,910	28,870
4. Developing Greenfield Areas	16,940	17,640	34,570
5. Airport Employment Growth District	1,030	24,560	25,590
City-Wide Employment Area Total (2016 base from Table 25)	65,350	53,070	118,420
City-wide total excluding HIA	63,350	51,070	114,420

**Source:** Lorius and Associates estimate, based on City of Hamilton 2016 Employment Survey information for designated Employment Areas and Statistics Canada information on employment by NAICS sector. May not add due to rounding. Employment for areas outside settlement areas is rounded and shown for illustrative purposes only.

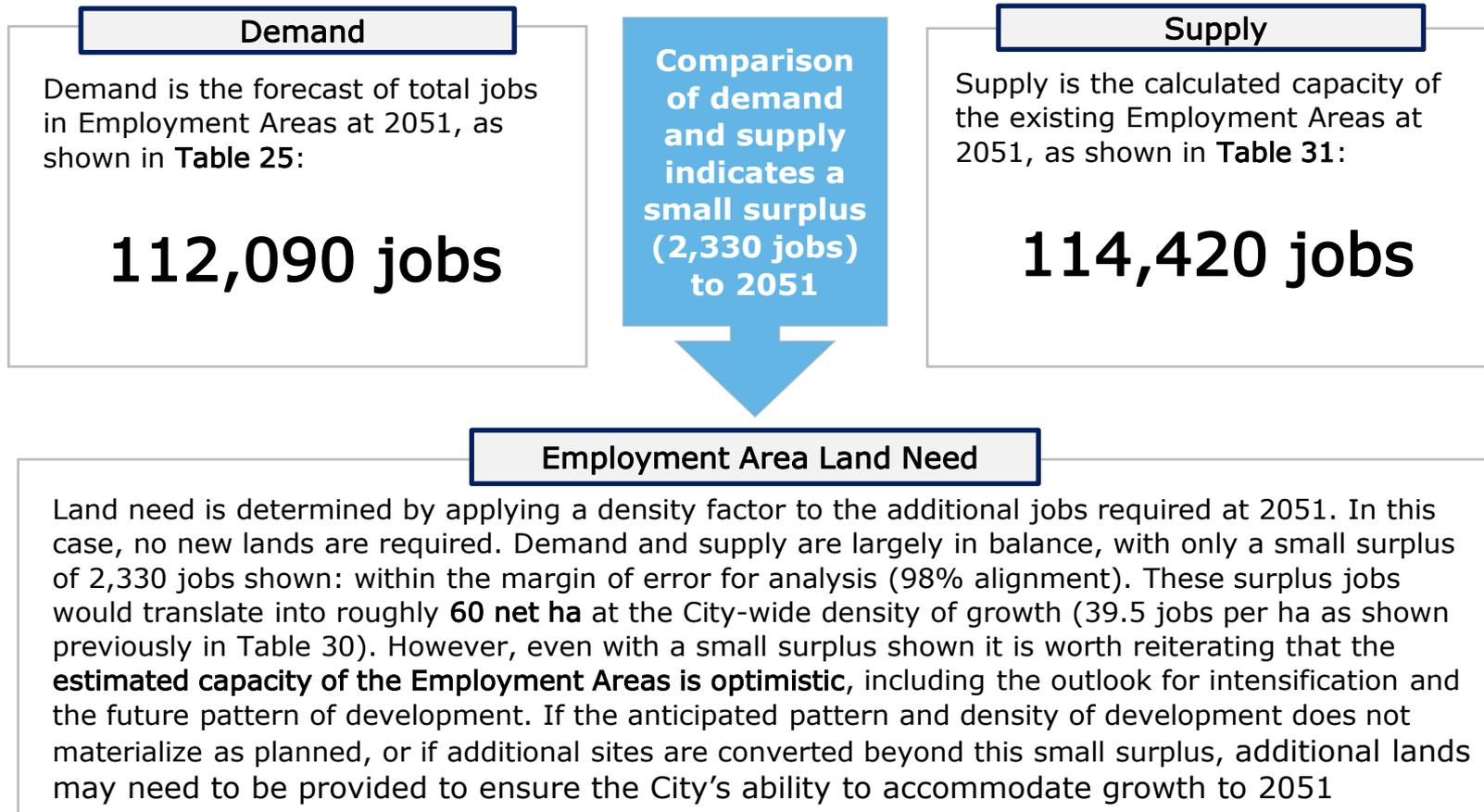
The estimated capacity of existing Employment Areas shown above is optimistic. The outlook for the Bayfront anticipates net new job growth after accounting for declines in the existing base. The almost fully-developed Central Urban Areas are set to grow in employment whereas the experience of most other communities (except the City of Toronto) has been one of stability to decline over time. New jobs are added, but others are lost due to economic change and redevelopment to non-employment uses. As such, the analysis implicitly incorporates a certain amount of employment intensification. The analysis also assumes the full use of the designated land supply: 100% development, which is aggressive from a market perspective. As such, the above analysis anticipates a very efficient use of the employment area land and building supply over time, in accordance with the broad economic outlook and *Growth Plan* policy directions to increase employment densities.

## Section 4: Employment Area Land Need

### Step E5 Establish Employment Area land need

E5

Similar to Community Area land need, forecast demand and calculated supply are brought together in the final step of the analysis for Employment Area land needs. The output is a conclusion as to whether there is a sufficient amount of land in settlement areas to accommodate forecast growth to the *Growth Plan* horizon at 2051. In this case, supply and demand are in balance over the period to 2051.



## Section 5: Conclusions

### Reconciling results of the analysis

As discussed in Section 3, the Community Area analysis shows a range of land need depending on the intensification target and density factors applied to the scenarios. Land need is highest under the *Current Trends* and *Growth Plan Minimum* scenarios and land need is lower under the *Increased Targets* and *Ambitious Density* scenarios. As discussed in Section 4, the Employment Area analysis shows that supply and demand are in balance over the period to 2051, with only a small surplus shown.

#### Community Area 1,340 to 3,440 ha Required

Community Area land need ranges from **1,340 ha** under the *Ambitious Density* scenario to **3,440 ha** in the *Current Trends* scenario. A land need of **1,630 ha** is shown for the *Increased Targets* scenario, which envisions a denser pattern of new residential development while still maintaining an aggressive target for intensification.

#### Employment Area No New Lands Required

Supply and demand for Employment Area lands are in balance, with no additional lands required for current planning purposes. Comparing a total **demand of 112,090 jobs** to a calculated capacity of **114,420 jobs** suggests a small surplus over the period to 2051; approximately 60 net ha or 150 net acres.

These results are best estimates based on available information and the mandated method for the LNA set out by the Province. The results could change based on new information or a different approach to the analysis. And, as noted in the introduction, the City of Hamilton continues to engage with Provincial staff to review the results of the GRIDS 2 update. A process of public consultation will also be undertaken as part of the approval process for the MCR and implementing OPA(s). As a result, the results of the LNA summarized in this Technical Working paper may be subject to revision depending on the feedback received through the process of public consultation and Provincial review. In particular, the results may need to be revisited at the MCR OPA stage to update for new information such as building permits, housing completions or other economic factors that may have changed. However, under any of the land need scenarios, some level of greenfield expansion will be required to 2051.

## Section 5: Conclusions

### Consultation, review and next steps

The purpose of this Technical Working Paper is to provide the results of our assessment of urban land needs over the period to 2051. The analysis has been undertaken in accordance with the *Growth Plan* (2019, as amended) and mandated Provincial method for completing the analysis. Depending on the scenario that is ultimately endorsed by Council, further analysis will need to be undertaken by the City to implement the associated greenfield density and intensification figures.

The *Increased Targets* and *Ambitious Density* scenarios, in particular, are based on elevated intensification targets (beyond the minimum *Growth Plan* requirement) and a progressively denser pattern of ground-related housing over the planning horizon. From a market perspective, both scenarios may be a challenge to achieve towards the end of the period to 2051 as the supply of greenfield lands become increasingly constrained. As such, careful monitoring and reporting on progress will be required to ensure a balanced housing supply is made available to accommodate all housing market segments.

Further analysis will also be required from an employment perspective, especially in light of the conclusion that no additional lands are required. Rather than determining the preferred location of a new employment area, the strategic objective under these circumstances is to encourage the most efficient use of the existing land base. To encourage the most efficient use of the occupied supply, intensification must be facilitated especially in the developed central urban employment areas. To encourage an efficient use of the vacant land supply, higher intensity employment uses must be encouraged through a combination of land use planning permissions and incentives for new users to adopt high quality building standards. This objective will be a particular challenge to achieve in the AEGD, where demand is expected to be strong for relatively low-density goods movement and logistics facilities, along with some new manufacturing uses.

Through the upcoming process of review and consultation, it is also likely that additional questions will arise and further information requests will be made regarding the LNA and its implications for the MCR and GRIDS2. The City will have the opportunity to address these and other land needs-related matters as it moves forward with the process of consultation and Provincial review.





**City of Hamilton Residential Intensification  
Market Demand Analysis**  
March 2021

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# Section 1: Introduction and Background

The City of Hamilton has retained Lorus and Associates, in association with Hemson Consulting Ltd., to undertake an analysis of long-term demand for residential intensification. The market demand analysis is required to support the City's assessment of intensification potential, the update of the Growth Related Integrated Development Strategy (the GRIDS 2 update) and the Municipal Comprehensive Review (MCR) for the period to 2051.

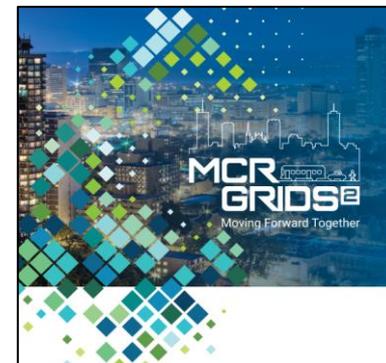
## 1.1 Purpose of the Assignment

The purpose of the assignment is to prepare a forecast of demand for residential intensification and provide commentary on an appropriate intensification target for the City. The results will be used for the GRIDS 2 update and as input to the Land Needs Assessment (LNA) required for the MCR as well as the outstanding appeals of the Urban Hamilton Official Plan (UHOP). The forecast of future demand will also be taken into consideration by staff and Council in their determination of whether an alternative target should be sought in accordance with the *Growth Plan for the Greater Golden Horseshoe: A Place to Grow (Growth Plan, 2020)*.

## 1.2 Planning for Intensification

Encouraging residential intensification is a key City and Provincial planning objective. The *Growth Plan* states that by the time the next MCR is approved and in effect, and for each year after, a **minimum of 50%** of all residential development occurring annually over the period to 2051 will be within the delineated built-up area.

For Hamilton, this rate of intensification equates to **nearly 1,800 units annually**, which is **more than double** the historic level of such development that has occurred over the past decade. The *Growth Plan* rule provides direction on the proportion of new residential development that is to occur through intensification within a specified geographic area and refers to a **total number of new units added**, but not number of people, overall density, specific unit types or units gained or lost through changes in occupancy of the existing stock.



## Section 1: Introduction and Background

For Hamilton, the intensification target is higher than currently set in the UHOP (40% of new residential units). The target also exceeds the historic rate of intensification in the City, which averaged around 33% between 2008 and 2016, as shown at right. In the 2016-2019 period the rate of intensification increased to 38% although the market was paused somewhat as a result of the COVID-19 Pandemic lockdowns in early 2020.

The primary purpose of the *Growth Plan* intensification target is to reduce the amount of lands developed in greenfield locations. However, intensification is also embedded in many other important City planning objectives including:

- Supporting increased levels of transit ridership, in particular the **GO Stations** and **BLAST network**;
- The development of **complete communities** that provide a full range of housing types as well as employment opportunities, local retail stores, public service facilities and transportation options; and
- Delivering higher levels of **urban amenity** and more active and animated streetscapes to the marketplace, especially in the downtown and other nodes and corridors identified in the UHOP. Moreover, in older areas where population may be declining intensification can deliver the new units required to **maintain local service levels** for schools, retail and health care.

From an urban land needs perspective, the Provincial intensification requirement means that it is necessary to plan for a long-term shift in housing demand towards higher density residential units. This shift in demand, in turn, has the effect of reducing the balance of units to be allocated to the City's designated greenfield areas. As a result, the mandated intensification target has **City-wide growth planning implications**, in particular for the amount of additional land outside the existing urban area that may be required by 2051 and for the different types of units available to satisfy future demand.

City of Hamilton Estimated Rate of Intensification	
Year	Rate
2008	38%
2009	35%
2010	28%
2011	34%
2012	25%
2013	32%
2014	36%
2015	42%
2016	28%
2017	26%
2018	50%
2019	46%
<b>2008-2011</b>	<b>33%</b>
<b>2011-2016</b>	<b>33%</b>
<b>2016-2019</b>	<b>38%</b>
<b>2008-2019</b>	<b>35%</b>

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Source: City of Hamilton (housing starts)

# Section 1: Introduction and Background

## 1.3 Defining Intensification

Residential intensification occurs across a range of built forms and within both urban and suburban settings:

- From a **built form** perspective, the majority of residential intensification occurs in higher-density rowhouse and apartment units. Occasionally some intensification occurs through single and semi-detached units on remnant greenfield sites or through smaller-scale infill.
- In terms of **location**, intensification tends to be focussed within the built-up urban area, including in downtowns and waterfronts, along main streets and around transit nodes, at the edges of older industrial or commercial areas (referred to as “Brownfields” or “Greyfields”) and within older existing residential communities.
- Suburbs can also be ‘retrofitted’ to increase density, for example through the development of underutilized or ‘leftover’ large lots for new single detached units or row housing. There is also an emerging trend towards the redevelopment of existing large format (“Big Box”) retail centres for a mix of uses including significant high-density residential.

In this sense, intensification can occur in traditional ‘greenfield’ locations for both ground-related housing as well as the high-density, mixed-use forms typically envisioned for the Urban Growth Centres (UGC) or other parts of the older urban fabric such as the City’s nodes and corridors. So, while the term “intensification” and “*Growth Plan* target” tend to be used interchangeably, they are not exactly the same. The *Growth Plan* target applies to the total new units within the built-up area. Intensification is defined as a net increase in the number of dwelling units whether it is infill or redevelopment units. The vast majority of units added inside the built-up area will be “true” intensification from a built-form perspective (i.e. row house and apartment units) but some intensification will also occur outside the built-up area on designated greenfield lands.

## Key Concepts

### Housing Unit Types

Apartments include both rental and ownership (“condo”) forms. Row houses include traditional townhouses and multiple street/block towns joined side-to-side or back-to-back, with no other dwellings above or below.

### The Built-up Area

The “built-up area” is defined and mapped as the area that was already built when the 2006 *Growth Plan* first took effect. It is illustrated on the map on the following page.

In the City of Hamilton, the built-up area included a number of larger vacant, underutilized or remnant ‘greenfield’ sites that have since developed with a range of housing unit types.

The remaining supply of these parcels is limited and distinct from what the City refers to as the “**built-up boundary holes**”: areas that are physically within the City’s built-up area but identified under the *Growth Plan* as part of the Designated Greenfield Area (DGA).

# Section 1: Introduction and Background

## 1.3 Defining Intensification – The Built-Up Area



Source: Urban Hamilton Official Plan Appendix G - Boundaries Map

# Section 1: Introduction and Background

## 1.4 The COVID-19 Pandemic

This report was prepared during the COVID-19 Pandemic, which is having severe and far-reaching global economic impacts. All economic sectors have been affected, some more so than others, and the full extent of the pandemic's social and economic impact is yet to be seen.

In discussing potential impacts, it should be noted that there is no experience with an economic recession of this origin, magnitude or speed of contraction anywhere in the world in recent times, making the nature of the recovery speculative no matter the source. Significant events of this type – major wars or epidemics (without lockdowns) – have typically heralded periods of major social and economic change in all parts of society.

There is uncertainty over how quickly the economy will return to pre-pandemic conditions. Many of the economic factors driving intensification have also been negatively affected, above all being the available income to purchase housing in a period of high unemployment, reduced incomes and steadily declining savings for many households. The short-term attractiveness of urban locations throughout the Greater Toronto and Hamilton Areas (GTHA) may be further compromised by the appearance of blight created by the many street front businesses that remain closed and uncertainty if they will reopen as before.

Nevertheless, the long-term economic outlook for the GGH and the City of Hamilton remains positive, albeit with a significant unanticipated pause in the current period. According to the updated *Growth Plan* forecasts prepared by Hemson Consulting Ltd., the GGH economy is evolving into a global economic powerhouse. It will remain very attractive to newcomers, mainly international migrants that are the primary source of population growth in the GTHA. Over the long-term, continued population growth will drive strong demand for all types of housing, including residential intensification.



# Section 1: Introduction and Background

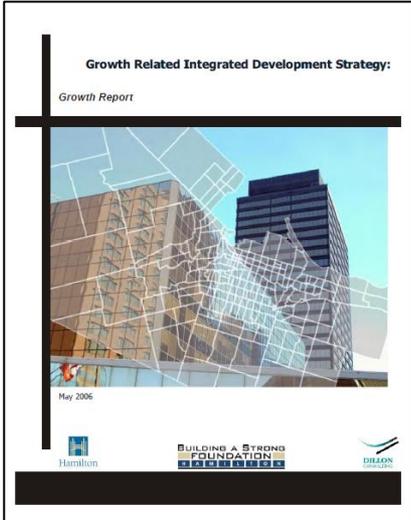
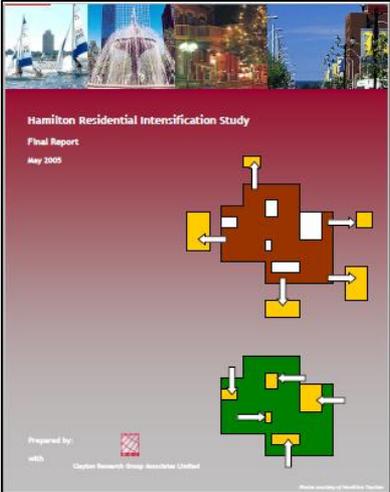
## 1.5 Context and Approach to the Analysis

Notwithstanding the economic pause arising from the COVID-19 Pandemic, the last five years have shown a significant acceleration of market interest in the City of Hamilton. Strong residential and non-residential building activity, rising real estate values and several high-profile projects in both the downtown and on the waterfront are among the major indicators of this shift. The City’s burgeoning arts, culture and Creative Industries (especially film) also speaks to an emergent dynamic of renewal from an urban lifestyle perspective and bodes well for the long-term demand for residential intensification.

The forecast of demand for intensification is prepared within the context of the long-term regional growth outlook and the City’s well-documented resurgence as a significant economic and cultural centre within the Greater Golden Horseshoe (GGH). Broad economic, demographic and other market demand-side factors are taken into account and supplemented by feedback from industry stakeholders, the City of Hamilton staff and members of Council.

For the purposes of this assignment, intensification is considered to be all new units within the built-up area and will be mostly apartment and rowhouse units, with only limited infill of lower density ground-related housing forms. The main source of this latter type of development is likely to be remnant greenfield sites or other small-scale infill opportunities.

Since the specific amount, timing and location of intensification activity can be difficult to predict, the approach is to model a range of market demand outlooks. The result is a “Current Trends”, “High” and “Low” forecast of market demand and commentary on the areas within the City where intensification is expected to occur. It is important to note that the approach is to provide a long-term demand outlook for land use planning purposes. The report is not intended to address short-term demand for specific unit types, pricing or sales nor provide a site-by-site analysis of market redevelopment potential.



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# Section 1: Introduction and Background

The report that follows provides the results of our review and analysis including the anticipated amount, timing and general location of development within the City of Hamilton. It is structured into five main sections:

- **Section 1** sets out the purpose of the assignment, key planning considerations, definitions and the context and approach to the analysis;
- **Section 2** describes the major trends and factors driving the demand for intensification, including economic factors, age structure, land supply, housing cost and affordability and lifestyle preferences;
- **Section 3** provides an overview of the City of Hamilton within this context, including the expanding role of the City in the broader metropolitan economy, the role of greenfields and intensification in accommodating growth and local real estate and housing market factors;
- **Section 4** describes the forecast demand for intensification, including the overall growth outlook for the GGH and City of Hamilton. A range of demand outlooks are described, including a Current Trends, High and Low forecast reflecting changes in Hamilton's relative attraction for intensification from a broader market perspective; and
- **Section 5** provides our conclusions and recommendations including the broad areas of the City where future demand can be expected to occur and an appropriate intensification target over the period to 2051. Commentary is also provided on the implications of higher targets for the current LNA, GRIDS 2 update and MCR process.

Introduction and Background



Major Trends and Factors Driving Intensification



The City of Hamilton in Context



The Demand Forecast



Conclusions and Recommendations

## Section 2: Major Trends and Drivers of Intensification

The major trends and drivers of demand for residential intensification include: **economic factors** that drive housing demand overall; **age structure** (demographic and lifecycle factors) that largely dictates housing choice by unit type; and **housing supply**, which determines options available to consumers and, in turn, **housing cost and affordability**. Finally, changing **lifestyle preferences** has increased demand for denser, well-serviced urban areas with a concentration of amenities and transit access, which influences the location and type of intensification that occurs throughout the metropolitan region.

1	<b>Economic Factors</b>	Continued economic expansion, job growth and real estate investment has driven strong population growth and demand for housing units overall in the Greater Toronto and Hamilton Area (GTHA).
2	<b>Age Structure</b>	Housing choice is closely tied to age structure. Recent growth has included a high share of younger adults (15-29 years old) that typically occupy apartment units. There is also a large number of existing older adults (30 -75 years) that typically occupy larger, family-sized units.
3	<b>Housing Supply</b>	Housing supply determines the options available to satisfy consumer demand. Since 2006, a number of factors have limited the options available to satisfy all segments of the housing market, especially larger family-sized units.
4	<b>Housing Cost and Affordability</b>	Strong demand in relation to supply has contributed to increased housing costs and affordability strains which, in part, have led to a shift to smaller housing units and more people living in denser, more affordable housing forms.
5	<b>Lifestyle Preferences</b>	A growing preference for cosmopolitan lifestyles and quality of life considerations has increased demand for well-serviced urban areas and interest in amenity-rich work environments as a tool to attract skilled labor. These trends have played a major role in the significant concentration of development in downtown Toronto and emergence of large scale intensification in the City of Mississauga, southern York Region, and, more recently, in the City of Hamilton.

# Section 2: Major Trends and Drivers of Intensification

## 2.1 Economic Factors Driving Overall Housing Demand

The Toronto region economy continues to grow, especially in technology and other knowledge-based industries. This strong economic performance fosters continued in-migration, which drives growth in population and overall housing demand.

### Economic Region Continues to Perform Well

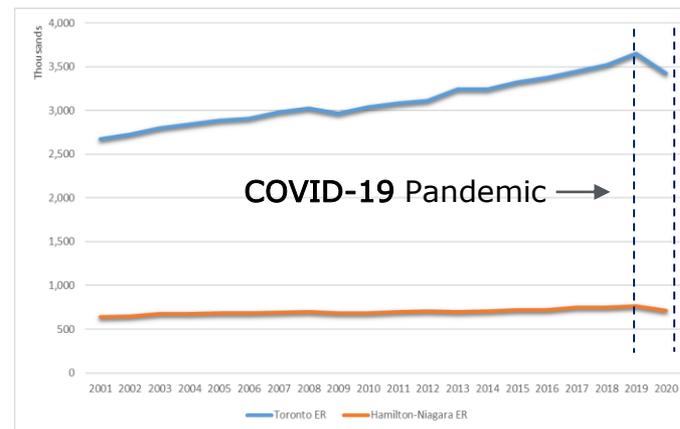
As shown in Figure 1, the Toronto Economic Region has grown steadily over time, to a total of over 3.6 million jobs in 2019. The Hamilton-Niagara Economic Region has also increased from just under 640,000 jobs in 2001 to over 765,000 jobs in 2019. After 2019, employment declined due to the abrupt changes brought about by COVID-19 Pandemic. As shown in Figure 2, most of the historic growth within the GTHA has been in the regions of York and Peel and the City of Toronto. The City of Hamilton has played a somewhat more limited role to date.

### Long Term Growth Outlook Remains Positive

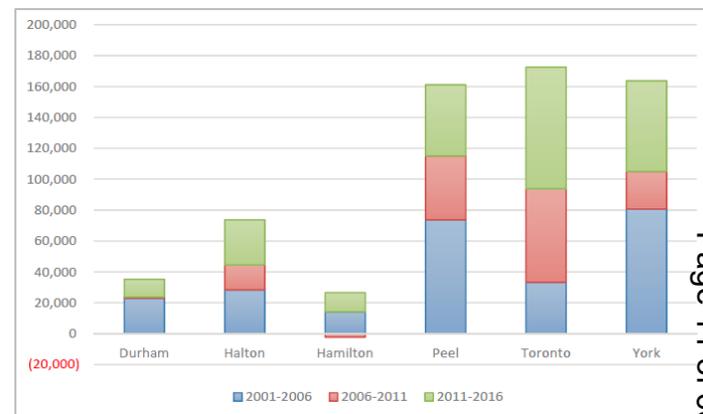
There is no question that the COVID-19 Pandemic is likely to have significant long-term economic consequences. Some of the sectors that face the steepest path to recovery include travel and tourism, conventions, retail restaurants and print media.

Notwithstanding these impacts, however, the long-term growth outlook remains positive. In general, both the GTHA and Outer Ring are anticipated to experience rates of long-term economic growth sufficient to absorb the expanding labour force created through migration. This expectation is consistent with the Ministry of Finance's *Ontario's Long Term Report on the Economy* (2017) which remains a sound economic outlook.

**Figure 1:** Historic Employment in Toronto and Hamilton-Niagara Economic Regions (ER)



**Figure 2:** Distribution of Employment Growth in the GTHA (Census 2001 – 2016)



**Source:** Figures 1 and 2 Hemson Consulting Ltd. based on Statistics Canada Information by municipality and defined Economic Region

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# Section 2: Major Trends and Drivers of Intensification

## 2.1 Economic Factors Driving Overall Housing Demand

### GTHA Evolving to a Modern Service-Based Economy

The GTHA economy continues to grow rapidly in professional services and other knowledge-based activities that tend to cluster in urban areas. Increased automation, Artificial Intelligence (AI) and other advances in the digital economy have led to an increased demand for high-skilled jobs, as illustrated by the pattern of growth in employment by skill level shown in Figure 3.

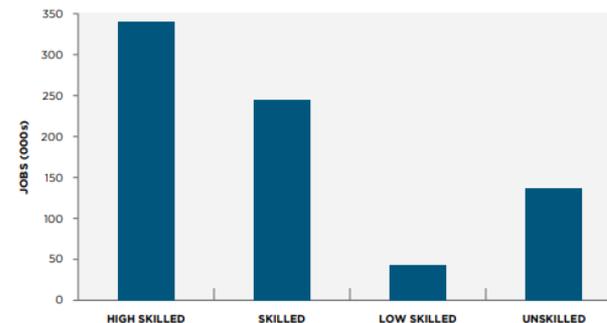
### Migration Driving Growth in Population and Housing

The scale and nature of job growth historically has made Canada and the GTHA very attractive for migration, especially international immigration. Continued in-migration will drive growth in population and the resident labour force and, in turn, demand for new housing. Notwithstanding short-term COVID-19 impacts, net international migration to the GTHA is forecast to increase steadily over the period to 2051, as shown in Figure 4.

### Other Factors Have Also Contributed to Demand

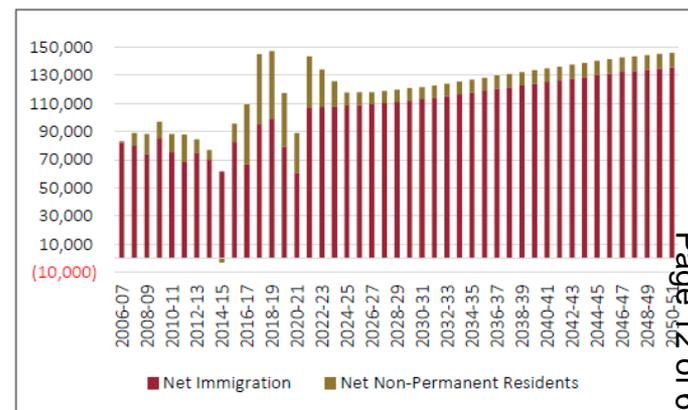
In addition to broader demographic forces, a decade of steady income growth and low interest rates has increased the buying power of residents and, in turn, demand for housing and housing prices. **The rise of housing as an investment vehicle** and the sharing economy has further boosted demand, including short term rental platforms that are concentrated in central city areas and (until very recently) continue to grow. Notwithstanding short-term COVID-19 impacts, the overall price and demand for housing is expected to remain high in a North American context.

**Figure 3:** Change in Employment by Skill Level, GGH, 2001–2014



**Source:** Neptis Foundation and Metropole Consultants: *Planning the Next GGH*, November 2018

**Figure 4:** Net International Migration to the GTHA, 1996-2051



**Source:** Hemson Consulting Ltd., 2020, *Greater Golden Horseshoe: Growth Forecasts to 2051*

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# Section 2: Major Trends and Drivers of Intensification

## 2.2 Demographic Factors Influencing Demand by Unit Type

Age structure is the main determinant of housing demand. While there have been some recent changes in the occupancy patterns of young adults and the elderly, the long-term market is still dominated by larger, family-sized units for the 30-75 year age group.

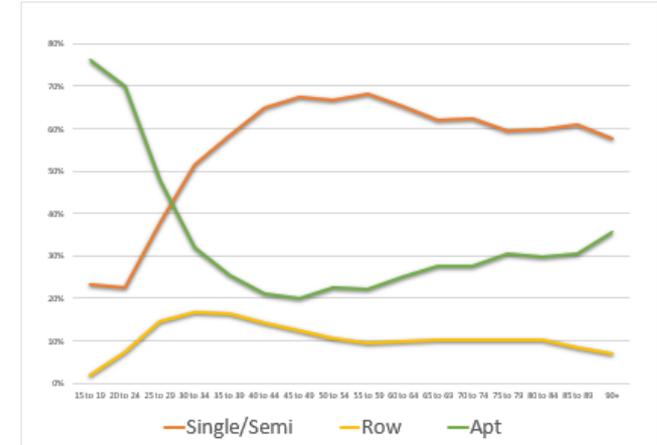
### Housing Choices Are Closely Tied to Lifecycle Patterns

As illustrated by Figure 5, housing demand follows an established pattern, typically beginning with young adults in apartments. After family formation, housing preference shifts to larger units (single and semi detached, rowhouse). The pattern moves back to apartments later as empty-nesters downsize and more single-person households are formed through divorce or widowhood.

Over the last 20 years, household formation for young adults has declined somewhat as they stay at home longer and occupy apartments for longer. As well, seniors have been staying in their homes longer before downsizing, which reduces the supply of larger family-sized units for other generations. Little else has changed for the large group of residents between the age of 30 and 75 that tend to demand larger family-sized units.

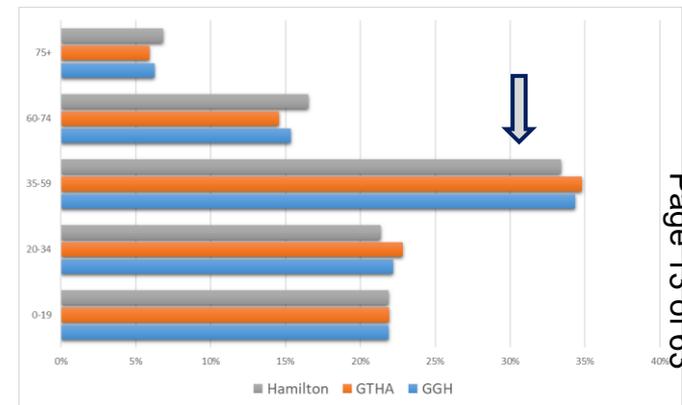
As shown in Figure 6, the largest age group in the GTHA is in peak years for family households and peak demand for new ground-related housing (Figure 5) most of which is accommodated in more traditional greenfield areas. Although an important goal, the provision of new 'family-friendly' apartments (typically 3-bedroom units) remains limited for most municipalities, including Hamilton, where very few large new units are being built. Most new high-rise projects are focussed on smaller units.

**Figure 5:** Housing Occupancy Patterns by Age Group, City of Hamilton, 2016



Source: Hemson Consulting Ltd.

**Figure 6:** Share of Current Population by Age Structure 2019



Source: Hemson Consulting Ltd.

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# Section 2: Major Trends and Drivers of Intensification

## 2.2 Demographic Factors Influencing Demand by Unit Type

### Long-Term Market is Dominated by Ground-Related Housing Demand

Housing demand by type continues to be driven strongly by young families seeking ground-related housing units. Of course, some households will make different choices reflecting their specific economic circumstances or family structure. However, the dominant housing form choices of the broader population are well-established.

Within this context, the shift in demand to higher density housing is of note, especially the surge of demand for high-rise apartment development in downtown Toronto. Recently, however, this trend has begun to moderate in response to the COVID-19 Pandemic. The high cost of housing coupled with a rise in remote work has led to a short-term increase in demand and prices for new homes in nearby markets, especially the City of Hamilton, Guelph and Kitchener-Cambridge-Waterloo. A rebound in apartment demand can be expected as the economy recovers around mid-2023.

Over time, as younger adults age and start families, many will continue to opt for increased space and amenity of larger family-sized units, including traditional suburban ground-related housing. These residents will join the already large mass of population entering peak family-formation. In addition, the turnover of units to younger families is reduced as the elderly remain in their homes longer, further driving demand for new and larger family-sized units to accommodate population growth.

Age structure is by far the best predictor of demand for households and specific housing unit types. As the population continues to age, pressure for more ground-related housing can be expected especially from 'millennials', which are the largest and fastest growing demographic group in the GTHA and just entering their family forming years.



**Ground-Related Housing**  
Generally refers to housing that is accessible from the ground. It includes all housing that is not an apartment unit, including larger family-sized units



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## Section 2: Major Trends and Drivers of Intensification

### 2.2 Demographic Factors Influencing Demand by Unit Type

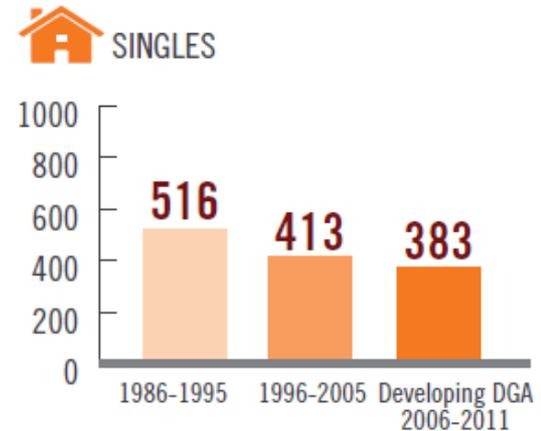
#### Density and Location of Family-sized Units is Shifting

From a demographic perspective, demand for larger family-sized housing has been consistent. What has shifted, however, is the lot size, density and location of demand for those units:

- As shown in Figure 7, there has been a trend of declining lot sizes for single-detached housing. At the same time, unit sizes on those lots have increased as the market moved to a denser and more affordable ground-related product. There is anecdotal evidence that lot sizes have continued to decline since 2011.
- Within the ground-related market, row houses have also been a growing share over time including “maisonettes”. From a pricing perspective, other things being equal, rowhouses tend to be more affordable as starter homes than single-detached units and about the same cost as a much smaller apartment; and
- There is a continuing trend of rapid residential growth outside Toronto in the ‘905’ communities. In recent years, this growth has been moving even further afield (some would say “leap-frogging” defined as non-contiguous development beyond established urban centres) to communities within the extended commuter shed of the GGH: a trend that may be accelerated by the COVID-19 Pandemic and worsening housing affordability. As shown in Figure 6 previously, the largest age group in the GTHA is in peak demand for new ground-related housing.

What these trends suggest is that consumers continue to trade travel time and financial savings for affordable ground-related, family-sized units. Where this demand outstrips the available housing supply, the market tends to respond by providing denser ground-related forms or moving location, rather than shifting into high-rise apartment units.

**Figure 7:** Inner-Ring Median Developing Lot Sizes in the DGA (Square Metres)



**Source:** Performance Indicators for the *Growth Plan for the Greater Golden Horseshoe*, 2006. Ministry of Municipal Affairs and Housing, 2015

*“The high price tags for new and resale homes in Toronto [have] made commuter-friendly and nearby [Census Metropolitan Areas] CMAs such as Oshawa, Hamilton, St. Catharines-Niagara, Guelph and Kitchener-Cambridge-Waterloo increasingly popular among home buyers, due to their overall affordability.”*

**Source:** *Recent trends in new house prices in the Greater Golden Horseshoe Region*. Statistics Canada 2018

## Section 2: Major Trends and Drivers of Intensification

### 2.3 Housing Supply

Since 2006, the *Growth Plan* has sought to shift the pattern of growth in the GGH towards more compact urban forms through policy intervention. The policy changes introduced by the *Growth Plan*, among other factors, have led to delays in bringing new supply to market and, in turn, affected options available to satisfy demand. The planning policy context is evolving to address this challenge, including Bill 108 and a growing interest in “missing middle” housing forms.

#### *Growth Plan* Seeks to Contain Greenfield Development

From its inception in 2006, the *Growth Plan* has sought to limit the amount of new urban lands developed for greenfield development. The primary mechanism to achieve this objective is to shift growth from greenfield areas to higher levels of intensification – implemented with the requirement that a specific share of growth (a minimum of 50% of new housing units) be accommodated in the built-up area. The intended effect is to shift the housing market overall towards medium and higher density forms by limiting the number of ground-related units accommodated on greenfield lands. These *Growth Plan*-related shifts are long-term and will affect the market and pricing over time.

#### Process for Getting New Land to Market has Been Delayed

The *Growth Plan* also introduced new requirements for official plan reviews and boundary expansions, which can take upwards of 10 years. The lengthy process required to complete the necessary requirements has generally extended the approvals cycle for urban boundary expansion and, in turn, delayed the provision of short-term supply for ground-related housing in greenfield areas.

As an example, most municipal conformity exercises for the 2012 *Growth Plan* Schedule 3 forecasts have yet to be completed. There is also anecdotal evidence of developers holding back serviced lot supply as part of their internal phasing plans, further delaying the delivery of new land to market.



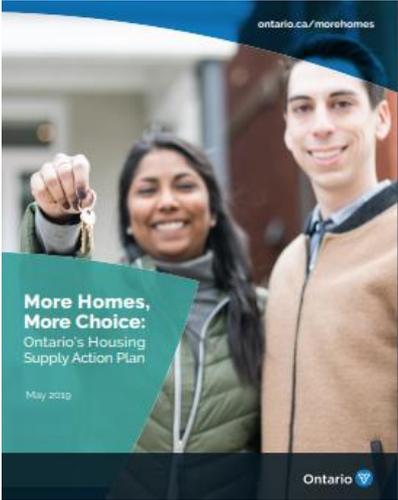
# Section 2: Major Trends and Drivers of Intensification

## 2.3 Housing Supply

### Planning Policy Context is Evolving

At current housing prices, many households in the GTHA simply cannot afford to participate in the ownership market, especially millennials. Housing affordability is also a key factor driving out-migration from the GTHA to the outer ring: a trend that may be accelerated by the COVID-19 Pandemic. To the extent that housing supply has some bearing on price and affordability, planning policy is evolving to address this challenge:

- The *More Homes More Choice Act* (“Bill 108”) and related initiatives were put in place in June, 2019 in order to, among other matters, streamline the approvals process and boost housing supply;
- In August 2020 the Province released a new land needs assessment (LNA) methodology as part of Amendment 1 to the *Growth Plan* (2019). The new LNA method adopts a much more ‘market-based’ approach, directing municipalities to ensure that sufficient land is available to accommodate all segments of the housing market and avoid shortages that would drive up land cost; and
- There is a growing interest in the “Missing Middle” housing market to address the affordability challenge including larger, family-sized units. The Missing Middle refers to the range of housing types between traditional single-detached houses and high-rise apartments that have gone ‘missing’ from many large cities, including the GTHA. These include ‘family-friendly’ units in low and mid-rise apartment forms, laneway housing, garden and courtyard apartments, multiplex structures, live/work units and residential units above commercial businesses.



*“Large [single-family] homes and tiny condos only work for some people. We need a mix of housing types – such as multiplexes, low- and midrise apartments – and sizes, like condos that are large enough for families.”*

Source: *More Homes, More Choice. Ontario's Housing Supply Action Plan, May 2019*

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# Section 2: Major Trends and Drivers of Intensification

## 2.4 Housing Cost and Affordability

Strong demand in relation to supply has driven the cost of housing to record levels and affordability remains a serious challenge for most potential buyers. Over the last 15 years, this affordability challenge has encouraged a broad shift towards medium and higher density housing forms throughout the GTHA.

### GTA Housing Prices Have Reached Record Levels

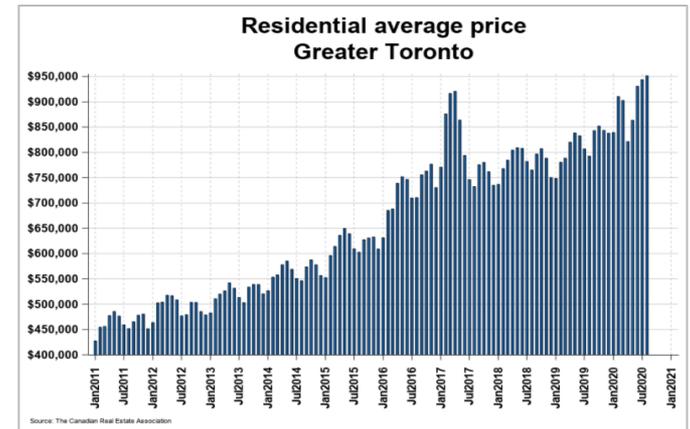
The average cost of housing in the GTA has increased to record levels. As shown in Figure 8, prices peaked in 2017 and then corrected, partly due to measures put in place to cool the market through the Fair Housing Plan and tightened mortgage regulations (the 'stress test') which led to reduced purchasing power for most potential borrowers. A similar pattern has occurred in Hamilton, with average home prices now also at historic highs.

### Affordability has Become a Serious Challenge

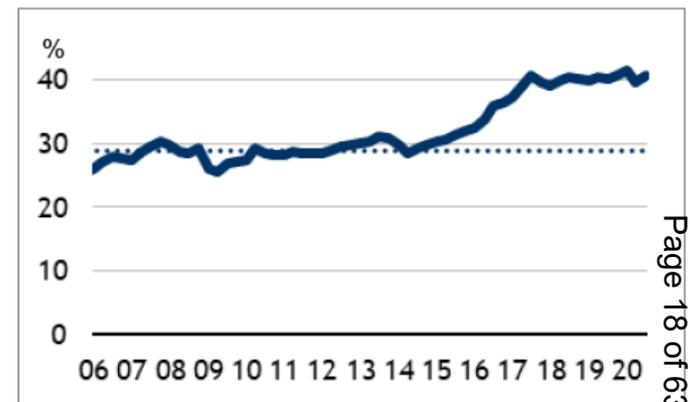
As shown in Figure 9, beginning around 2014 the proportion of family income required to service the cost of a mortgage has risen sharply, now standing at over 40% in 2020. Housing affordability issues are now actually dampening housing unit growth because many people simply cannot afford to buy a home in the GTHA and are being pushed further into the Outer Ring and beyond.

The recent surge in demand for detached homes driven by demand for larger living spaces and reduced attachment to live in or near core urban areas has led to further price increases. As such, the current housing cost and affordability challenge is not expected to resolve any time soon. There are simply fewer and fewer people that can purchase an average home at current prices, noting the high proportion of income spent for those that did.

**Figure 8:** Historic Residential Average Price Greater Toronto Area



**Figure 9:** City of Hamilton Mortgage Payments as a Share (%) of Median Family Income



**Source:** RBC Economics Focus on Canadian Housing: Housing Trends and Affordability December 2020

## Section 2: Major Trends and Drivers of Intensification

### 2.4 Housing Cost and Affordability

#### Single Detached Homes Have Shown Significant Price Increase

Notwithstanding the source of supply constraints, the effects can be seen in the widening divergence in price increases between ground-related and apartment units since 2012, as shown at right in Figure 10. Although the monthly cost of ownership and rental housing may be comparable, affording the necessary down payment remains a major barrier to market entry.

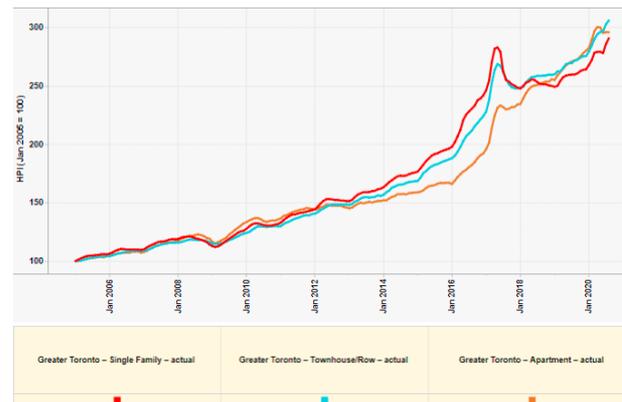
Prices moderated after the 2017 housing correction, and appear to have been affecting units by type more equally since. Apartments have also become relatively less expensive during the COVID-19 Pandemic, in part due to the short-term increase in the supply of vacant units previously used for Airbnb purposes or occupied by residents that have since vacated for financial reasons.

#### Market has Shifted to Smaller and More Affordable Options

The combination of market, pricing and policy-based factors has led to more people living in denser and more affordable housing. As illustrated by Figure 11, in the 2011 to 2016 period, 52% of new housing construction in the GTHA were apartments versus 29% of the market during the previous 25 years.

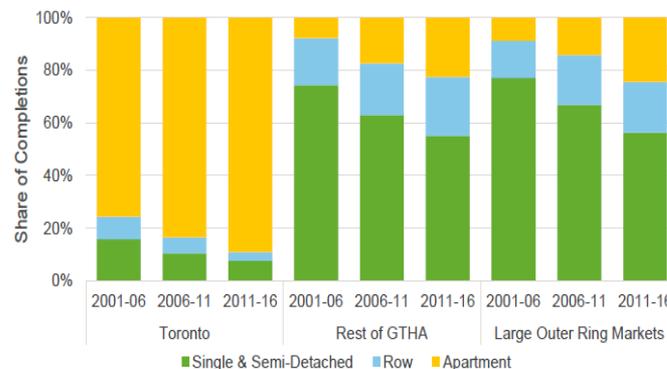
The shift to more affordable options led to a boom in high-rise apartment buildings, historically focussed in Toronto. However, intensification is also occurring in southern Peel and York Regions and, increasingly, Hamilton. Notwithstanding short-term COVID-19 impacts, these trends appear to indicate a lasting shift to medium and higher density forms in the market, which bodes well for the future of intensification.

**Figure 10:** Change in Housing Price Index Greater Toronto Area 2006 - 2020



Source: Canadian Real Estate Association 2020

**Figure 11:** Share of Housing Completions by Census Period Within Greater Golden Horseshoe



Source: Hemson Consulting Ltd. Based on Statistics Canada

## Section 2: Major Trends and Drivers of Intensification

### 2.5 Lifestyle Preferences

Emerging trends in lifestyle and locational preferences have driven changes in the distribution of growth within the GTHA, especially evident with the focus of high-rise residential and office development in downtown Toronto. Large-scale intensification, however, is also emerging in other GTHA municipalities, such as southern York and Halton regions and the City of Hamilton.

#### Demand for Transit-Oriented Urban Lifestyles is Growing

Recent population growth has included many young adults (the “millennials”) which has driven key changes in lifestyle and consumer preferences:

- From a locational perspective, there has been a growing interest in more cosmopolitan lifestyles and **walkable communities** with high levels of urban amenities and transit access;
- The **aging of the population** is also supporting this trend, with the elderly increasingly preferring denser urban environments with high levels of amenity and good transit access; and
- The **changing nature of work** also plays a part, including growth in emerging clusters or “archetypes”, as developed in recent work prepared by the Neptis Foundation, and the associated “war for talent”. As a result, amenity-rich, accessible work environments have become increasingly important to the location decisions of major employers, especially knowledge-based firms seeking to attract young talent and skilled workers.

Notwithstanding short-term COVID-19 impacts, these trends are expected to continue over the planning horizon. At the same time, however, there remains a large pool of demand for family-sized housing. Moreover, as many millennials age and form households the appeal of urban amenities and access to transit will give way to a need for more living space, driving additional demand for ground-related housing. Others will continue to prefer urban locations. This fragmentation of the ‘urban’ versus suburban housing market creates both challenges and opportunities.

**IT IS NOT A COINCIDENCE THAT MANY OF THE GROWING ARCHETYPES ARE LOCATED IN AREAS WITH HIGH LEVELS OF TRANSIT SERVICE.**

*“Providing excellent transit service offers employers access to the widest possible pool of workers – a critical competitive asset. Attracting employees also means creating a high-quality urban environment – one that integrates transit, provides a walkable and cyclable public realm, and offers worker amenities and services, such as restaurants, cafes, shops, daycares, or recreational facilities.”*

**Source:** Neptis Foundation and Metropole Consultants: *Planning the Next GGH*, November 2018

# Section 2: Major Trends and Drivers of Intensification

## 2.5 Lifestyle Preferences

### High-Density Development has Concentrated in Downtown Toronto

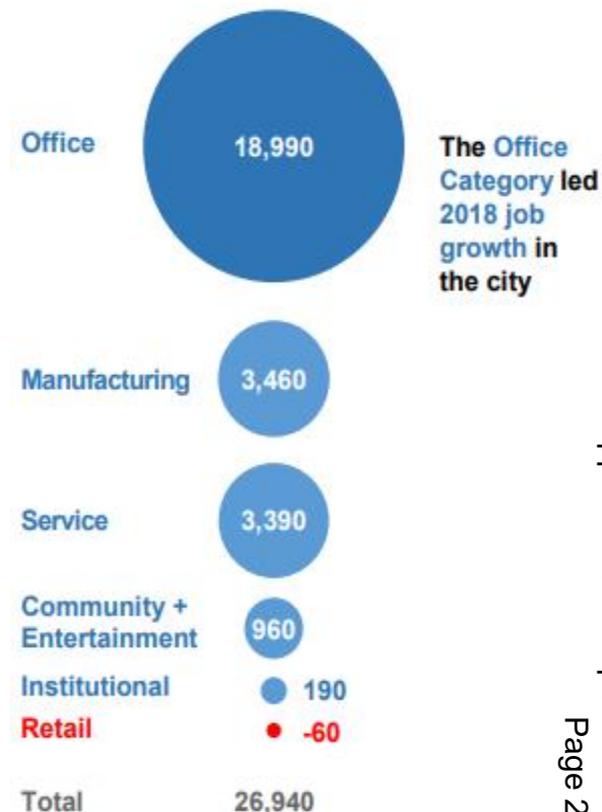
One of the most visible outcomes of recent trends has been the surge of new development in central Toronto. Recent growth is the result of a cycle of economic and demographic factors that are relevant for understanding the drivers of residential intensification:

- The GTHA’s continued **transition to a knowledge-based economy** has led to major office-based employers locating in downtown Toronto and, in turn, booming technology-based and Creative Industry sectors that employ a large share of young, mobile workers;
- Professionals in these fields **tend to prefer urban locations** and lifestyles with high amenities and access to transit, which, in turn, attracts more office employers to be close to their prospective work force; and
- This **trend is accelerated by congestion**, ironically, as Union station becomes ever more accessible to the maximum GTHA labour force, via the TTC subway, light rail, bus and a radial commuter rail network (GO Transit) delivering significant in-bound ridership (and jobs) from communities in the ‘905’ areas.

Employment growth has been so strong that Toronto has already achieved its 2031 employment forecast and will likely achieve its prior 2041 forecast sometime between 2024 and 2026. The office sector has been performing particularly well (until recently) as shown in Figure 12.

At the same time, there has also been an increase in office work occurring in non-office forms, in particular “flex space” which has become more widespread due its cost advantages and flexibility in use . Other forms of smaller co-working and shared office space have also become more prevalent, including in the City of Hamilton: another trend that may be accelerated by the COVID-19 Pandemic.

**Figure 12:** City of Toronto Job Increase by Category, 2017-2018



**Source:** Toronto Employment Survey 2018, Toronto City Planning

## Section 2: Major Trends and Drivers of Intensification

### 2.5 Lifestyle Preferences

#### Market has Emerged in Other GTHA Municipalities

There is no question that the recent focus of development in downtown Toronto has been extraordinary by any measure. Contrary to popular belief, however, this trend is in line with the traditional demographic pattern of young adults moving to the urban core for education and job opportunities. It just so happens that recent growth has included a large share of this age group which, along with the growing technology-based and Creative Industry sectors that attract large numbers of young professionals, have concentrated in and around the downtown.

The City of Toronto will continue to play a major role in accommodating apartments, however it is no longer the only part of the market. Large-scale intensification has been occurring outside Toronto in more urbanized areas such as in the vicinity of shopping centres (e.g. Mississauga) in older commercial areas (e.g. Oakville) and along major arterial roads (e.g. Hamilton). Substantial levels of intensification are also taking place in the Vaughan Metropolitan Centre (VMC), supported in large part by the new subway line to downtown Toronto.

These emerging areas offer many of the factors that attract younger workers (access to employment, transit, shopping, urban amenities) but not yet at the level that attracts so many to central Toronto. Indeed, the City of Toronto appears to have entered a period of growth where the sheer scale of new investment creates its own market interest – or “buzz” – making the downtown attractive for intensification in its in its own right in addition to broader demographic and economic trends. Nevertheless, some higher density housing is being built through intensification outside Toronto, including the City Hamilton, the City of Guelph, the Kitchener-Cambridge-Waterloo area and others.



Numerous residential and mixed-use developments are completed underway or proposed in the VMC, including major offices.



Pier 8 in Hamilton’s West Harbour area is envisioned to accommodate 1,500 new units and significant non-residential floor space.

# Section 2: Major Trends and Drivers of Intensification

## 2.5 Lifestyle Preferences

### Intensification is not a Substitute for Greenfield Development

While intensification is emerging in other GTHA municipalities, ground-related housing types remain the dominant form of development for most communities outside Toronto. The exceptions are locations where a specific circumstance or catalyst for intensification is in place, such as major transit investment (the VMC), an almost fully built-out land supply (Mississauga) or large numbers of students and young professionals related to the technology sector (Kitchener-Cambridge-Waterloo, Toronto).

For the most part, older adults and families with children continue to locate largely outside the City of Toronto, mainly because of the availability of larger and more affordable family-sized units. Most Canadians also live in suburban spaces. An estimated two-thirds of the country’s total population are living in some form of suburb, with over 80% in the large metropolitan areas of Toronto, Montreal and Vancouver: in short, a nation of City-dwellers who live in the suburbs (Council for Canadian Urbanism, 2018).

Achieving higher rates of intensification is an important objective within this context. From a planning perspective, however, housing units built as intensification within the built-up area are generally not a direct substitute for ground-related housing in greenfield areas. Almost all of the designated land for larger family-sized housing is outside the City of Toronto. As a result, and despite the boom of apartments in the downtown, most of the population and housing growth to 2051 will continue to be accommodated in the regional (“905”) municipalities of the GTHA and City of Hamilton. The distribution and timing of this growth, in turn, will be governed largely by the availability of housing supply to meet this demand for family-sized units.



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# Section 3: The City of Hamilton in Context

As discussed in Section 2, demand for residential intensification is driven by strong economic and demographic forces, combined with lifestyle and employer preferences. This section provides an overview of the City of Hamilton within this context, including its expanding role in the metropolitan area, population and housing market trends and residential intensification activity.

## 3.1 Hamilton’s Expanding Role in the Metropolitan Area

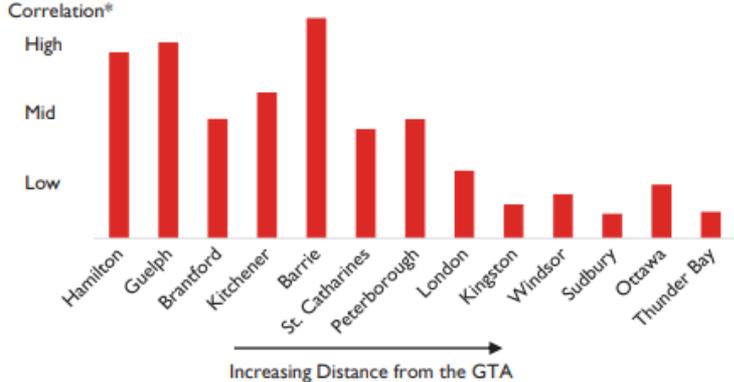
In recent years there has been a well-documented acceleration of market interest in the City as a location for new housing and business investment. These recent growth trends bode well for the future of intensification.

### Housing Cost Spillovers From GTA

House prices in the central GTA have increased faster than surrounding areas, especially for larger, family-sized units. These price increases continue to motivate buyers to purchase more affordable homes in nearby urban areas, driving up prices in those communities.

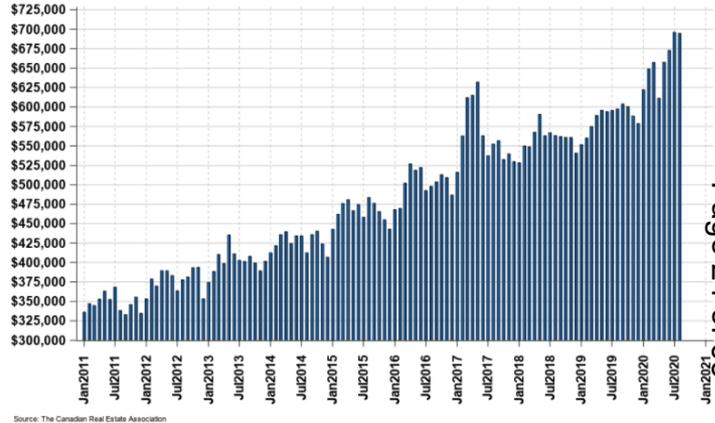
As shown in Figure 13, price spillovers historically have been most prevalent in the cities of Barrie, Guelph and Hamilton. And there is anecdotal evidence that more recent spillovers are occurring even further to the west in Brantford, St. Catharine's-Niagara, and Kitchener. As shown by Figure 14, average housing price in the larger Hamilton-Burlington area has risen steadily over time, even after the 2017 peak and correction. However, while prices may have increased, the City of Hamilton remains affordable relative to the broader GTA where the amount of price appreciation has generally been greater.

**Figure 13:** Price Growth Relationship Between GTA and Nearby CMAs



Source: CMHC Housing Market Insight Report, Hamilton CMA, January 2017

**Figure 14:** Historic Residential Average Price Hamilton-Burlington Area



Source: The Canadian Real Estate Association

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## Section 3: The City of Hamilton in Context

### 3.1 Hamilton's Expanding Role in the Metropolitan Area

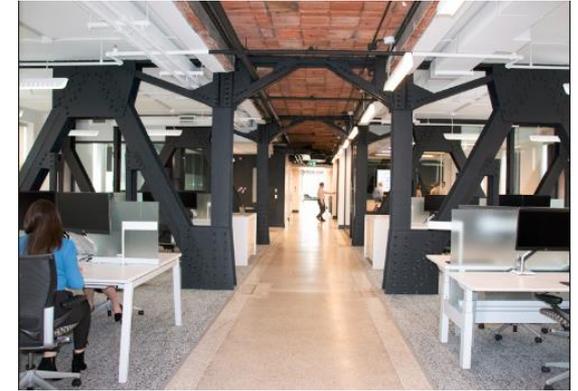
#### Economic Migration from Central Toronto

Hamilton's relatively affordable real estate market has made the City more attractive not only for new home buyers but also economic development. This is one of the reasons for the City's burgeoning Creative Industries sector and local arts scene: economic activities that attract young workers and tend to cluster in central urban areas.

There is anecdotal evidence of downtown Toronto businesses relocating for more affordable space options, including the City of Hamilton. The changing nature of the office market is also driving demand for 'flex space', shared work spaces and other co-working arrangements as well as 'Brick and Beam' retrofits, such as the Westinghouse redevelopment and Cotton Factory Creative Hub, both shown at right.

In our view, the COVID-19 Pandemic is likely to at least sustain current trends in the office market. Increases in remote working have also led to an interest in new office models: the 'hub and spoke' concept, for example, which is characterized by a small central office augmented by other smaller offices or co-working space closer to where employees live. This trend along with the overall attraction of suburban office markets from a real estate cost perspective bodes well for the future of office growth and residential intensification in the City of Hamilton.

Over the longer-term, these trends are anticipated to continue as a result of the growing cost, ever-worsening congestion and other disbenefits to occupying central Toronto office locations. A positive outlook for office growth bodes very well for the future of intensification, especially growth in tech-related/creative sectors and associated demand for fashionable office space in historic downtown industrial buildings.



*The former Westinghouse headquarters shown above has been converted to 80,000 sq. ft of Class A office space and a ground floor event space*



*The former Imperial Cotton Co. has been transformed into the "Cotton Factory": a creative industries complex, with space for workshops and small manufacturing, office space for creative professionals, and studios for artists*

# Section 3: The City of Hamilton in Context

## 3.1 Hamilton’s Expanding Role in the Metropolitan Area

### Role as Regional Centre in Southwest GGH

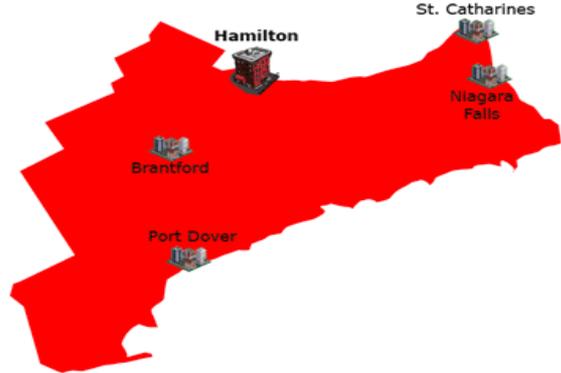
The City of Hamilton has served as a regional centre within the broader southwest GGH for decades. The City is the location of significant higher education and health care resources, community service and cultural amenities serving the broader Hamilton-Niagara-Haldimand-Brant area, represented conceptually by the boundaries of the Local Health Integration Network (LHIN) shown in Figure 15.

Continued housing cost spillovers combined with economic migration from central Toronto is likely to solidify if not expand the City’s economic role as a regional service centre. There is also the real possibility of Hamilton emerging as the second major historic downtown centre in the GGH, driven by a combination of intense growth pressure in the Toronto core and the City’s growing attraction for new business investment.

This potential also suggests that Hamilton will continue to serve demand for ‘regional’ population-related employment such as hospitals, universities and specialized downtown shopping. As noted, a key factor driving housing demand in the outer ring will be continued out-migration from the GTHA. This pattern of demand – combined with the focus on boosting housing supply as part of Bill 108 and new LNA method – is anticipated to continue for communities in the broader Hamilton-Niagara area; especially larger, family-sized housing.

There is recent anecdotal evidence of increased sales and pricing in Hamilton and farther afield in Niagara. The trend towards more dispersed growth (discussed in Section 2.2) combined with the City’s burgeoning Creative Industries sector (especially film) could further expand the City’s current role as a regional service centre within the southwest GGH and, in turn, support demand for residential intensification.

Figure 15: Service Area of the Hamilton Niagara Haldimand Brant LHIN



*"COVID-19 speeds up home buyer exodus from Toronto, condo market quivers"*  
**Reuters, August 2020**

*"It's a 180-degree turn': Toronto realtors see signs of a pandemic exodus"*  
**Globe and Mail, August 2020**

*"Hamilton house prices explode amid COVID as Toronto buyers leave commuting worries behind"*  
**CBC News, September 2020**

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## Section 3: The City of Hamilton in Context

### 3.1 Hamilton's Expanding Role in the Metropolitan Area

#### Industrial and Business Park Development

Hamilton is forecast to play a greater role in accommodating employment growth over the long-term, especially for business park and industrial-type uses. After lagging behind for some time, this sector has recently returned to higher levels of performance:

- Demand for **greenfield industrial land** and building space has increased, as indicated by recent and pending projects in the Ancaster, Stoney Creek, Flamborough and Red Hill Business Parks. According to City staff, there is also a growing market interest for development lands in the Airport Employment Growth District (AEGD);
- The **Port of Hamilton** continues to expand as a key link in the goods movement network for agri-food, steel, and other marine-supported industry. Continued investment combined with the amalgamation with the Oshawa Port Authority speaks to a growing regional role for the Port as a major piece of economic infrastructure; and
- There is a renewed interest in the **Bayfront Industrial Area** as a location for growth. Of particular interest is the potential of the nearly 800 acre (310 ha) Stelco lands to accommodate a mix of new employment and potentially additional Port-related uses.

As the City's industrial and business park development accelerates, employment will grow, making the City more attractive as a location for new investment and, in turn, driving population growth and increased demand for housing units overall. It will be important to plan for and protect these economic opportunities from short-term pressures for employment land conversion. There is already a large potential supply of residential intensification opportunities and the City has a long-standing policy objective to focus this type of development in the downtown and other planned nodes and corridors.



## Section 3: The City of Hamilton in Context

### 3.1 Hamilton's Expanding Role in the Metropolitan Area

#### Research, Innovation and the Technology Sector

Another element of the City's economic and social transformation is its growing attraction for research, innovation and technology-related sectors:

- The City has solidified its role as a **leading centre for research and development** in the GGH, notably for health and life sciences, but also the automotive, steel and advanced manufacturing sectors. The City has been recognized as one of the **Top Intelligent Communities** in the World by the Intelligent Community Forum (ICF) for best practices in workforce development, innovation, and digital inclusion and advocacy (2018 and 2020);
- A network has evolved to encourage **innovation and entrepreneurship at the local level** including the McMaster Innovation Park (MIP) and Joyce Centre for Partnership and Innovation at Mohawk College. Collaborative workspaces such as Seedworks, the Cotton Factory and other shared office/creative spaces have emerged throughout the City to further support growth; and
- The City (until recently) has been experiencing **accelerated growth in the technology sector** along with other areas such as City of Guelph and the Kitchener-Cambridge-Waterloo area. Similar to housing, this growth has been driven in part by rapid office growth, rising space and operating costs and a shortage of qualified talent in the downtown Toronto market.

Notwithstanding the short-term COVID-19 impacts, the City is expected to continue its past strong performance in technology-related and Creative Industry sectors. The film sector, in particular, has the potential to outpace growth expectations. Moreover, a key aspect of emerging tech markets is the presence of younger age groups, which prefer urban lifestyles and tend to cluster in downtown areas. This demographic is also a major source of demand for high-density apartment units and, in turn, residential intensification. Improved accessibility to downtown Toronto via the West Harbour GO station is anticipated to compound these advantages over time.



**TOP 7**  
INTELLIGENT  
COMMUNITIES  
OF THE YEAR



# Section 3: The City of Hamilton in Context

## 3.2 Local Population and Housing Market Trends

Population and housing market trends in Hamilton have largely followed the broader metropolitan area, including recent growth in central city areas, growth in younger age groups and a shift to more affordable, higher density housing. The long-term outlook remains positive, and both greenfields and intensification will play a role in accommodating growth.

### Population Growth has Shifted Within the GTHA

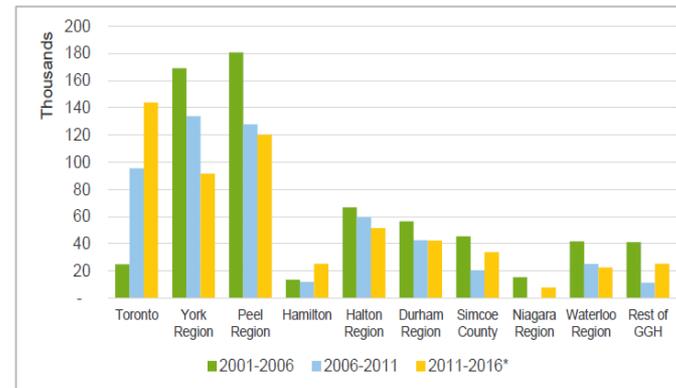
As shown in Figure 16, since 2001 the regional '905' municipalities have accounted for the majority of population growth in the GGH, especially the regions of York and Peel. Their highest levels of growth were in the 2001-2006 period, then declines thereafter. The Cities of Hamilton and Toronto, on the other hand, experienced their most rapid growth in the 2011 to 2016 period as part of a broad shift of growth towards more central city areas.

### Recent Growth is Largely in Younger Age Groups

Within the GGH there is a long-standing pattern of growth in the form of young adults moving to the "Big City" for education and employment (historically the City of Toronto) and older adults, along with their children, moving out of Toronto to the '905' and further afield to adjacent communities in the GGH.

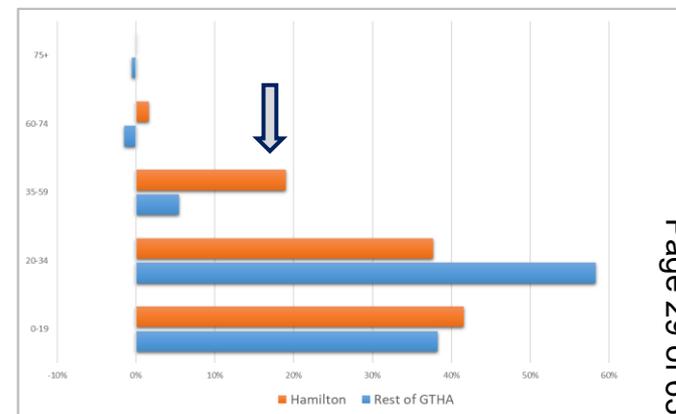
The demographic profile of growth in Hamilton shows a similar pattern of migration, primarily from other locations in the GTHA but also Canada and internationally. As shown in Figure 17, the recent growth has been mainly young adults and those in early family formation years, similar to the profile that has driven growth in the regional municipalities in the rest of the GTHA and GGH.

**Figure 16:** Population Growth by Census Period, GGH, 2001-2016



**Source:** Hemson Consulting Ltd. Based on Statistics Canada Annual Demographic Statistics

**Figure 17:** Age Structure of Net Migration, Hamilton, Rest of GTHA (2016 -2021e)



**Source:** Hemson Consulting Ltd. Based on Statistics Canada Annual Demographic Statistics

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# Section 3: The City of Hamilton in Context

## 3.2 Local Population and Housing Market Trends

### Housing Market has Shifted to Higher Density Forms

Consistent with broader trends, the housing market in Hamilton has generally shifted away from single and semi-detached forms towards towns and higher density apartment units.

- As shown in Figure 18, within the ground-related category, row houses are making up increasing share of dwellings built; and
- As shown in Figure 19, the single-family home market has moved to progressively smaller lots over time.

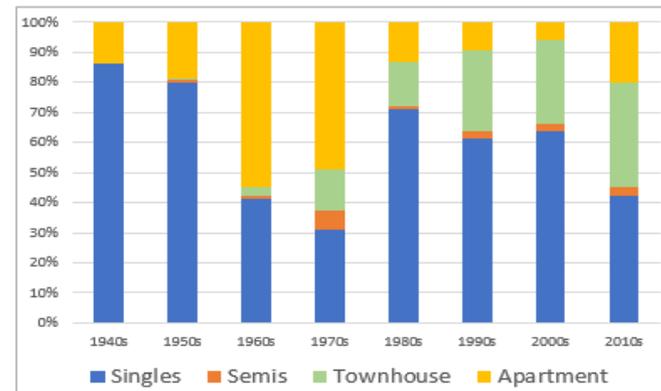
Although home prices and land values have increased, Hamilton’s ground-related market remains relatively affordable within a broader GTHA context. There is also evidence that the City’s apartment market has strengthened considerably and especially in the downtown and the central-west Hamilton area.

### Forecast is For More Rapid Growth Moving Forward

The 2012 Schedule 3 *Growth Plan* forecasts overestimated population in Hamilton to 2019 (described more in Section 4.1) though growth over the last few years (until recently) is evidence of a turnaround. The 2020 *Growth Plan* forecasts anticipate more rapid growth moving forward in order to compensate for the growth ‘delayed’ by the abrupt changes brought about by COVID-19.

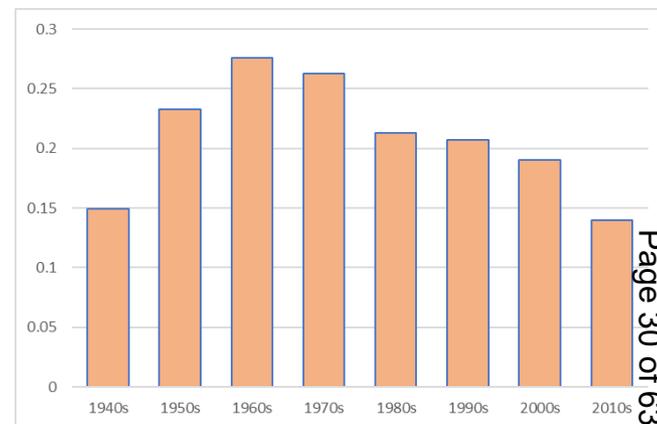
Population will be driven by significantly higher levels of in-migration from the rest of the GTHA than in the past and, in turn, demand for housing units overall. The City will need to maintain this higher rate of population growth to achieve the *Growth Plan* forecast over the period to 2051. The potential for approval delay and other challenges with getting new land supply to market will be an important strategy consideration within this context.

**Figure 18:** City of Hamilton Dwellings Built by Type 1940-2019



Source: City of Hamilton

**Figure 19:** City of Hamilton Average Single Family Lot Size 1940-2019 (acres)



Source: City of Hamilton

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# Section 3: The City of Hamilton in Context

## 3.2 Local Population and Housing Market Trends

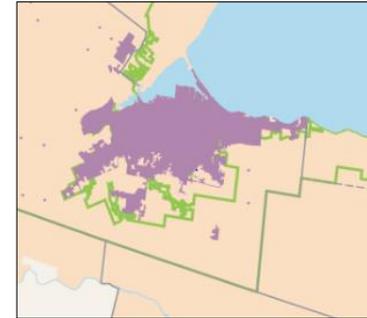
### Intensification and Greenfields Both Play a Role

Over the period to 2051, there will be demand for a variety of housing types in Hamilton including larger family-sized units in greenfield locations and units serving non-family needs through intensification. From a planning perspective, however, it is important to reiterate that these two housing markets are not direct substitutes for each other:

- **Intensification is driven by demand.** Powerful economic and demographic forces combined with emerging trends in lifestyle and employer preferences largely dictate the amount and distribution of intensification that occurs throughout the broader metropolitan area.
- **Greenfield development depends on land supply.** Although greenfields have densified over time, growth is still driven primarily by the available land supply. Where demand outstrips that supply, the majority of the market will tend towards smaller lot sizes or move to another location. This trend includes both new and resale housing with the latter, according to City staff, being a key driver of housing demand especially in the lower city.

Having the right planning policies in place is a necessary pre-condition to facilitate development. However, **demand needs to change for more intensification to occur.** More people must want to live in an urban environment. Hamilton's success in the market, therefore, depends on the City's relative attraction for new high-density investment within the broader metropolitan context. Market demand for single family dwellings is expected to be very strong over the period to 2051.

As such, both intensification and greenfields will be required to accommodate future demand, or there is a risk that the *Growth Plan* forecasts will not be achieved as the market for larger-family sized units simply moves further afield. This scenario may lead to fiscal and service delivery challenges associated with reliance on unrealized revenue from development that does not occur as planned (an issue discussed further in Section 5 of this report).



# Section 3: The City of Hamilton in Context

## 3.3 The Pattern of Residential Intensification

The total amount of intensification over the last 15 years is consistent with the original GRIDS expectations in that intensification would gradually increase in time. Somewhat more has occurred in neighbourhoods and less in the nodes and corridors and downtown than was anticipated, however this was due in large part to the presence of remnant vacant parcels within the built-up area. This type of supply is increasingly limited and apartments have become a larger part of intensification activity.

### Total Amount of Intensification Has Met Expectations

In 2006, a residential intensification (RI) study was prepared for the original GRIDS and official plan review. The study identified a demand for intensification of **26,500 units to 2031**, consistent with the *Growth Plan* target at the time (2006) that 40% of all new units be accommodated within the built-up area over the planning horizon.

The level of intensification the City has experienced is **on track with these expectations**. As shown at right, a total of roughly 26,800 housing units were constructed across Hamilton over the 2008 to 2019 period. Of these units, approximately 9,500 were located inside the built-up area, which translates into a 35% rate of intensification within a *Growth Plan* context. A higher rate has been achieved in the post-2016 period, albeit with some COVID-related changes dampening the market in early 2020.

As expected, a large share of intensification units (60%) were apartments. The other 40%, however, were ground-related (single and semi-detached and rowhouse units). As the readily available ground-related supply within the City’s built-up area is consumed, **the focus of intensification will have to shift** towards higher density forms – especially apartment units – in order to achieve the *Growth Plan* intensification target.

Projected vs. Actual Intensification 2008-2019	
Projected RI Units	10,800
Actual RI Total Units	9,500
City-Wide Total Housing Units	26,830
Intensification Rate	35%
Average annual unit production	790
Intensification rate post-2016 Census	38%

Source: City of Hamilton (housing starts)

Actual Intensification Housing Mix 2008-2019	
Single and Semi	2,440 (26%)
Rowhouse	1,360 (14%)
Apartment	5,700 (60%)
Total	9,500 (100%)

Source: City of Hamilton (housing starts)

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## Section 3: The City of Hamilton in Context

### 3.3 The Pattern of Residential Intensification

#### Distribution of Growth has Been Different

While the City-wide amount of intensification has been in line with the original GRIDS expectations, to date the distribution of growth has been somewhat different. Based on the GRIDS analysis in 2006, the UHOP identified the following RI targets by location:

- Downtown Urban Growth Centre (UGC) - 20% of RI Units;
- Urban Nodes and Corridors - 40% of RI Units; and
- Neighbourhoods – 40% of RI Units.

The planning expectation was for the nodes and corridors and downtown Urban Growth Centre (UGC) to accommodate intensification activity over the period to 2031, in accordance with mandated Provincial planning policy directions at the time. To date, however, the neighbourhoods have been accommodating a larger share of intensification activity, including a large share of more traditional ground-related housing in the form of single, semi-detached and rowhouse units.

It should be reiterated that this pattern of growth is mainly the result of the absorption of large or 'greenfield' sites that happened to be located within the built-up area and not necessarily an indication that the UHOP distribution is no longer appropriate. As this supply becomes increasingly limited, the pattern of growth will likely shift and become more aligned with original expectations. The majority of intensification that *has* occurred in the downtown is in apartments. The nodes and corridors have also been accommodating a large share of apartment units as well as strong growth in townhouse units. The shift to apartment units has been especially pronounced in the post-2016 period.

#### Actual Intensification within Built-up Area 2006-2016

Location	Share of new units
Downtown Urban Growth Centre (UGC)	13%
Nodes and Corridors	19%
Remaining Neighbourhoods	68%
Total	100%

Source: City of Hamilton. *GRIDS2 Growth Summary 2006-2016*

As the remaining supply of large vacant, underutilized or remnant 'greenfield' sites is developed within the built-up area, the pattern of intensification will likely become more focussed in the nodes and corridors and downtown UGC, consistent with GRIDS expectations over the planning horizon.

# Section 3: The City of Hamilton in Context

## 3.3 The Pattern of Residential Intensification

### Apartments Have Become a Larger Part of the Picture

To date, intensification has been occurring across a range of forms, including ground-related housing that may not be 'true' intensification from a planning perspective but still counts towards the *Growth Plan* target. As noted, this pattern of growth is connected to the development of remnant greenfield parcels and 'easy' underutilized sites within the built-up area.

For most communities in the GTHA, growth within the built-up area has taken place where land supply is most economically viable, beginning with available ground-related units for which demand is strong. As this ground-related supply is consumed, intensification must occur increasingly in the form of higher density rowhouse and apartment units. The recent pattern of intensification in Hamilton reflects this well-established progression.

As shown at right, the share of apartment unit construction has increased, especially after 2016. On the flip side, the share of single and semi-detached units has declined. Row houses show the same pattern, generally declining in share over time consistent with a steadily depleting land supply for ground related units. Currently the large rowhouse market that does exist in the GTHA and Hamilton is primarily greenfield in nature.

Of course there will continue to be some infill and redevelopment within the City's neighbourhoods, including both ground-related and "missing middle" housing forms. However, as the supply of large vacant parcels and easy re-development sites are consumed, the form of intensification will increasingly be characterized by higher-density apartment units. An unknown element will be the impact of Provincial Development Charge (DC) and Community Benefits Charges (CBC) legislation, which exempts certain apartment forms and may have the effect of 'pushing' intensification towards either very large or small forms at the expense of some mid-rise opportunities.

Apartment Unit Share of Intensification 2008-2019	
Year	Share %
2008	27%
2009	12%
2010	36%
2011	65%
2012	21%
2013	57%
2014	57%
2015	80%
2016	66%
2017	71%
2018	90%
2019	70%
<b>2008-2011</b>	<b>36%</b>
<b>2011-2016</b>	<b>61%</b>
<b>2016-2019</b>	<b>76%</b>
<b>2008-2019</b>	<b>60%</b>

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Source: City of Hamilton (housing starts)

## Section 4: Forecast Demand for Intensification

The forecast demand for intensification in Hamilton is prepared within the context of the broader growth outlook and the City's growing attraction as a location for investment. A range of future outlooks are shown, based on varying Hamilton's relative attraction for new investment. Consistent with recent economic and demographic trends, intensification is anticipated to be focussed in central Hamilton, in particular the downtown and West Harbour Area, but these areas will not be the only locations for intensification.

### 4.1 The Growth Outlook for the GTHA

#### Most Communities were Trailing *Growth Plan* Forecasts up to 2016

As noted previously, many communities outside the City of Toronto have been trailing the growth forecasts prepared as Amendment 2 to the *Growth Plan* as measured by Statistics Canada. As shown below, with the exception of employment in the City of Toronto, all upper and single tier municipalities in the GTHA are behind forecast expectations, including the City of Hamilton.

Total Population and Place of Work Employment, GTHA 2016 Upper and Single-Tier Municipalities Compared to Background Work to Schedule 3						
Municipality	Background Work to Schedule 3		ADE Estimates	Census Employment	Differences	
	Total Population	Place of Work Employment	Total Population	Employment	Population	Employment
Durham	691	268	670	224	(21)	(44)
Halton	575	290	570	263	(5)	(27)
Hamilton	568	252	550	229	(18)	(23)
Peel	1,455	741	1,430	695	(25)	(46)
Toronto	2,865	1,573	2,820	1,608	(45)	35
York	1,199	611	1,140	544	(59)	(67)
<b>GTHA</b>	<b>7,353</b>	<b>3,735</b>	<b>7,180</b>	<b>3,563</b>	<b>(173)</b>	<b>(172)</b>

**Source:** Hemson Consulting Ltd. based on Statistics Canada data and Annual Demographic Estimates (ADE) 2020. Total Population includes Census Net Undercoverage

The main reason for the shortfall is that the forecasts prepared for 2011 to 2016 did not anticipate the degree of out-migration to western Canada from Ontario or Ontario's decline in its national share of immigration. These patterns have now returned to historic averages. The concentration of employment growth in Toronto over this period further shifted the regional distribution, compounding the short-term effects of migration trends.

# Section 4: Forecast Demand for Intensification

## 4.1 The Growth Outlook for the GTHA

### Post-2016 Growth was Accelerating Until the COVID-19 Pandemic

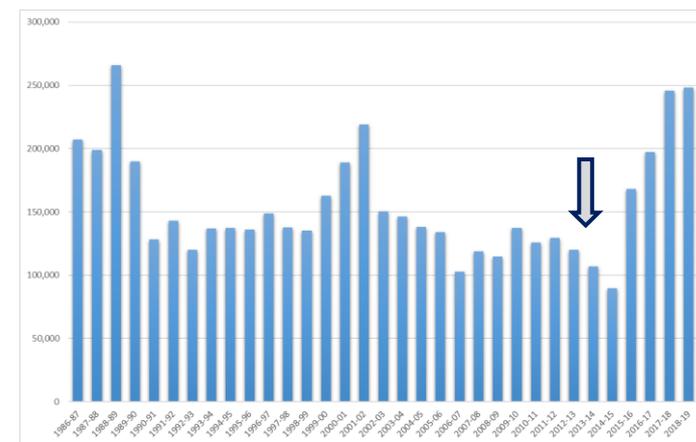
As discussed, population growth is related to economic cycles and immigration rates, with the pattern of lower-than-expected growth in the 2011 to 2016 period indicated by the arrow in Figure 20. Since 2016, there was a reversal of inter-provincial migration back in favour of Ontario. Rising national rates of immigration and Ontario’s rising share of those rates made 2018 and 2019 two of the largest years annually for population growth in the GTHA.

Likewise, employment had also started to grow more rapidly in 2018 and 2019. As illustrated in Figure 21, the employment growth rate in Hamilton had been low compared to Toronto, especially in the 2011-2016 Census period. After 2016, the rate of employment growth increased: over the period to 2019, the Hamilton CMA grew at nearly 4% annually and well outpacing the Toronto CMA, until COVID-19 paused this trend.

### Pre-Pandemic Conditions Expected to Return by mid-2023

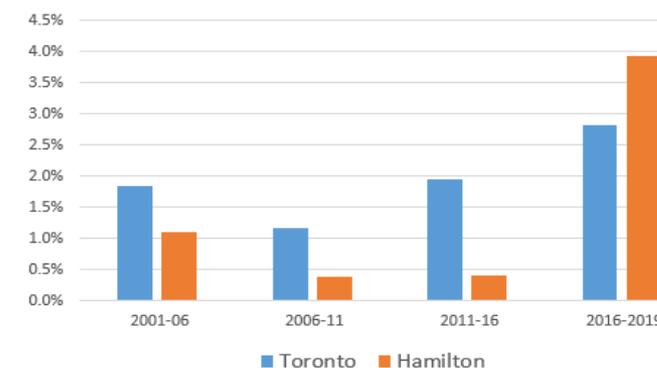
Prior to the COVID-19 Pandemic, the rate of employment growth for both Hamilton and the Toronto CMA was tracking well ahead of the Amendment 2 *Growth Plan* (2019) forecast for the 2016 to 2021 period. The updated *Growth Plan* forecast incorporates a severe economic contraction arising from COVID-19, however **overall growth is expected to return to pre-pandemic expectations by mid-2023**. For Hamilton, the employment forecast is predicated on continued diversification of the local economy, the revitalization of central City employment areas and the emergence of small major office clusters supported by well-located and extensive employment areas throughout the City.

**Figure 20: Ontario’s Historic Annual Population Growth 1986-2019**



Source: Hemson Consulting Ltd.

**Figure 21: Rate of Employment Growth 2001-2019 for Hamilton and Toronto CMA**



Source: Hemson Consulting Ltd.

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# Section 4: Forecast Demand for Intensification

## 4.2 Outlook for Intensification in the City of Hamilton

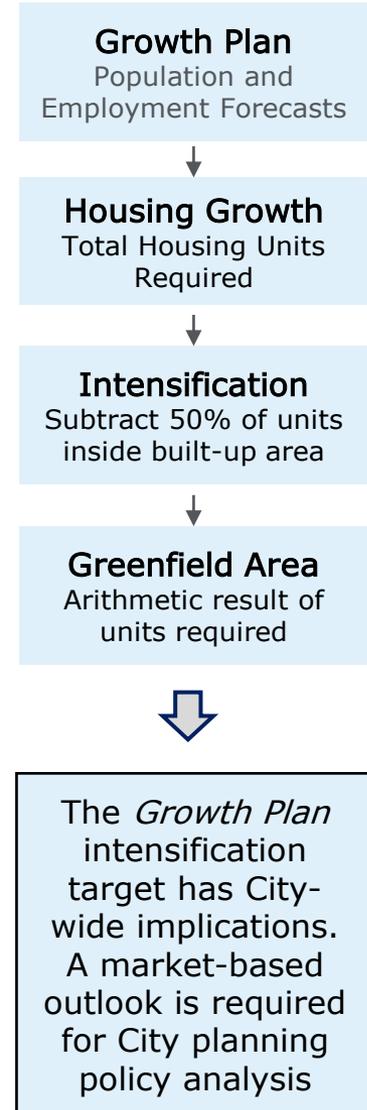
The market demand outlook for intensification is prepared within the context of the *Growth Plan* forecasts and the City’s growing integration within the GTHA. A market-based approach is taken to the analysis to prepare a Current Trends, Low and High forecast over the period to 2051.

### A Market-Based Outlook for Planning Purposes

It is important to reiterate that the approach taken to the forecast is to provide a long-term demand outlook for planning purposes. The assignment is not intended to address short-term demand for unit types, pricing or sales. The outlook is undertaken from a **market perspective**, which is different than policy-based approaches such as the *Growth Plan* or economic development and marketing strategies, which tend to be more aspirational in nature.

While aspirational outlooks are useful for economic development and marketing purposes, they are not necessarily appropriate for an analysis of urban land needs within a *Growth Plan* context. There are also many uncertainties that could affect future growth that are difficult if not impossible to predict, such as the COVID-19 Pandemic, as well as changing short- and longer-term migration patterns and resulting shifts in the land and building space required to accommodate growth.

Under the *Growth Plan*, the intensification target has the effect of reducing the number of units allocated to the City’s designated greenfield areas through the LNA and, in turn, the different types of units available to satisfy future demand. If the supply of greenfield and intensification units is not reasonably balanced, there is a risk that the *Growth Plan* forecast will not be achieved, which could lead to fiscal and service delivery challenges. As a result, the forecast presented in this report is a market-based outlook that represents, in our view, the most **plausible range of future demand**. It will be for the City to balance the market forecast with policy objectives to be developed as part of GRIDS2 and the MCR.



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## Section 4: Forecast Demand for Intensification

### 4.2 Outlook for Intensification in the City of Hamilton

#### Growth Plan Provides the Context for Analysis

The forecast of demand for intensification is prepared within the context of the *Growth Plan* Schedule 3 forecasts, which must be used for planning purposes by all municipalities in the GGH, including the City of Hamilton. Higher forecasts may be considered as part of the MCR, however lower forecasts are not permitted.

For Hamilton, the *Growth Plan* forecasts a total population of 820,000 in 2051, which translates into a City-wide total of approximately 332,900 housing units. This forecast represents growth of **110,300** units from an estimated 2021 base, summarized at right. The *Growth Plan* forecasts are structured as a share of the GGH housing market taking into account land supply, especially in Halton and Peel Regions where rapid population growth continues.

Over time, as the supply of development lands in these competing locations is depleted, Hamilton will be drawn 'closer' to established communities in the GTA-west and demand for housing will increase. The re-emergence of the downtown as an attractive location for technology-based industry and office uses combined with the City's expanding economic and demographic role in the GGH supports the view towards accelerating growth over time.

The economic integration enabled by the new West Harbour GO station is a further advantage in this context. Improved connectivity to downtown Toronto will, over time, encourage new business investment both within the City's designated greenfield areas and intensification in the built-up area.

#### City of Hamilton Census 2016 Housing Units and Forecast to 2051

2016 Census Existing Housing Units	211,600
2021 Estimated Existing Housing Units	222,600
2051 City Total Housing Unit Forecast	332,900
2021-2051 Forecast Housing Unit Growth	110,300

**Source:** Hemson Consulting Ltd. Housing units are occupied private households in accordance with Census definitions. 2021 units are estimated from CMHC housing market information.

The *Growth Plan* forecasts a total population of 820,000 in 2051 for the City of Hamilton, which is the **minimum forecast to be used** for planning purposes. Lower forecasts are not permitted.

The *Growth Plan* 2051 population forecast translates into a City-wide total of 332,900 housing units, representing growth of 110,400 units over the 2021-2051 period.

# Section 4: Forecast Demand for Intensification

## 4.2 Outlook for Intensification in the City of Hamilton

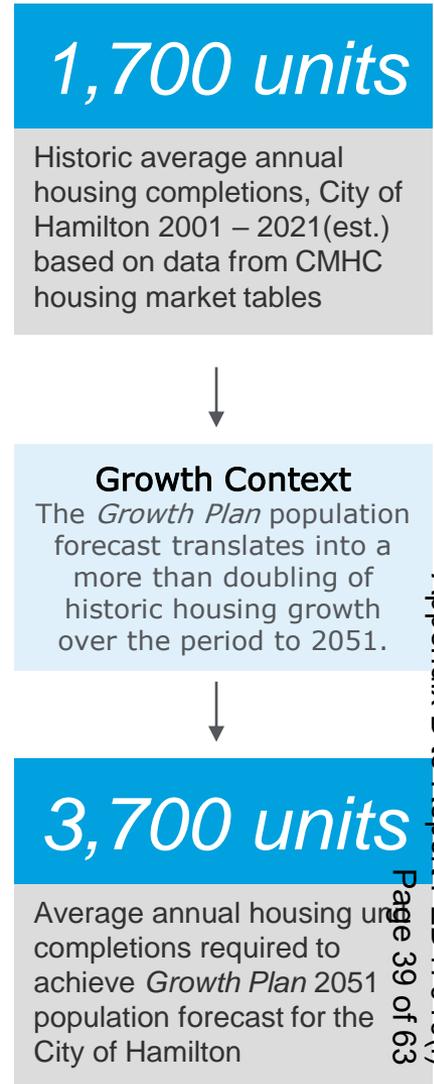
### Approach Is to Model a Range of Demand Outlooks

The forecast of demand is undertaken within the control total of the City-wide housing forecast. As illustrated at right, the *Growth Plan* population forecast translates into a **significant increase in housing growth** over the period to 2051: **more than a doubling** of the historic rate of completions **from 1,700 to 3,700 units annually**. The intensification demand outlooks are modelled within this context, as follows:

- The housing mix within the built up area is set broadly at 20% ground related and 80% apartment units. Between 3% and 5% of apartments would be accessory units: defined as added apartments to a house rather than 'duplex' units as defined by Statistics Canada. This definition is used to more accurately reflect how these units tend to be treated from a land use planning perspective.
- The unit mix in greenfield and rural areas is set broadly at 95% ground-related units, for our purposes here only. A different housing unit mix may be determined as part of the LNA (March 2021) in accordance with the new Provincial method noted previously. Within the ground-related market, row housing is anticipated to remain strong, accounting for approximately 25% of total new units; and
- Each of the demand outlooks is varied in terms of the overall housing mix as a way to reflect Hamilton's relative attraction for high-density residential development within the broader GTHA market context. The result is a Current Trends, High and Low forecast demand outlook.

### Significant Intensification Anticipated

A significant amount of intensification is anticipated to occur under all of the demand outlooks. As noted, from a development perspective, the *Growth Plan* anticipates an expanded economic and demographic role for Hamilton. This outcome may have been delayed somewhat but has recently been unfolding as predicted, with the continued depletion of development lands in nearby communities and increasingly integrated housing and labour markets drawing the City of Hamilton closer in to the social and economic orbit of the broader GTHA marketplace.



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# Section 4: Forecast Demand for Intensification

## 4.2 Outlook for Intensification in the City of Hamilton

### Current Trends, High and Low Forecast

The demand outlooks are summarized below. In accordance with the *Growth Plan*, intensification is defined as all new units inside the built-up area, regardless of unit type. However, most of the growth over time will be in apartment units as noted previously. The resulting share of new units within the built-up area is an **output of the analysis**, and shown only for ease of comparison to the *Growth Plan* Target.

### Current Trends Forecast – Results in 40% of New Units as Intensification

The Current Trends Forecast continues the City’s strong recent performance within a post COVID-19 economic context. It continues the recent and well-documented upswing in apartment construction, resulting in 40% of all new units inside the built-up area. While the *share of intensification units* may be consistent with the City’s past performance, the actual amount is much higher compared to past trends because the overall housing unit growth is greater. Under the updated *Growth Plan* forecasts, housing growth increases quickly after 2021 and is maintained over the period to 2051.

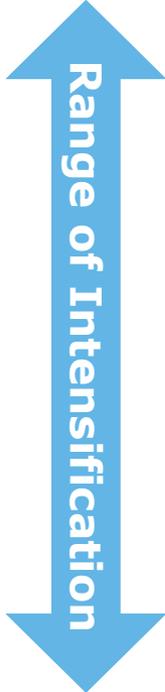
### Low Forecast – Results in 29% of New Units as Intensification

The Low Growth Forecast is closer to a “business as usual” outlook. It anticipates a more modest increase in the share of apartment units, reflecting the amount that might be expected to occur if the market were left to its own devices without any substantial policy intervention. The forecast results in 29% of new units within the built-up area, which is still a significant amount of intensification.

### High Forecast – Results in 48% of New Units as Intensification

The high forecast is approaching the maximum plausible demand outlook. It anticipates a significant acceleration of current apartment construction and growth in the central Hamilton real estate market. The forecast translates into 48% of new units within the built-up area. This level of intensification would have significant implications for the amount, type and scale of new development that would need to occur in the community.

**High Forecast**  
Approaching  
Maximum market-  
based demand



**Low Forecast**  
Closer to ‘business-  
as-usual’

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# Section 4: Forecast Demand for Intensification

## 4.3 Demand Outlooks

### Current Trends Forecast – 40% of New Units as Intensification

The Current Trends Forecast maintains the recent pattern of Hamilton’s resurgence as an economic and cultural centre within the GGH and a continued shift in housing preference towards apartments. The following key points are of note:

- The current trends forecast anticipates a total growth of approximately 44,100 units inside the built-up area over the period from 2021 to 2051. This equates to a share of approximately 40% of new housing units.
- While this outlook may look similar to past trends (just under 40% of new units in the post-2016 period as noted previously) it is not a ‘straight line’ forecast. The overall level of housing unit growth, and therefore amount of intensification, will be much higher compared to the past.
- The forecast translates into a total of 1,470 intensification units annually, which is an increase of nearly 700 units per year compared to past trends. To achieve this forecast, 12,600 households that would otherwise occupy ground-related housing will need to shift their preference to apartment units.
- Of the total housing units forecast for inside the built up area, approximately 33,500 will be apartment units. To provide a sense of what this outlook means in terms of new construction, 33,500 new apartment units over a 30-year period (2021-2051) translates into approximately 1,120 units per year.
- At an average size of between 150 and 200 units, this means that **6 to 7 new apartment buildings would need to be completed annually** over the period to 2051. Assuming a three-year construction period, this suggests that in the range of **18 to 21 buildings would need to be under construction at all times**. Of course, the new apartment market will also likely include low- and mid-rise forms. Nevertheless, the sheer scale of new construction that is indicated under the Current Trends forecast remains of note.

The technical details for the Current Trends forecast are shown on the data table on the following page.

### Key Metrics

44,100

Forecast New Units Inside Built-Up Area 2021 to 2051

Intensification Units Required Annually	
40% of new Units	1,470
Historic 2008-2019	790
Change from past	+680

33,500

Apartment Units Inside Built-Up Area 2021 to 2051

6 to 7 new buildings completed every year to 2051

18 to 21 buildings under construction at all times



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# Section 4: Forecast Demand for Intensification

## 4.3 Demand Outlooks

### Current Trends Forecast – 40% of New Units as Intensification

The technical details for the Current Trends forecast are shown in the data table below.

Current Trends Intensification Scenario						
Estimated 2016–2021 Housing Growth by Type and						
2021–2051 Housing Growth by Type and Policy Area (Location)						
<b>2016–2021 Estimated Housing Growth</b>						
	<b>Single/ Semi</b>	<b>Row</b>	<b>Accessory Apartments</b>	<b>Apartment Building</b>	<b>Total</b>	
2016 Existing	131,300	24,900	3,200	52,200	211,600	
2016-2021 Growth	4,100	4,500	700	1,600	10,900	
2021 Estimated Total Units	135,400	29,400	3,900	53,900	222,600	
<b>2021–2051 Forecast Housing Growth</b>						
	<b>Single/ Semi</b>	<b>Row</b>	<b>Accessory Apartments</b>	<b>Apartment Building</b>	<b>Total</b>	<b>Policy Area Share</b>
Inside Built Up Area	2,200	6,600	1,800	33,500	44,100	40%
Greenfield and Rural	41,200	21,000	1,000	3,000	66,200	60%
City Total	43,400	27,600	2,800	36,500	110,300	100%
Housing Mix of Growth	39.4%	25.0%	2.5%	33.1%	100.0%	n/a
2051 Total Units	178,800	57,000	6,700	90,400	332,900	n/a

**Source:** Hemson Consulting Ltd. Based on Statistics Canada. Figures may not add due to rounding, and may differ slightly from the results of the LNA because of differences in the approach to the analysis.

As discussed, the Current Trends forecast is for a significant amount of intensification compared to past trends. It is worth reiterating that, although the resulting *share of new units* may be in line with historic trends, the overall housing growth, and therefore intensification, is much higher. Significant new construction activity will be necessary to achieve this forecast.

# Section 4: Forecast Demand for Intensification

## 4.3 Demand Outlooks

### Low Forecast – 29% of New Units as Intensification

The Low Forecast is closer to a 'pure' market-based or 'business as usual' outlook, absent the major *Growth Plan* policy directions and targets to encourage a shift to higher density forms. The following key points are of note.

- The Low Forecast anticipates a total growth of approximately 31,500 units inside the built-up area over the period from 2021 to 2051. This equates to a share of approximately 29% of new housing units.
- This outlook embodies a somewhat greater focus on housing preferences for ground-related units, more consistent with historic trends and aligned with what the 'market' would deliver if left mostly to its own devices. This focus is reflected in a relatively higher share of ground related housing forms as compared to the Current Trends or High Forecast outlooks.
- The forecast translates into a total of 1,050 intensification units annually, which is still an increase of 260 units per year compared to past trends. To achieve this forecast, approximately 3,200 households that would otherwise occupy ground-related housing will need to shift their preference to apartment units.
- Although the Low Forecast embodies a more traditional pattern of housing, there will still be significant apartment unit growth. Of the total housing units forecast inside the built boundary, approximately 23,900 will be apartment units, which translates into approximately 800 units per year.
- Again using an average apartment building size of between 150 and 200 units, this forecast means that **4 to 6 new apartment building will need to be completed annually** over the period to 2051, with **12 to 15 buildings under construction at all times**. Some low and mid-rise apartments and limited ground-related housing would also need to be accommodated within the built-up area.

The technical details for the Low Forecast are shown on the data table on the following page.

## Key Metrics

31,500

**New Units Inside Built-Up Area 2021 to 2051**

Intensification Units Required Annually

29% of new Units	1,050
Historic 2008-2019	790
Change from past	+260

23,900

**Apartment Units Inside Built-Up Area 2021 to 2051**

4 to 5 new buildings completed every year to 2051

12 to 15 buildings under construction at all times



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## Section 4: Forecast Demand for Intensification

### 4.3 Demand Outlooks

#### Low Forecast – 29% of New Units as Intensification

The technical details for the Low Forecast are shown in the data table below.

Low Intensification Scenario Estimated 2016–2021 Housing Growth by Type and 2021–2051 Housing Growth by Type and Policy Area (Location)						
<b>2016–2021 Estimated Housing Growth</b>						
	<b>Single/ Semi</b>	<b>Row</b>	<b>Accessory Apartments</b>	<b>Apartment Building</b>	<b>Total</b>	
<b>2016 Existing</b>	131,300	24,900	3,200	52,200	211,600	
<b>2016-2021 Growth</b>	4,100	4,500	700	1,600	10,900	
<b>2021 Estimated Total Units</b>	135,400	29,400	3,900	53,900	222,600	
<b>2021–2051 Forecast Housing Growth</b>						
	<b>Single/ Semi</b>	<b>Row</b>	<b>Accessory Apartments</b>	<b>Apartment Building</b>	<b>Total</b>	<b>Policy Area Share</b>
<b>Inside Built Up Area</b>	1,600	4,700	1,300	23,900	31,500	28.5%
<b>Greenfield and Rural</b>	51,300	22,900	1,200	3,500	78,900	71.5%
<b>City Total</b>	52,800	27,600	2,400	27,400	110,400	100.0%
<b>Housing Mix of Growth</b>	47.9%	25.0%	2.2%	24.9%	100.0%	n/a
<b>2051 Total Units</b>	188,200	57,000	6,400	81,300	333,000	n/a

**Source:** Hemson Consulting Ltd. Based on Statistics Canada. Figures may not add due to rounding, and may differ slightly from the results of the LNA because of differences in the approach to the analysis.

The Low Forecast reflects more of what the market would deliver if left to its own devices and in theoretical absence of substantial policy intervention or greenfield land supply constraints. The overall amount of new construction activity is lower than the other two forecasts, but still represents a significant level of intensification compared to historic patterns.

# Section 4: Forecast Demand for Intensification

## 4.3 Demand Outlooks

### High Forecast – 48% of New Units as Intensification

The High Forecast is approaching maximum demand for intensification from a market perspective. Under the high forecast, Hamilton becomes significantly more attractive for new residential investment and, in turn, intensification within the built-up area. The following key points are of note.

- The High Forecast anticipates a total growth of approximately 52,800 units inside the built-up area the period from 2021 to 2051. This equates to a share of 48% of new housing units.
- The High Forecast is based on an even more significant increase in the share and preference for apartments in the local market and requires a strong acceleration of the current rates of development in the City.
- The forecast translates into a total of 1,760 intensification units annually, which is an increase of nearly 1,000 units per year compared to past trends. To achieve this forecast, nearly 20,000 households that would otherwise occupy ground-related housing must shift their preference to apartment units.
- Of the total housing units forecast inside the built-boundary, approximately 40,200 will be apartment units, which translates into approximately 1,340 units per year. At a size range of between 150 and 200 units, **7 to 9 new apartment buildings would need to be completed annually** to 2051, translating into between **21 and 27 buildings under construction at all times**.
- Since the current concentration of high-density growth in Toronto is widely anticipated to continue and there are still other competing locations for new investment outside Toronto, notably the VMC and Kitchener-Waterloo, achieving the high forecast outlook for the City of Hamilton will be a challenge (but not impossible) from a market demand perspective.

The technical details for the High Forecast is shown on the data table on the following page.

## Key Metrics

**52,800**

Forecast New Units Inside Built-Up Area 2021 to 2051

## Intensification Units Forecast Annually

48% of new units	1,760
Historic 2008-2019	790
Change from past	+970

**40,200**

Apartment Units Inside Built-Up Area 2021 to 2051

7 to 9 new buildings completed every year to 2051



21 to 27 buildings under construction at all times

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## Section 4: Forecast Demand for Intensification

### 4.3 Demand Outlooks

#### High Forecast – 48% of New Units as Intensification

The technical details for the High Forecast are shown in the data table below.

High Intensification Scenario						
Estimated 2016–2021 Housing Growth by Type and						
2021–2051 Housing Growth by Type and Policy Area (Location)						
<b>2016–2021 Estimated Housing Growth</b>						
	<b>Single/ Semi</b>	<b>Row</b>	<b>Accessory Apartments</b>	<b>Apartment Building</b>	<b>Total</b>	
<b>2016 Existing</b>	131,300	24,900	3,200	52,200	211,600	
<b>2016-2021 Growth</b>	4,100	4,500	700	1,600	10,900	
<b>2021 Estimated Total Units</b>	135,400	29,400	3,900	53,900	222,600	
<b>2021–2051 Forecast Housing Growth</b>						
	<b>Single/ Semi</b>	<b>Row</b>	<b>Accessory Apartments</b>	<b>Apartment Building</b>	<b>Total</b>	<b>Policy Area Share</b>
<b>Inside Built Up Area</b>	2,600	7,900	2,100	40,200	52,800	48%
<b>Greenfield and Rural</b>	34,300	19,700	900	2,600	57,500	52%
<b>City Total</b>	36,900	27,600	3,000	42,800	110,300	100%
<b>Housing Mix of Growth</b>	33.5%	25.0%	2.7%	38.8%	100.0%	n/a
<b>2051 Total Units</b>	172,300	57,000	6,900	96,700	332,900	n/a

**Source:** Hemson Consulting Ltd. Based on Statistics Canada. Figures may not add due to rounding, and may differ slightly from the results of the LNA because of differences in the approach to the analysis.

The High Forecast represents significant change for the Hamilton market, So although the *Growth Plan* 50% intensification target is characterized as a “minimum”, it represents a major market shift for the Hamilton real estate market in relation to historic rates of intensification and within the geography of high-density growth in the GGH: especially central Toronto and other emerging nodes to the west.

# Section 4: Forecast Demand for Intensification

## 4.4 Supply Potential

In addition to the forecast demand, supply is also important. Both the short-and longer-term availability of locations to accommodate new development can affect the growth outlook. In short:

- To capture intensification, regional demand needs to meet local supply through **economically viable projects**. There must be a market opportunity, the landowner must have an interest in undertaking the project and suitable services and amenities must be in place.
- As such, the real economic prospects for intensification locally are influenced by demand as well as the **availability of sites** and the time required to complete the necessary property assemblies.
- More complex and time-consuming efforts are required to bring new projects to market over time, with site configuration and access often becoming more **serious challenges over time** – or put more simply: after the ‘easy’ ones are gone.

The City of Hamilton is well-positioned from a supply perspective. A potential of up to approximately 72,000 units has been identified by City staff to 2051, which would be sufficient to accommodate future demand. Notwithstanding, intensification can be a slow process with the combined requirements of site acquisition, financing, planning approvals and multi-year construction periods affecting the timing and location of new units in the market. This variability makes it difficult to identify all potential supply opportunities with accuracy and is especially challenging over the extended 30-year planning horizon to 2051.

Public concern and opposition to re-development can also affect intensification locally, as has been the case in the City of Toronto for some time and has started to emerge in Hamilton. Nevertheless, the City has not yet had to deal with supply challenges to nearly the same extent. There is currently a significant potential of **pre-zoned sites** to accommodate near-term demand in the downtown, along transit corridors and in the other nodes, corridors and neighbourhoods throughout the City.



**Supply Potential**  
 City staff estimate that up to 72,000 units could be available, which would be sufficient for even the high forecast demand outlook

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# Section 4: Forecast Demand for Intensification

## 4.5 Distribution of Growth Within the Built up Area

The current concentration of growth in central Hamilton is likely to continue, especially in the downtown and West Harbour area. The other nodes and corridors are likely to play a longer-term role. And while the current number of proposed units remains relatively high, intensification in the City’s remaining neighbourhoods is expected to be more limited and variable over the period to 2051.

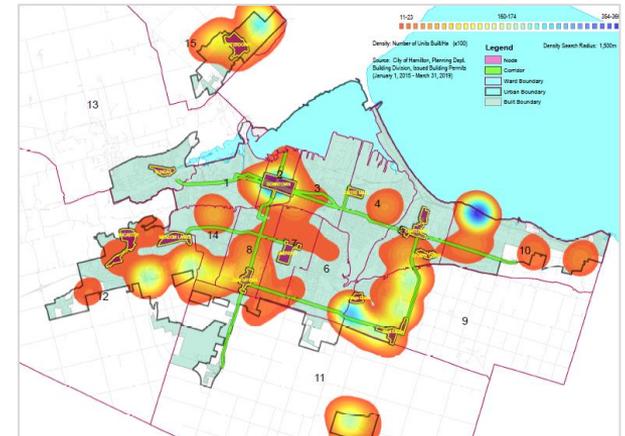
### Recent Development Shows Key Growth Areas

In recent years, residential development activity has been occurring throughout the City as illustrated in Figure 22. Key areas include:

- The Downtown Urban Growth Centre;
- Binbrook Village, including traditional ground-related housing and an emerging interest in higher density forms;
- Upper Stoney Creek and along the Waterfront, with a mix of housing including low and higher density forms;
- Flamborough, especially Waterdown where current development activity shows no signs of slowing; and
- Remaining pockets of greenfield development lands in Ancaster, including the Meadowlands community.

Within the built-up area, the highest densities are generally taking place within the nodes and downtown, but also on the waterfront. The pattern of growth in the neighbourhoods has included lower density ground-related units, with an example illustrated at right. However, as the remaining supply of land for this type of housing in the built-up area is depleted, the pattern of growth will need to become more oriented towards higher density apartment units and, in turn, likely better aligned with the original GRIDS expectations.

Figure 22: Residential Building Activity “Heat Map” 2015 - 2019



Source: City of Hamilton



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# Section 4: Forecast Demand for Intensification

## 4.5 Distribution of Growth Within the Built up Area

### Concentration in Central Hamilton Likely to Continue

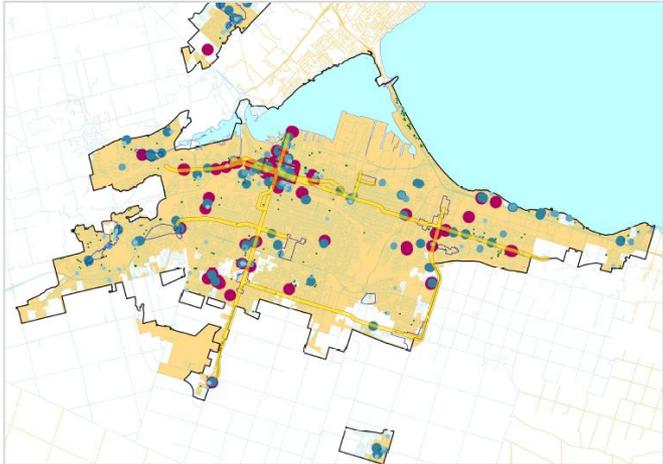
Recent development trends show that the majority of new mid- and high-rise apartment projects have been focussed in the downtown and West Harbour area. There is, of course, market interest for apartment units in other attractive locations – the historic core of Dundas and Ancaster and along the waterfront for example – but the bulk of recent demand is in central Hamilton.

The number of current and pending apartment projects reinforces the current geographic pattern as illustrated in Figure 23, which shows a concentration of growth in the downtown and along the urban nodes and corridors. Given that future intensification will be dominated by apartment units, we would expect the concentration of growth in central Hamilton to continue.

Significant new development activity is also anticipated for the West Harbour Area, especially Piers 7&8 and Barton-Tiffany as illustrated in Figure 24. Together these areas are expected to accommodate approximately 2,500 new residential units as well as significant new commercial space, including the recently announced "Hamilton Studio District" for the Barton-Tiffany area.

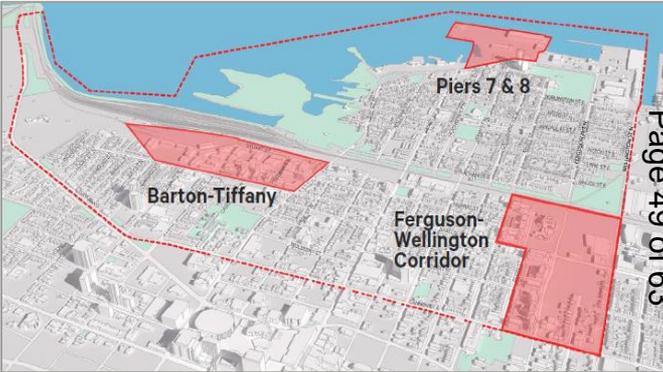
Additional development is anticipated in other areas, such as the Ferguson-Wellington corridor, as well as the provision of affordable housing supply through the planned redevelopment of Jamesville and the Ken Soble Tower Revitalization, among other initiatives. This new development supported by recent GO Transit investments will only compound the attraction of central Hamilton and the downtown as a location for intensification.

Figure 23: Apartment units Planned or Recently Built in Hamilton, 2019



Source: City of Hamilton. Colour of dots correspond to number of units. Light blue represents up to 150 units. Purple represents 150 units and above.

Figure 24: Primary Areas of Reinvestment and Development Within West Harbour area



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# Section 4: Forecast Demand for Intensification

## 4.5 Distribution of Growth Within the Built up Area

### Prospects for Light Rail Transit (LRT) Corridor Unclear

The Hamilton B-Line Rapid Transit corridor was identified in 2015 as a Metrolinx priority project, envisioning rapid transit between Eastgate Square and McMaster University. A Light Rail Transit (LRT) line was identified as the preferred solution and first piece of the City’s rapid transit strategy; the “BLAST” network.

According to Metrolinx, the Hamilton LRT would act as a catalyst for economic development, attracting development interest and, in turn, intensification along the corridor. This expectation is in line with the experience of other communities outside Toronto, notably Kitchener-Waterloo, where more than 50 projects have been built or are in process along its LRT corridor. As illustrated in Figure 25, much of this growth has occurred in uptown Waterloo, downtown Kitchener and downtown Cambridge.

A similar uplift in economic activity is anticipated to occur with the completion of Hamilton LRT. Despite being initially cancelled in 2019, the Province has now identified the LRT as a priority transit project. However, additional federal funding is required to construct the full length of the project so the future prospects for intensification along the corridor remain somewhat unclear.

Nevertheless, the transit corridor remains a high priority from a City planning and Provincial policy perspective. As well, areas that overlap with the downtown and West Harbour are still likely to see development interest, in line with the experience of Kitchener-Waterloo. However, without rapid transit investment the remainder of the corridor is less likely to deliver the levels of intensification that might otherwise be expected.



Figure 25: Planned and Completed Projects 2011-2017, Waterloo Region LRT Corridor



Source: Region of Waterloo

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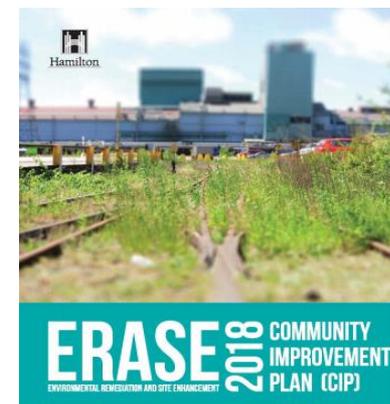
## Section 4: Forecast Demand for Intensification

### Planning Policy is Well-advanced to Support Intensification

As noted, having the right planning policies in place is necessary to accommodate future demand: one that intentionally encourages intensification. Planning policies are required to set the overall vision and density expectations. And detailed zoning and site plan regulations are required to manage the development process. Key elements of the City's framework to support intensification include:

- The **Urban Hamilton Official Plan (UHOP)** that establishes focal points of activity (nodes) connected by a series of corridors to accommodate intensification;
- A **new vision for the Downtown**, including updated land use designations, height limits and development standards;
- Updated **zoning-by laws** for Transit-Oriented Corridors (TOC), commercial mixed-use areas and residential areas (in progress);
- **New and updated secondary plans** including the Downtown, Centennial, Waterdown community node (in process) and the West Harbour (Setting Sail) area; and
- **Financial incentive programs**, which play an important role in helping to reduce the costs associated with development in Downtown Hamilton, Community Downtowns, Business Improvement Areas (BIAs), the Mount Hope/ Airport Gateway, and the commercial corridors as identified in the Downtown and Community Renewal Community Improvement Project Area By-law. There are also financial incentives available for properties designated under the Ontario Heritage Act to support the City's conservation and restorative initiatives. The **Downtown and Community Renewal Community Improvement Plan (CIP)** provides the basis through which these programs are provided.

Planning policies are necessary to provide opportunities for intensification to occur but cannot (in and of itself) change the nature and timing of the development process. Intensification occurs incrementally and the process is not linear: it tends to fluctuate and compound over time. The most significant changes occur only after a 'critical mass' of development activity has been reached, as observed recently with the City of Toronto. Within this context, the City's current policy framework is well-advanced to support intensification, including SDUs, in planned locations.



## Section 4: Forecast Demand for Intensification

### 4.5 Distribution of Growth Within the Built up Area

#### Demand in Rest of City Will be More Variable Over Time

Although intensification is planned to be focussed largely in central Hamilton, this does not mean that no such development will occur anywhere else within the built-up area. Remaining lower density infill and other parcel-by-parcel redevelopment will continue to play a role, including low and mid-rise apartments and other forms of 'missing middle' housing. This type of demand, however, tends to be more variable and difficult to predict.

Another likely source of demand for intensification is through the **redevelopment of existing large format retail centres** for a mix of uses, but especially high-density residential. This trend is emerging across the GTHA, both within and outside the built-up area. Major examples include the Yorkdale Shopping Centre, Galleria Mall and Golden Mile in Toronto, the Vaughan Mills Secondary Plan in York Region, and more recently around the Square One shopping centre in the City of Mississauga, as illustrated at right.

Interest in this type of intensification is emerging in Hamilton, as shown by the proposal (under review) to redevelop the Flamborough Power Centre and surrounding properties and the recent sale of the City Centre mall in the downtown. This trend will continue as growth in e-commerce continues to reshape the physical retail environment and owners move to intensify and expand around existing offerings. Within this context, there is likely to be demand for intensification around other large-scale malls in the City such as Limeridge and Eastgate, especially, given the potential for a new GO Transit station and connectivity to downtown Toronto at the latter location.



The recent proposal for the Galleria Mall in central Toronto envisions over 3,000 residential units in 8 new mixed-use high-rise towers (above). The proposal for Mississauga's Square One shopping centre could become one of the largest mixed-use developments in Canada (below).



## Section 5: Conclusions and Recommendations

In light of the foregoing, a number of conclusions are reached: these are summarized below and explained in more detail in the section that follows. Based on these conclusions, it is recommended that an intensification target of 50% be adopted for the current period and that the City focus on further improving its attraction for higher-density living to increase the likelihood of success. A higher intensification target could be considered for later in the horizon, with ongoing monitoring and reporting to track progress and performance over time.

1	<b>Outlook for Intensification</b>	The outlook for intensification is bright, with strong demand anticipated across the GTHA over the period to 2051. The City of Hamilton is well-advanced in its efforts to encourage intensification including policy and zoning frameworks and financial and other incentives to accommodate future demand.
2	<b>Capturing the Opportunity</b>	Where that intensification occurs, however, will be driven by the relative attraction of various locations for new investment. Many factors must come together to achieve significant intensification, including planning policy, services and amenities, land ownership and site characteristics.
3	<b>Housing Supply</b>	Both greenfield housing and intensification units are required to accommodate the <i>Growth Plan</i> forecasts to 2051. Housing growth continues to be driven by demand for affordable family-sized units and the City has very limited control over the amount and timing of intensification that occurs.
4	<b>Implications and Risks</b>	There are fiscal implications associated with planning for a rapid shift in housing demand, in particular the risk that the amount and mix of housing growth does not occur as expected. Planning for a level of intensification that is beyond reasonable market expectations could also have other unintended consequences from a planning perspective.
5	<b>The Intensification Target</b>	Within this context, an intensification target of 50% is considered a suitable aspirational goal and recommended for current purposes. A higher target could be considered for later in the forecast period, depending on how growth unfolds in terms of Hamilton's relative attraction for higher-density living. A balanced approach should be considered moving forward.

# Section 5: Conclusions and Recommendations

## 5.1 Outlook for Intensification

Powerful economic and demographic forces combined with a growing preference for more urban lifestyles will continue to drive demand for intensification across the GTHA. Notwithstanding short-term COVID-19 economic impacts, the following observations persuade us that this will be the case:

- From a demographic perspective, growth will continue to include a large share of young adults that tend to prefer a more urban lifestyle and cluster in central areas. This pattern is consistent with long-standing demographic trends and is not expected to shift significantly or rapidly over the long-term.
- Many of these residents will be locating in the City of Toronto for education and employment opportunities, as well as emerging intensification areas in southern York Region (notably the VMC), the City of Mississauga, Oakville, Burlington and, increasingly, the City of Hamilton.
- The aging of the population, along with the preferences of young adults will drive steady demand for apartment units. This demand will be boosted by other factors such as growth in the technology sector, the 'war for talent', the sharing economy and other factors (until recently) driving demand for rental units that tend to be overwhelmingly in apartment unit forms.
- At the same time, however, demand for larger family-sized units will remain strong. This strong demand will likely continue to contribute to increasing housing costs and worsening affordability which, in turn, can be expected to support market shifts to smaller units and more people living in denser, more affordable housing forms over time.

In our view, recent trends point to a strong future for intensification, especially in high-quality urban environments within the built-up area. There is also likely to be some interest for intensification outside the built-up area, as suggested by the Flamborough power centre proposal and a major proposal for development on the City's waterfront, both of which are in the DGA.



Developments recently approved in the Downtown (top) and envisioned along the waterfront (above) show an interest for intensification within Hamilton across a range of different locations

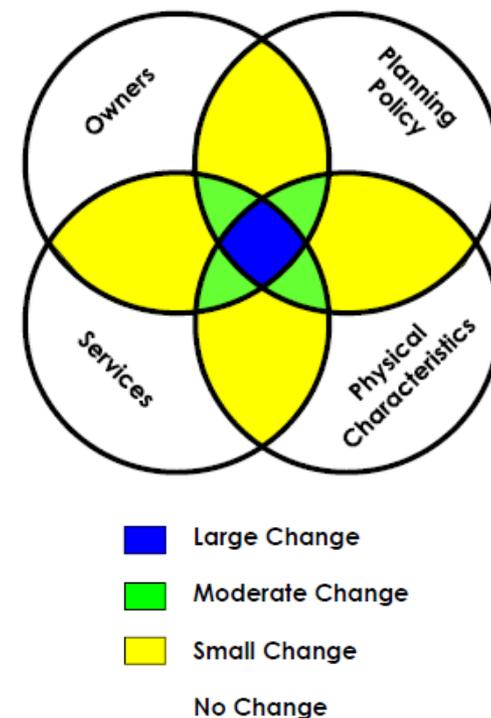
## Section 5: Conclusions and Recommendations

### 5.2 Capturing the Opportunity

The amount of intensification and redevelopment that actually occurs within a community is driven by its relative attraction for investment within the broader market context. As shown in Figure 26, four key local factors also influence the probability of intensification occurring:

- **Planning policy**, implementing zoning by-laws and municipal financial tools (DC, CBC, Parkland Acquisition) must specifically encourage intensification. As discussed, the City is well-advanced in terms of updates to the policy and zoning frameworks for the Downtown, nodes and corridors, and West Harbour area as well as a range of financial incentives such as ERASE grants, the Laneway housing pilot project and others;
- **Existing or planned services**, especially transportation, must be in place as well as other hard and soft services, or the costs to provide those services must be economically viable to support intensification. Local amenities also affect the prospects for investment attraction;
- **Owners of property** must have an interest in redevelopment. Simply because a site appears to have potential does not necessarily mean that intensification will occur. Properties such as aging highway strip malls or walk-up rental apartments, for instance, provide land owners with a continuous, low-risk revenue stream. Others may be owner-occupants whose fundamental interest is in the long-term operation of their business rather than undertaking lengthy and complex redevelopment projects which, even in the strongest of real estate markets, carries an element of risk; and
- The **physical characteristics** of sites must allow for viable redevelopment. Older areas in particular often have issues with site depth and lane access and the process of land assembly can be a long and arduous process. The actual site size, configuration and access as well as surrounding land uses must support intensification or economic viability is compromised.

**Figure 26:** Factors Required for Intensification to Occur



Source: Hemson Consulting Ltd.

## Section 5: Conclusions and Recommendations

### 5.3 Housing Supply

As discussed, the likelihood of intensification taking place depends on the “fit” between a range of factors. While any one factor by itself may represent a *potential for intensification*, the probability of development occurring is low if the other factors are not in place. Put more simply: not all possible intensification opportunities are likely to be realized within a given planning horizon.

From a City of Hamilton perspective, there are only two factors – planning policy and services – that are within direct municipal control. The City cannot control the market, nor land ownership and development interests. There is no question that planning policy plays a key role in supporting intensification, but if the other factors are not in place the City simply cannot count on a specific amount of redevelopment occurring in any given time frame.

At the same time, demand for family-sized units will be strong. Of course, there are some families that do occupy larger apartments. However, this type of demand is a small part of the market and occurs under a unique dynamic with very high costs and urban amenity requirements. The majority of young families and ageing millennials will be seeking affordable ground-related starter homes, especially those moving to Hamilton from other locations in the GTHA: many of which will be coming from small apartments in Halton, Peel and Toronto.

As a result, intensification alone will not be enough. Both greenfield housing and intensification will be required to accommodate growth. Particularly in the case of greenfields, where demand outstrips available supply, the evidence is that the ground-related market tends to simply move to the next location rather than shifting into high-rise apartment units. If the supply of family-sized and smaller units is not balanced, there is a risk that the *Growth Plan* forecast will not be achieved, which has fiscal and regional planning implications.

### Price Matters

**Apartments are only more affordable than rows because they are smaller:**

600 sq. Ft x \$540/sq. Ft =  
\$324,000 Apartment

2,000 sq. Ft x \$350/sq. Ft =  
\$700,000 Row House

**A typical “family-sized” apartment costs about the same as a larger row house**

1,300 sq. Ft x \$540/sq. Ft =  
\$702,000 Apartment

**An apartment the same size as a typical single-detached home is well beyond the price an average family would be able to afford**

2,500 sq. Ft x \$540/sq. Ft =  
\$1,350,000 Apartment

**Note:** Illustrative example of relative difference in cost by housing type based on available information on typical unit sizes and price for the GTHA and City of Hamilton

# Section 5: Conclusions and Recommendations

## 5.4 Implications and Risk

As discussed in Section 4, the *Growth Plan* anticipates an expanded economic and demographic role for the City over the period to 2051, which translates into significant change from a housing market perspective. Moreover, all municipalities in the GGH must use the *Growth Plan* forecasts as a minimum for long-range planning and growth management purposes, including the City of Hamilton.

Because of this requirement, there are important implications if the *Growth Plan* forecast is not achieved. For the City of Hamilton, there are potential fiscal and service delivery impacts associated with reliance on growth that does not occur as planned, especially in terms of intensification. There is also a risk that ground-related housing demand will simply move further afield – or ‘leapfrog’ – to the outer ring, which is not consistent with *Growth Plan* objectives. And while intensification is often held up as a way to save money on infrastructure, this is not always the case.

### *Growth Plan* Target Is High From a Market Perspective

As illustrated by the demand outlooks, achieving even the minimum *Growth Plan* intensification target of 50% of new units inside the built-up area will require a significant shift in the composition of housing demand in favour of apartment units compared to the levels experienced historically.

The shift in housing mix required to achieve the *Growth Plan* target is quite dramatic in a relatively short period of time, and means that a significant number of family-oriented households would need to choose apartment living over more traditional ground-related forms. This choice, in turn, means a significant cultural shift in the local housing market. The ability of planning (even at the Provincial level) to actually compel this market shift is limited. It is also unclear what the incentive would be to pay significantly more per square foot for housing where more affordable ground-related options are readily available elsewhere in the regional market.

**250 units**

Historic annual apartment unit completions, City of Hamilton 2001 – 2021 (est.) based on updated *Growth Plan* forecasts.

**1,400 units**

Average annual apartment unit completions required to achieve *Growth Plan* Target of 50% intensification within the built-up area



### **Market Demand**

The rate of apartment unit growth in Hamilton must increase substantially compared to the past in order to achieve the minimum *Growth Plan* target of 50%.

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## Section 5: Conclusions and Recommendations

### 5.4 Implications and Risk

#### There are Risks to Planning for Rapid Shifts in the Nature of Housing Demand

For decades, municipalities in the GTHA have sought to increase intensification through land use planning policy. Recent market shifts favouring higher-density housing forms reflect the influence of these policies, along with price and age structure on housing demand, all of which is anticipated to continue. As discussed in Section 2, for the GGH the shift to date has been significant.

The *Growth Plan*, however, seeks to further shift housing demand to advance goals related to the physical and social character of the community, transportation and the urban landscape. However, there are risks associated with planning to achieve significantly higher levels of intensification, mainly that the planned amount and mix of new housing does not develop according to plan:

- Planning for a level of intensification that is beyond reasonable market expectations could lead to a mismatch between family-based housing demand and the supply of units serving family versus non-family needs;
- Such a mismatch, in turn, may lead to land supply shortages and make it difficult for the municipality to accommodate all segments of the housing market with the result that the *Growth Plan* forecast may not be achieved; and
- In turn, growth-related revenue (mainly Development Charges) may be lower than expected, which could lead to fiscal and service delivery challenges including inefficient infrastructure investments and difficulty in establishing front-ending agreements. Municipalities have recently experienced significant shortfalls in fee revenue as a result of the COVID-19 Pandemic.

As is often the case in land use planning, a balance must be struck between setting goals that are desirable from a social, economic or community form perspective, while not reaching too far and creating unintended consequences.

### Price Matters (again...)

Rising home prices and worsening affordability are phenomena occurring across Canada and the United States for a number of complex economic reasons.

By limiting the available land supply, the *Growth Plan* has the effect of further shifting the price structure of housing to make lower-density forms relatively less attractive and thereby encouraging a more compact urban form.

Pushing the price mechanism too far, however, could lead to unintended consequences including worsened housing affordability, difficulty in achieving the *Growth Plan* forecasts and a more dispersed pattern of regional growth in the GGH.

# Section 5: Conclusions and Recommendations

## 5.4 Implications and Risk

### An Overly Aggressive Target Could Have Unintended Consequences

Much of the discussion and analyses to date around *Growth Plan* targets tend to assume that the Schedule 3 forecasts will be achieved no matter what other policies are in place: or, that simply having the 'right' planning policies in place will result in more intensification. While the right policies are important, an overly aggressive target could have unintended consequences:

- An overly aggressive target may inadvertently **encourage a more dispersed pattern of urban development** by 'pushing' growth further afield, which is contrary to *Growth Plan* objectives. In our view, Hamilton is better suited to accommodate this growth because of its urban structure, strategic location, and developed multi-modal transportation connections within the broader region;
- Planning for a higher target, in and of itself, is unlikely to increase intensification. Most intensification will occur in accordance with market demand, supported by planning policy and approvals at the local level. The likelihood of success can be increased through efforts to improve the attraction of the built-up area for new investment though the provision of infrastructure, especially transit infrastructure. However, there is still **a risk that the planned units will not materialize.**
- Finally, **intensification does not always make better use of existing infrastructure** or is necessarily less 'costly' as is often suggested. Broadly speaking, it is primarily the cost of "linear" or spatially-driven services that is affected. The cost of "people-oriented" services tends to be less affected since these are required regardless of specific housing forms. Similarly, community services and other infrastructure can be more challenging and costly to deliver in an intensified urban environment, as demonstrated by the experience of the City of Toronto "Condo Boom". The *Growth Plan* requires municipalities to develop a strategy to achieve intensification targets, including investment in infrastructure and public service facilities.

If the goal is to increase the amount of intensification that *actually occurs*, the focus needs to be on the demand side of the equation, in particular improving the City's attraction as a location for higher-density living.

## Unexpected outcomes

The City of Toronto "Condo Boom" has:

Led to a **critical shortage of park space**, which will only worsen over time even with the completion of the large "Rail Deck" park over the Union Station rail corridor and other open space investments.

Required **massive investments in water and sewer infrastructure** to accommodate increased loads from the rapidly densifying urban core

Created an environment where the provision of **new community facilities are very expensive**: especially new recreation facilities, libraries, and schools

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## Section 5: Conclusions and Recommendations

### 5.5 Recommended Intensification Target

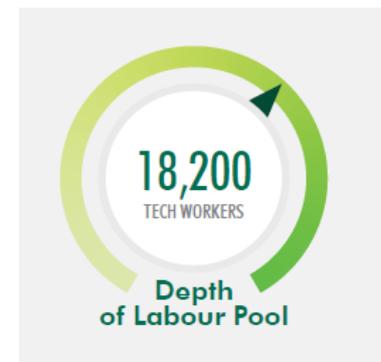
Based on these conclusions, it is recommended that an intensification target of 50% be adopted and that the City focus on further improving its attraction for higher-density living. The target of 50% is just beyond the high-end of the range of forecast market demand, so is considered a suitable aspirational goal. A higher target could be considered later in the planning period, with ongoing monitoring and reporting as development progresses.

#### Target of 50% is a Suitable Aspirational Goal

As noted, the *Growth Plan* target of 50% intensification is at the high-end of the forecast demand range. It represents a significant increase in the overall amount of housing unit growth, and a major change to the mix of that future housing in favour of apartments. From a pure market perspective, taking into account historic levels of development activity, a more 'balanced' growth scenario might be somewhere between the Current Trends forecast (at 40% intensification) and the *Growth Plan* target (at 50%).

At the same time, however, the City of Hamilton is clearly in a strong position to shift the historic pattern of development towards denser and more urban forms. As described in Section 3, City is very well-suited for intensification as a result of its expanding role in the metropolitan economy – especially the rapidly growing technology and creative sectors – combined with a large potential supply of sites within the built-up area, an up-to-date and modernized planning policy framework, and a range of complementary financial and other incentive programs encouraging new investment and redevelopment.

For these reasons, the *Growth Plan* target of 50% intensification is a suitable aspirational goal and is recommended for current planning purposes.



The City's rapidly growing 'Tech' sector is one of the most promising indicators of intensification potential over the next 20 years.

Source: 2019 *Scoring Canadian Tech Talent*, CBRE Research

## Section 5: Conclusions and Recommendations

### 5.5 Recommended Intensification Target

Key to Success is Improving the City's attraction for higher-density living

To encourage new development, the City should continue to focus on the economic factors and local conditions that serve to improve Hamilton's relative attraction for intensification in the market. Of key importance are:

- **Employment growth**, especially office-type employment in the technology sector and the burgeoning arts, culture and creative industries which attract younger professionals and tend to cluster in central City areas.
- A **high-quality urban environment**, including an attractive public realm and amenity-rich and accessible work environments that attract talent and young workers and, in turn, major employers to be close to their prospective workforce;
- **Transit investment**, especially early investment to stimulate demand and integration of transit with the road network to limit business disruption and promote convenient commuting options from the widest possible range of locations;
- **Access to amenities**, including restaurants, shopping, entertainment, business and commercial support services, personal services and related institutions such as health care, arts and higher education; and
- **Financial and other incentives** to encourage new development, including current grant and development charge reduction programs, and to ensure that excessive fees and charges do not work against intensification.

There is no question that the City of Hamilton, perhaps more so than most other locations in the southwest GGH, is well-positioned to accommodate more intensive forms of development. And the City is currently engaged in many activities to actively promote more intensive forms of development. There are, however, **limits to the level of change that can be reasonably achieved** within the current planning period. To increase intensification, proactive efforts must continue to be made to support the City's real estate markets through all available means, including planning tools, financial and other incentives to encourage redevelopment and sustained economic development and investment attraction initiatives.



STRATEGIC  
INFRASTRUCTURE  
INVESTMENT  
FOR ECONOMIC  
GROWTH



VIBRANT  
COMMERCIAL AND  
CULTURAL DISTRICTS  
AND PLACES

## Section 5: Conclusions and Recommendations

### 5.5 Recommended Intensification Target

#### A Balanced Approach Should be Taken

While accommodating more residential growth through intensification advances a number of sound planning objectives, it is also important to provide an appropriate amount of greenfield development lands to accommodate all housing market segments. Intensification, in and of itself, is not the only goal of the *Growth Plan*, which seeks to strike a balance between the economy, the environment and the development of 'complete communities'.

As discussed in Section 3, the City of Hamilton will need to maintain a high rate of growth to achieve the *Growth Plan* population forecast of 820,000 in 2051. A balanced supply of housing to meet both family and non-family needs will be required to accommodate this growth. If a balanced supply is not made available, the *Growth Plan* forecast may not be achieved which could present fiscal and service delivery challenges for the City. There is also the potential for the market to simply move further afield, creating a more dispersed pattern of growth and development that is not consistent with *Growth Plan* objectives.

As such, a higher intensification target could be considered for later in the horizon but is not recommended for current planning purposes. In the short term, aligning the City's infrastructure, readiness for development and revenue streams will be enough of a challenge, especially in a post COVID-19 recovery context. If the goal is to increase the amount of intensification that actually occurs, the focus must be on improving the City's attraction as a location for higher-density living within the GTHA. Regular MCR and official plan updates will provide ample opportunity to monitor and report on progress over the period to 2051 and adjust the City's intensification target as may be required.

**Outlook for intensification is positive**

**Hamilton is well-positioned to capture demand**

***Growth Plan* target embodies a major market shift**

**A higher target may be considered for later in the planning horizon**

**Improving the City's attraction for new investment is key to success**



# RESIDENTIAL INTENSIFICATION SUPPLY UPDATE

MARCH 2021



Hamilton

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## 1.0 INTRODUCTION AND PURPOSE

As part of the update to the Growth Related Integrated Development Strategy (GRIDS), known as GRIDS 2, and municipal comprehensive review (MCR), the City will assess how the 2051 employment and population forecasts identified in the Growth Plan for the Greater Golden Horseshoe, 2019, as amended (“Growth Plan”) will be accommodated.

A Land Needs Assessment (LNA) will identify how much of the forecasted residential growth will be accommodated through infill / intensification and existing designated greenfield lands, and how much, if any, additional land may be required to accommodate the forecasted growth.

For the purposes of this update, Residential Intensification is defined as:

“Intensification of a property, site or area which results in a net increase in residential units or accommodation and includes:

- a) redevelopment, including the redevelopment of brownfield sites;
- b) the development of vacant or underutilized lots within previously developed areas;
- c) infill development;
- d) the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and,
- e) the conversion or expansion of existing residential buildings to create new residential units or accommodation, including accessory apartments, secondary suites and rooming houses. (PPS, 2014)”

The Growth Plan identifies a minimum intensification target for the City of Hamilton of 50%, meaning that 50% of new residential units must be constructed within the built-up area on an annual basis. The Growth Plan target is a minimum. The City may plan for a higher intensification target, or conversely, may apply to the Province for approval of a lower target.

The Residential Intensification (RI) Supply Update identifies the intensification supply potential across the City to the year 2051 which supports the intensification target input into the LNA.

Through the RI Supply Update opportunities for RI in both the short term (2021 to 2031) and long term (2031 to 2051) are identified. The opportunities are identified in terms of the total number of potential intensification units over the planning horizon, allocated geographically according to the nodes, corridors and neighbourhoods identified in the Urban Hamilton Official Plan (UHOP).

## 2.0 HISTORY

As part of the original GRIDS, the Hamilton Residential Intensification Study (May 2006) was completed by MKI, and assessed by Clayton Research Group Associates. The Study identified a potential supply of 44,000 intensification units across the city between 2001 and 2031. A further study by Clayton was undertaken to examine market conditions for intensification. Based on local housing formation and demographic and economic trends, Clayton determined the market demand for intensification units in Hamilton to be approximately 26,500 units to the year 2031. This intensification unit forecast was consistent with the 2006 Growth Plan target of 40% for the 2006 – 2031 time period. The 26,500 unit estimate was utilized for planning purposes in the GRIDS process.

As part of the GRIDS 2 project, an update of the RI supply information is warranted to reflect new secondary plans, the planned evolution of the mixed use corridors and the implementation of new zoning.

In addition to the RI Supply Update, the City has also retained a consultant (Lorius & Associates) to complete a Residential Intensification Market Demand Study. The RI Market Demand Study will consider the market for intensification units in the City of Hamilton to 2051. Together, the RI Supply Update and the Market Demand Study will support the selection of an appropriate RI target for the City.

## 2.1 GAP ANALYSIS

Prior to commencing the RI Supply Update, staff conducted a gap analysis to determine how the City’s actual RI experienced since 2006 compared to the forecasted intensification identified in the 2006 study.

The results of the Gap Analysis highlighted two important facts. First, from a City-wide perspective, the amount of RI forecast in 2006 was very close to the actual RI the City has experienced to date. The total forecasted RI between 2006 and 2016 was approximately 9,000 units. The actual RI experienced to June 2016 was 8,870 units. This amount is a variance of less than 2% from the original projection.

However, on a finer geographic level, there are some significant variations between projected and actual RI. What this means is that, while intensification is occurring, the pattern and location of intensification is not the same as that forecasted in 2006. In general, it is noted that the west harbour area and the Downtown have been underperforming with regards to intensification. Some of the newer growth areas such as Hamilton Mountain, Ancaster and the Stoney Creek waterfront have experienced greater intensification than what was forecasted.

The information from the Gap Analysis was used to inform the GRIDS 2 Growth Summary, 2006 – 2016 which was released in 2017. The information also provided a starting point for the RI Supply Update, described below.

### 3.0 METHODOLOGY – RESIDENTIAL INTENSIFICATION UPDATE

Three primary sources described below were used to identify potential RI opportunities:

1. Working group review;
2. B-line corridor review; and,
3. Development applications / planning studies (eg. Barton Tiffany, West Harbour).

The following sections describe the data sources in more detail.

#### 3.1 WORKING GROUP REVIEW:

A working group comprised of Planning and GIS staff was formed to review intensification opportunities across the built boundary. The working group used Google Streetview, Official Plan and Secondary plan designations, and property information to identify potential intensification opportunities at the Traffic Zone (TZ) level. Traffic Zones (TZs) are geographic units smaller than a census tract, and are used for data analysis purposes. The working group focussed its review first on the TZs identified in the Gap Analysis as being significantly over-performing or underperforming with regards to intensification. “Significant” was defined as a difference of 100 units or more between actual and projected intensification to the year 2016. The working group also focussed on Downtown TZs, expected to have the greatest rates of intensification. Following the detailed review of the over-performing and under-performing TZs and the Downtown area, the remainder of the City’s TZs were reviewed at a higher level. The higher level review focussed on redevelopment areas, nodes and corridors. The working group recorded its data on land use maps and electronically on a master spreadsheet.

The working group review commenced in early 2017 and focused on intensification opportunities to the year 2041 (which was the planning horizon at the time) with the data being updated on an ongoing basis to reflect new development applications, enquiries or land use changes. With the release of Amendment 1 to the Growth Plan 2019 in August 2020, staff were required to re-evaluate the intensification supply potential to the year 2051, and re-examined expected growth areas such as the Downtown, Centennial Neighbourhoods and other nodes / corridors to identify additional long-term intensification opportunities. As the planning horizon is extended it becomes more difficult to foresee intensification opportunities, as changes in market demand, housing choice, economic factors, and demographics etc. are harder to predict in the longer range. For this reason, the intensification opportunities are classified as “short term

potential” (intensification before 2031) or “long term potential” (intensification between 2031 and 2051) as it is difficult to predict when (i.e. pre or post 2041) intensification opportunities in the long term may be realized.

The following assumptions were used by the working group when considering intensification potential:

*Properties not assumed for intensification:*

- Existing development 3 stories or greater or existing townhouses / multiple dwellings;
- Institutional uses (school, church, community centre) – unless a school closure is known;
- Conservation / parkland;
- Utilities / railway;
- Properties which have undergone recent redevelopment (within last 5 years approximately); and,
- Properties designated under the *Ontario Heritage Act*.

*Assumptions – Corridors, Nodes, Arterials (mixed use high / medium):*

*Properties assumed to potentially redevelop in **short term (pre-2031):***

- Vacant or under-utilized sites;
- Presence of poor building conditions; and,
- Current development application (Official Plan Amendment, Zoning Bylaw Amendment, Site Plan or Subdivision) or known development proposal on subject lands (note: development applications were considered separately as per 3.3 below).

*Properties considered for potential **long term intensification (2031 – 2051):***

- Presence of deteriorating building conditions which may warrant future replacement;
- Recent redevelopment activity in area which may be catalyst for future redevelopment;
- Strip malls and small corner plazas with vacancies or excess parking;
- Shopping centres designated Mixed Use High in the UHOP – Centre Mall, Limeridge, Eastgate (portion of parking area assumed for potential intensification);
- Larger Plazas with significant surface parking – eg. University Plaza, Dundas or Upper James and Fennel (portion of the parking area was identified as potential redevelopment. This assumption was applied on a limited basis as some of these

sites are designated District Commercial which only allows residential uses above commercial, requiring an amendment for stand-alone residential.);

- Corridors designated Mixed Use Medium which are assumed to have greater redevelopment potential - areas such as James St, Upper James, or Centennial Parkway (assumption made that a percentage, approximately 50%, of properties within the Mixed Use designation would redevelop);
- Limited non-residential to residential conversions;
- Vacant storefronts;
- Some surface parking lots; and,
- Formal consultation application on subject lands (note: development applications were tracked separately as per 3.3 below).

#### *Assumptions – Neighbourhoods, interior*

- Vacant sites, larger sites with severance potential, and sites that are subject to current development applications assumed to have intensification potential;
- Larger lot areas such as “B” Zones (20m, 1100 sq m) “B-1” (15m 690 sqm), “B-2” (15m , 540 sq m) in Hamilton, “ER” Zones (18m, 695 sq m) in Ancaster, “R1-6” (30 m, 1390 sqm)) in Waterdown assumed to have little change and maintain existing minimum lot frontages (severances not anticipated);
- Other potential intensification sites: neighbourhood commercial uses/plazas (depending on building conditions, size etc); vacant / brownfield sites; school sites if known closure; and,
- Secondary dwelling units (SDUs) – tracking of building permits to add an additional residential unit to an existing dwelling identifies that approximately 100 SDUs are legally added per year. This rate of SDU uptake is consistent with the forecast from Hemson Consulting (Greater Golden Horseshoe: Growth Forecasts to 2051) which identifies a growth of approximately 2,700 SDUs in Hamilton between 2021 and 2051, which is a rate of 90 per year. It is assumed that this trend will continue to 2051.

For the potential RI areas identified by the working group, an appropriate density factor based on UHOP / Secondary Plan direction where applicable, or otherwise based on density of recent comparable developments, was applied to determine the anticipated number of potential short and long term units across the City.

### **3.2 B-LINE CORRIDOR REVIEW:**

In Q4 2015 and Q1 2016, planning staff conducted a detailed review of all properties along the B-line Corridor (McMaster to Eastgate) as part of the LRT planning work. The review involved a consideration of both short term (pre 2031) and long term (2031 to

2041) residential intensification opportunities along the Corridor (2041 was the planning horizon at that time). This was an update to work that had previously been completed in 2011 as part of the Nodes and Corridors Planning Study. The assumptions used in the Corridor Review were similar to the assumptions noted above in the Working Group review, however, certain assumptions noted above were not applicable to this work. An appropriate density factor was applied to the intensification opportunities identified in the Corridor Review to determine the anticipated number of potential short and long term units along the Corridor.

The B-line review had initially been undertaken as part of the LRT planning work in order to understand future redevelopment potential along the corridor. Despite the Provincial cancellation of the LRT project in 2019, staff find that the assumptions surrounding future redevelopment potential along the corridor should be maintained. The B-line corridor is identified as a Primary Corridor in the UHOP and is expected to accommodate a form of higher order transit in the future. Primary Corridors are identified to accommodate intensification and redevelopment opportunities to support future transit use. These assumptions are maintained despite the current cancellation of the LRT project. The recent announcement of partial funding from the Province for a reduced-length LRT confirm the assumption that some form of higher order transit will ultimately be developed along the corridor. While assumptions surrounding intensification of the corridor remain valid, it is acknowledged that the current lack of confirmed funding for higher order transit may impact the rate of intensification and overall levels of intensification experienced along the corridor.

It is further noted that the B-line Corridor Review did not include a review of properties in the Downtown Core along the corridor (these properties were not included because at the time there was consideration of a separate downtown review being conducted). As such, the Working Group review described in Section 3.1 included the Downtown Corridor properties in its mandate.

The B-line review data has been updated on an ongoing basis to reflect new development applications, enquiries or land use changes. As with the Working Group review, with the release of Amendment 1 to the Growth Plan 2019 in August 2020, staff were required to re-evaluate the intensification supply potential along the corridor to the year 2051.

### 4.3 DEVELOPMENT APPLICATIONS:

The third data source for the identification of intensification opportunities was a review of recent and current development applications. The review of development applications included all types (Official Plan and Zoning By-law Amendments, Draft Plans of Subdivision and Condominium, Site Plans, and Consents). All applications for the last five years were compiled and the number of associated intensification units were tracked.

The list of applications was reviewed to remove duplicates (i.e. more than one application on the same property); projects that had already been completed; condo conversions (these units were already existing); and properties located outside of the built boundary.

Finally, a determination on timing of when the proposed intensification units would be built was made. Staff determined that it was appropriate to assign units proposed through a Draft Plan of Subdivision or Condominium, Official Plan or Zoning By-law Amendment or Site Plan to the short term period (units will be constructed prior to 2031). This assumption is based on the fact that an application has already been received, meaning an investment has already been made in the property for the future intensification use, and it is therefore more likely that the proposal will proceed to construction.

Any units proposed through a Formal Consultation application were assigned to the Long Term period (between 2031 and 2051). It is very difficult to determine when or if a Formal Consultation application will proceed to the development stage, market and ultimately construction. To be conservative, staff felt it prudent to assume that Formal Consultation applications signalled an interest in developing the property but, as no investment has been made in the development proposal at this stage, it was reasonable to assume a longer term time period for future intensification of these parcels.

The number of intensification units proposed through currently active (within last 5 years) development applications is shown in Table 1 below:

**Table 1 – Residential Intensification Units Proposed Through Current Development Applications**

Time Frame	# of Units
“Short Term” ( <i>Units Proposed Through Official Plan / Zoning By-law Amendment, Draft Plan of Subdivision / Condominium, and Site Plan Control Applications</i> )	18,245
“Long Term” ( <i>Units Proposed Through Formal Consultation Applications</i> )	17,925
Total ( <i>Short Term + Long Term</i> )	36,170

**Source: City of Hamilton**

With regard to Consent applications, rather than tracking all new units created through consent, staff ran a query to determine, on average, how many new units are created through consent within the built boundary each year. Between 2007 and 2016, 356 residential units were built or land was severed to build in the built up area. Of these units, 310 units were added to the City, while 46 were replacement units (where the original dwelling was demolished and rebuilt at the same time as the new dwelling, according to the severance application). These numbers indicate that approximately 30

residential units are created through severance on a yearly basis. An assumption was made that this trend would continue and that intensification through severances in the built-up area would not be a significant contributing factor to overall intensification rates in the City.

#### 4.0 RESULTS: SHORT AND LONG TERM INTENSIFICATION OPPORTUNITIES

Using the results of the identified potential supply from the sources in section 3.0 above, the RI Supply Update identified intensification opportunities based on assumptions for how much RI may occur to 2051. Details are shown below in relation to the distribution of intensification units by geographic area. The ‘short’ time frame refers to 2021 to 2031, and the ‘long’ refers to 2031 to 2051.

Table 2 below identifies the total identified short and long term intensification units by geographic area:

**Table 2: Short and Long Term Residential Intensification Opportunities**

Area		Short Term	Long Term	Total
Downtown	Units	9,700	14,000	23,700
	%	36	31	33
Other Nodes & Corridors	Units	4,200	18,300	22,500
	%	16	40	31
Neighbourhoods (includes Waterfront)	Units	12,700	13,400	26,100
	%	47	29	36
Total Units		26,600	45,700	72,300

*Source: City of Hamilton*

The total identified opportunities equates to the following intensification percentage as compared to the City’s overall forecasted growth during the 2021 to 2051 period:

**Table 3: Residential Intensification Opportunities as a Percentage of Overall Growth**

Year	Forecasted Unit Growth	Identified RI Opportunities (# of Units)	RI % of total growth
2031 - 2051	110,000	72,300	66

*Source: City of Hamilton, Forecast: Lorus and Associates City of Hamilton Land Needs Assessment to 2051*

## 5.0 COMMENTARY AND ANALYSIS

The results of the RI Supply Update identify supply opportunities of approximately 70,000 units between 2021 and 2051. While many sites in the built-up area could theoretically intensify and therefore the potential intensification supply is vast, the RI Supply Update has attempted to identify potential intensification opportunities to 2051 in accordance with the assumptions outlined in section 3.0 and known development applications.

Planning for an extended 30 year time horizon to 2051 raises challenges when attempting to predict intensification opportunities well into the future. A thirty year time horizon is significant and it is difficult at present to anticipate future social, economic and market changes. Questions surrounding intensification potential, market preferences, built form considerations and other unknown variables make the identification of future intensification opportunities less certain as the time period progresses.

At the same time, the change to a 2051 planning horizon as introduced by Amendment 1 to the Growth Plan 2019 has resulted in the requirement to accommodate more people and jobs within the City, a total growth of 236,000 people and 122,000 jobs between 2021 and 2051. To accommodate this amount of growth, a significant percentage of the new units will need to be in the form of intensification of the existing built-up area.

The intensification supply update has identified a supply which equates to roughly 66% of the City’s unit growth to 2051. However, it must be noted that achieving such significantly high intensification numbers will be challenging and it is not expected that all of these potential opportunities would be realized within the planning horizon.

It is known that the supply of intensification units will almost always exceed demand. Constraints on the ability to bring prospective supply opportunities to market include:

- requirement for land consolidation and / or ownership issues;
- site contamination and associated remediation costs;
- neighbourhood opposition;
- financing constraints;
- lack of infrastructure capacity and / or need for upgrades;
- lack of market demand; and,
- requirement for municipal approvals.

The City has already put in place many measures to encourage and facilitate future intensification projects, including new and updated Secondary Plans (Downtown,

Centennial Neighbourhoods), new Zoning (Downtown, Commercial / Mixed Use, Transit-Oriented Corridor), pilot projects related to laneway housing, incentive programs and streamlined development approvals.

To encourage the realization of the supply opportunities, the City will need to continue to be proactive as above, and supplement these initiatives with further endeavours including flexible residential zoning in the new Residential Zoning By-law, additional incentives, education programs surrounding the benefits of intensification within a neighbourhood, creativity and innovation to problem solve and work with developers and homeowners to create compatible and desirable intensification projects.

Of course, matters beyond the City’s control will continue to impact the realization of intensification potential, including economic and market shifts, pandemic impacts, and consumer choice.

Key to assisting the City in meeting planning goals going forward will be the continual monitoring of key trends, such as the number of intensification units being constructed annually, to determine if the City is making progress toward meeting the established goals and targets. Moving forward in the planning horizon, if the monitoring identifies that the City is not making consistent improvement and progress in meeting its intensification goals, the City can revisit the programs and policies in place to encourage intensification with an objective to increasing the overall numbers. Further, at forthcoming Official Plan reviews, which are mandated to occur at 5 year intervals in accordance with the *Planning Act*, the City can examine the assumptions behind the intensification target, as well as recent trends and market directions, to determine if the planned intensification target needs to be shifted in any direction. In short, while it is difficult at present to plan for an extended 30 year time horizon, there is certainty in knowing that the City will have many opportunities over the forthcoming years to review trends and react accordingly.

## 6.0 NEXT STEPS

The intensification target is a key input into the LNA. This RI Supply Update is one consideration in determining an appropriate RI target for the City to plan towards, in conjunction with the RI Market Demand Report, a review of recent RI trends, and feedback and input from the public and stakeholders.

Through the approval of the LNA, staff are recommending an average RI target of 60% as an input into the LNA, with a phased increase of the target from 50% between 2021 and 2031, to 60% between 2031 and 2041, and up to 70% between 2041 and 2051. This target equates to a requirement for approximately 66,000 new dwelling units to be constructed within the built-up area between 2021 and 2051, which is within the supply potential identified through this report (approximately 90% of the identified supply).

Following the approval of the LNA and recommended RI target, a detailed breakdown of anticipated intensification units (by unit type) at the TZ level across the City will be prepared to assist in future growth and infrastructure modelling exercises.

# EXISTING DESIGNATED GREENFIELD AREA DENSITY ANALYSIS

MARCH 2021



Hamilton

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  - 4.1 Vacant Residential Land Inventory (VRLI)
  - 4.2 Other Designated Residential Supply Opportunities
- 5.0 Calculating Population and Employment Potential
  - 5.1 Population
  - 5.2 Identifying Opportunities to Increase the Planned Density of Existing DGA
  - 5.3 Jobs
  - 5.4 Planned Density of Existing DGA
- 6.0 Challenges and Opportunities
- 7.0 Conclusion

### *Appendix:*

Appendix “A” – Map of Existing DGA Lands by Category (Status)

## 1.0 INTRODUCTION

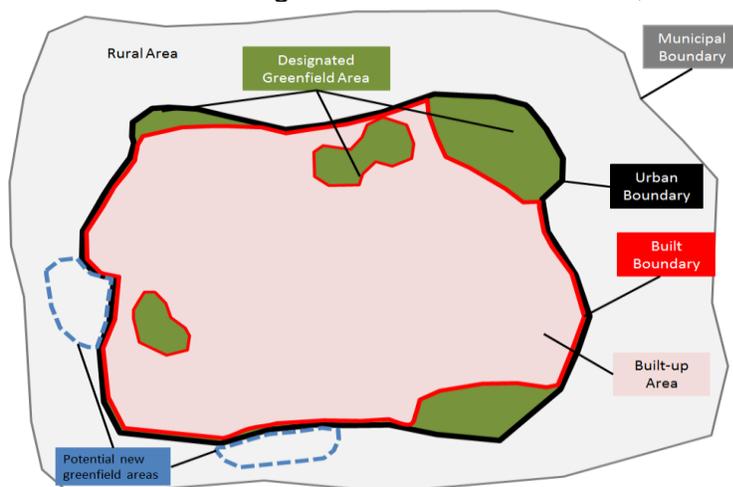
### 1.1 WHAT IS THE DESIGNATED GREENFIELD AREA?

The 2006 Growth Plan introduced the term Designated Greenfield Area. The term, with a slightly modified definition, remains in the 2019 Growth Plan (as amended), as follows:

“Lands within settlement areas (not including rural settlements) but outside of delineated built-up areas that have been designated in an official plan for development and are required to accommodate forecasted growth to the horizon of this Plan. Designated greenfield areas do not include excess lands.”

Designated Greenfield Area, or DGA, is the land that is located within the urban boundary, but outside of the built-up area. The built-up area is defined through the Growth Plan and is essentially the developed portion of the urban area. DGA lands are generally undeveloped, though as will be discussed below, a significant portion of Hamilton’s DGA land has been developed since 2006 or is subject to approved development applications.

The schematic in Figure 1 illustrates the DGA, the built-up area and the urban boundary.



**Figure 1: Schematic diagram illustrating Designated Greenfield Area (DGA)**

The City’s DGA includes DGA lands which are already identified in the Official Plan and located within the urban area (known as “Existing DGA” for the purposes of this paper). However, if it is identified through the Municipal Comprehensive Review (MCR) that the City requires additional land, through urban boundary expansion, to accommodate growth to the year 2051, any new lands added to the urban area will become part of the DGA (known as “New DGA” for the purposes of this paper). The focus of this paper is on the City’s Existing DGA lands and a review of the planned density of those lands, including opportunities to increase the planned density. If New DGA lands are added to the urban

boundary through the MCR, a consideration of an appropriate density target for those lands will be undertaken separately as part of the Land Needs Assessment.<sup>1</sup>

## 1.2 PURPOSE OF THE DESIGNATED GREENFIELD AREA ANALYSIS

The DGA Analysis fulfills the following objectives:

- Provide an overview of Hamilton’s Existing DGA lands in terms of gross and net areas, and by category of development status (i.e. Registered Plan; Draft Approved Plan; Pending Development; and, Potential Development Lands);
- Identify opportunities to increase the planned density of Hamilton’s Existing DGA lands to the 2051 planning horizon to meet Growth Plan targets; and,
- Identify an appropriate planned density target for the City’s Existing DGA to determine conformity with the Growth Plan minimum required target.

This document is being prepared as part of Hamilton’s Municipal Comprehensive Review to demonstrate compliance with Section 2.2.7 of the Growth Plan.

## 2.0 POLICY REVIEW

### 2.1 GROWTH PLAN, 2019, AS AMENDED

Section 2.2.7 of the Growth Plan provides policy direction for the Designated Greenfield Area. The focus of the policies is primarily related to the establishment of density targets for the DGA, and direction for municipalities on how to plan for those targets.

*“2.2.7.1 New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:*

- a) supports the achievement of complete communities;*
- b) supports active transportation; and*
- c) encourages the integration and sustained viability of transit services.”*

Policy 2.2.7.1 is a general policy promoting planning of DGA lands to be complete communities which support all modes of transportation, and are transit friendly. Identifying opportunities to increase the planned density of the Existing DGA will assist with meeting these planning objectives.

<sup>1</sup> It is appropriate to consider the density of the Existing DGA separate from the New DGA. As is shown in this report, development opportunities within the Existing DGA are constrained and much of the area is already subject to planning approvals. Opportunities to increase the planned density of the Existing DGA are therefore limited, whereas greater opportunity and flexibility will exist in any New DGA areas added to the urban boundary.

*“2.2.7.2 The minimum density target applicable to the designated greenfield area of each upper and single tier municipality is as follows:*

- a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 persons and jobs per hectare;”*

Policy 2.2.7.2 identifies the density target of 50 persons and jobs per hectare for the City of Hamilton. This target is applicable to both the Existing DGA as well as any new DGA lands which may be added to the urban boundary. It important to note that the target is a minimum, and the City may plan to achieve a higher target. As is shown below in Table 4 of this Report, the City’s planned density of the Existing DGA already exceeds the Growth Plan minimum target.

*“2.2.7.3 The minimum density target will be measured over the entire designated greenfield area of each upper- or single-tier municipality, excluding the following:*

- a) natural heritage features and areas, natural heritage systems and floodplains, provided development is prohibited in these areas;*
- b) rights-of-way for:*
- i. electricity transmission lines;*
  - ii. energy transmission pipelines;*
  - iii. freeways, as defined by and mapped as part of the Ontario Road Network; and*
  - iv. railways;*
- c) employment areas; and*
- d) cemeteries.”*

Policy 2.2.7.3 outlines the technical requirements for measuring density of the DGA. The density of the DGA is measured across the entirety of the DGA area to which the target applies. For the case of this paper, the measurement of the DGA density is applied across the entirety of the Existing DGA already identified in the UHOP.

Policy 2.2.7.3 also identifies the lands to be excluded from the DGA density calculation, those being undevelopable lands such as natural heritage features and areas, rights-of-way, and cemeteries, as well as designated employment areas. This policy is a significant revision from the 2006 Growth Plan, which only allowed for natural features to be excluded from the DGA calculation. The addition of the extra features / areas for exclusion will assist municipalities in meeting the required density targets by not including undevelopable areas, and employment lands which tend to develop at lower density.

The remainder of this Report will provide an overview of the City’s Existing DGA, including current planned density, and further, identify opportunities within the City’s Existing DGA to plan for a density increase in accordance with Growth Plan requirements.

## 2.2 URBAN HAMILTON OFFICIAL PLAN (UHOP)

“A.2.3.3.3 *Greenfield areas* shall be planned to achieve an overall minimum density of 50 people and jobs per hectare. The *greenfield* density target shall be measured over Hamilton’s *greenfield area*, excluding natural heritage features designated in this Plan. The *greenfield area* includes designated employment areas. On employment lands, the City shall plan to meet a density target of 37 people and jobs per hectare. On non-employment lands, densities will need to achieve a minimum average density of 70 persons and jobs per hectare to meet the overall density target.

E.3.7.1 New greenfield communities shall be designed with a unique and cohesive character. Buildings, streetscapes, street patterns, landscaping, open spaces, and infrastructure shall be designed to contribute to this character.”

The UHOP contains policies on the DGA, including a required density target. The UHOP identifies an overall target of 50 pjh, but breaks this target down further into employment areas (target of 37 pjh) and non-employment areas (70 pjh). This differentiation was made to account for the generally lower density development of employment lands. A higher non-employment target was required to offset the employment areas and balance out to the overall target of 50pjh. With the revised Growth Plan policy direction which now removes employment areas from the DGA density calculation, UHOP policy A.2.3.3.3 will need to be reviewed and updated as part of the future Official Plan Review.

## 3.0 EXISTING DGA OVERVIEW:

### 3.1 EXCLUSIONS

The gross land area of the City’s Existing DGA totals more than 4,200 ha. However, for the purpose of density analysis, the Growth Plan provides that certain lands can be excluded from the density calculation. Policy 2.2.7.3 of the Growth Plan outlines the lands which may be excluded from the DGA density calculation due to being considered non-developable, or being designated as employment area.

Table 1 breaks down the amount of land area, in hectares, of each exclusion area from the DGA density calculation.

**Table 1: Growth Plan Exclusions from Calculation of DGA Density**

<b>Existing DGA Breakdown</b>	<b>Area (ha)</b>	<b>%</b>
Total Existing Designated Greenfield Area (Gross)	4,231	100
Total Exclusions	2,090	49
Employment Lands	1,780	42
Core Areas (non-employment)	305	7
Rights of Way (non-employment)	0	0
Cemeteries	5	0.1
<b>Net “Community” (residential, institutional, commercial) Developable Area (based on 2019 Growth Plan)</b>	<b>2,140</b>	<b>51</b>

Source: City of Hamilton, year end 2019

Table 1 above identifies the portion (42%) of the City’s Existing DGA that is designated employment land. This confirms the significance of the revisions to the 2019 Growth Plan which allow municipalities to net out employment lands for the purposes of calculating DGA density. Employment lands traditionally develop at a lower density than non-employment lands, and therefore including the employment areas in the DGA density calculation had the effect of lowering the overall planned density. This paper focuses on the non-employment DGA lands. Discussion on the City’s employment lands and opportunities to intensify those lands is discussed in the City’s Land Needs Assessment.

### 3.2 DEVELOPMENT STATUS OF EXISTING DGA

The built boundary line, which separates the built-up area from the DGA, was established by the Province in 2006. At that time, the lands that were identified as DGA were largely undeveloped or underdeveloped (e.g. large lot with one single detached dwelling). In the 14 years since that delineation, a portion of the DGA lands have now been developed, or have existing or pending development approvals (plans of subdivision). Despite this fact, there were no modifications made to the built boundary line during the co-ordinated provincial plan review in 2015. Therefore, a portion of the lands that are classified as Existing DGA are already fully or partially built-out.

Further, another significant subset of DGA lands have already been approved for development through a Registered or Draft Approved Plan of Subdivision, or are subject to a Pending Plan of Subdivision application. These DGA lands are broken down into three categories:

- Registered – lands within a registered plan of subdivision for which building permits have not been issued.
- Draft Approved – lands within a draft approved, but not registered, plan of subdivision.
- Pending Plans – lands within a draft plan of subdivision application that has been submitted to the City, but not approved.

Table 2 summarizes the breakdown of Existing DGA land by development status, not including employment lands:

**Table 2: Development Status of DGA Lands**

Existing DGA Category (Non-employment)	Land Area (gross ha)
Fully or Partially Built (i.e. building permits issued)	910
Registered (no permits issued)	75
Draft Approved	365
Pending	115

Source: City of Hamilton VRL, year end 2019

It is apparent from the chart above that a significant portion of the Existing DGA lands are already developed for residential purposes or are subject to an approved or pending draft plan of subdivision application. A map of the above noted breakdown is attached as Appendix “A”.

Further constraints to residential development of the Existing DGA are also shown on Appendix “A”, including lands designated for employment uses and open space lands (i.e. parks, natural features, cemeteries). The Existing DGA lands that are not subject to an existing development application / approval, or constrained for development by one of the features above, is limited.

## 4.0 PLANNED RESIDENTIAL SUPPLY INFORMATION

To ultimately determine the DGA planned density, it is necessary to consider the potential residential supply of the City’s Existing DGA lands. For the purposes of this analysis, the planned residential supply is defined as the lands remaining (after allowable Growth Plan net-outs) that are currently designated in the UHOP for residential uses over the plan horizon. This includes mostly vacant lands as identified in the City’s Vacant Residential Land Inventory (section 4.1 below) as well as a small amount of currently occupied lands that can be reasonably expected to redevelop with new residential uses in accordance with their current designation (section 4.2 below). Information on the City’s designated and available planned residential land supply comes from two different sources discussed below:

### 4.1 VACANT RESIDENTIAL LAND INVENTORY (VRLI)

The VRLI classifies development potential of vacant residential lands, including DGA lands, by current development status. The VRLI includes lands in four categories:

- Registered Plan - These lands have the highest degree of development certainty.

- Draft Approved Plan - These lands also have a high degree of development certainty, but could be subject to revision in terms of total unit count, type etc.
- Pending Plans - Development potential can be estimated for lands within this category based on the submitted plan, but it is noted that this is an estimate only, and subject to change as the plan moves through the approval process.
- Potential Development – vacant residential lands for which no draft plan of subdivision application has been submitted. Development potential for these lands is estimated using a variety of sources, including Secondary or Neighbourhood Plan designations, zoning, surrounding land uses and density, or other types of pending development applications (eg. site plan control). These lands have the least degree of development certainty. Staff undertook a review of these lands to determine if there is opportunity to increase the assumed development potential based on updated policy direction or surrounding development in the area (see Section 5.0 below).

For the purpose of calculating the DGA planned density to 2051, all lands which are currently designated for residential purposes within the VRLI were assumed to develop within the planning horizon. Of note, lands which are currently subject to a development application for redesignation to a residential designation were not included. An example is the proposed application to redesignate District Commercial lands in the vicinity of Highways 5 & 6 (Flamborough) to a Mixed Use designation. The lands that are subject to this application were not included in the planned density calculation above because the application is in the early stages and the ultimate outcome of the applications is unknown at this time.

The following chart summarizes the amount of land area within each VRLI category within the Existing DGA:

**Table 3: Vacant Residential Land Inventory Breakdown by Category**

DGA Category		Land Area (ha)
Registered		75
Draft Approved		365
Pending		115
Potential	Within Secondary Plan	220
Development	Outside of Secondary Plan	30

Source: City of Hamilton VRLI, year end 2019

## 4.2 OTHER DESIGNATED RESIDENTIAL SUPPLY OPPORTUNITIES:

The VRLI considers lands which are vacant and designated for residential development. Other sites within the Existing DGA which do not meet this criteria, but which represent designated supply opportunities, include:

- Large parcels currently developed with a single detached dwelling, but which offer potential for severance and future additional residential development; and,

- Land assembly opportunities for parcels currently developed with single detached dwellings with opportunity to be developed at a higher density.

Development opportunities of the lands noted above are identified by City staff through a review of the Existing DGA, but do not form part of the City’s VRLI because they are not vacant. However, because these lands are designated for residential development (i.e. “Neighbourhoods” on Schedule E-1 of the UHOP and / or within a Secondary Plan residential designation), they represent planned residential supply opportunities and should be considered as part of the planned density calculation. An assessment of realistic potential of these sites to develop by 2051 was undertaken, and only sites which did not require consolidation with other properties in order to develop were assumed as realistic development opportunities within the planning horizon.

## 5.0 CALCULATING POPULATION AND EMPLOYMENT POTENTIAL

### 5.1 POPULATION

Calculating the development potential, and ultimately the planned density, of the DGA requires calculating the unit potential across each of the subsets noted above. The development potential of the Registered, Draft Approved, and Pending development categories (VRLI) is straightforward, and is based on the unit potential of the Registered / Draft Approved / Pending Plan of Subdivision applications. Units are translated into population based on the following assumptions regarding persons per unit for new or existing units in the DGA as per the chart below:

Unit Type	PPU – New Units (VRLI)	PPU – Existing Units <sup>2</sup>
Single / Semi	3.405	3.44
Row	2.437	2.50
Apartment	1.663	1.64

The density calculation of the Potential Development category of the VRLI (within and outside of a Secondary Plan boundary), and the Other Designated Residential Supply Opportunities outside of the VRLI, requires greater discussion, being based on certain development assumptions, as follows:

- Within a Secondary Plan generally assume development will occur at the maximum density permitted by the Secondary Plan land use designation. (Secondary Plan land use categories permit development at a density range, eg. 20 to 40 units per hectare.)

<sup>2</sup> The PPU factors for existing units are based on average Household Size by Unit Type by Period of Construction from Statistics Canada for the 10-year period 2006-2016. The resulting population figures are checked for consistency with available Census information at the Dissemination Area (DA) level for total occupied housing units, population and average persons per unit in the DGA and adjusted upwards to include non-household population and the Census net undercoverage (“the undercount”) in accordance with the Growth Plan Schedule 3 forecast definitions. The PPUs are applicable to the DGA only, and not city-wide. The PPU factors for new units are based on the City’s 2019 D.C Background study.

For this exercise, the maximum density permission was assumed for the majority of sites, with the exception of certain situations where the existing surrounding development was at a lower density and it was assumed that future development would be at a similar density.

- For properties that are subject to a development application (eg. Zoning By-law Amendment or Site Plan), the proposed development concept was used to inform density assumptions.
- Review of existing OP and zoning designations to obtain guidance. Note that some DGA lands within this category remain under remnant Agricultural zoning, despite being within the urban boundary, and therefore cannot be used to guide future development assumptions.
- If applicable, Neighbourhood Plans provide guidance on future development potential.
- Review of surrounding land uses to determine appropriate development potential taking into account matters such as transition and compatibility.

These assumptions are used to assign potential unit and population totals to the Potential Development lands within the VRLI, and the Other Designated Residential Supply Opportunity areas. The population assumptions use the same Persons per Unit factors discussed above.

## 5.2 IDENTIFYING OPPORTUNITIES TO INCREASE THE PLANNED DENSITY OF EXISTING DGA

City staff conducted a review of the designated residential supply opportunities across the Existing DGA to identify opportunities to increase the planned density (unit potential). The review focussed on lands within the Potential Development Category of the VRLI, and lands within the Other Designated Residential Supply Opportunities category. The context of the review was to consider opportunities to increase the planned density of the Existing DGA to the planning horizon of 2051.

It is assumed that opportunities to increase the planned density of the Registered, Draft Approved and Pending category lands are low. While it is recognized that unit potential of the Pending Category may change from what is currently proposed, it is nonetheless assumed that any changes in planned density from what is submitted on the development application would be fairly minor, and would reflect the need to redesign the proposed development to account for technical requirements arising during the development review process. A significant change in planned density is not likely or anticipated.

The following categories were reviewed by staff :

- The Potential Development category of the VRLI represents only 11% of the net Residential DGA, or 250 hectares. Of this 250 ha, almost 90% is located inside a Secondary Plan boundary. These lands offer some opportunity to plan for increased density, through processing of future development applications that may contemplate a density increase above that permitted in the approved Secondary Plan. In this regard, staff updated the assumptions within the VRLI to reflect higher densities in certain areas, reflective of recent developments or applications in the vicinity, and the Growth Plan and UHOP planning direction to plan for compact form with a range of housing options.
- The remaining lands of the Potential Development (VRLI) category are located outside of a Secondary Plan boundary. These lands offer the greatest opportunity and flexibility in future planning, but also represent the smallest subset of land area. Similar to above, staff reviewed these lands to update the density assumptions in the VRLI, based on updated zoning, surrounding development, and recent development applications on the subject lands or in the vicinity.

In reviewing these Potential Development sites, staff also considered locations on the edges of neighbourhoods, particularly at the intersection of arterial roads, where an increase in density may be appropriate in accordance with UHOP policy direction. These areas offer an important opportunity to plan for ‘missing middle’ housing, which refers to a need to provide a greater range of medium density housing forms within neighbourhoods, which may include townhouses of various forms of low-rise apartments.

- In addition to the update to the VRLI, staff also undertook a review of the Other Designated Residential Supply Opportunities. Opportunity areas were identified, taking into account recent development trends in the surrounding area, new or updated zoning, and development enquires or consultations on the lands.

### 5.3 EMPLOYMENT

The number of jobs calculated for the existing DGA is based on the City’s employment survey information adjusted to align with the known 2016 Census employment total. The number of jobs in the new DGA is based on the build-out of existing vacant Commercial lands (at 60 jobs per net ha) and Institutional lands (at 38 jobs per net ha). “Work at home” employment is estimated at 3% of the total DGA population. The breakdown is as follows:

- Employment survey (adjusted) – 5,100 jobs;
- Work at home (3% of total population) – 1,740 jobs;
- Vacant commercial potential – 5,180 jobs;
- Vacant institutional potential – 1,250 jobs.

## 5.4 PLANNED DENSITY OF EXISTING DGA

The calculation of the planned DGA density is based on a combination of existing population and jobs, plus population in the designated residential supply (VRLI and Other Designated Supply Opportunities), plus potential job growth.

Based on the supply information in the VRLI, combined with the Other Residential Supply Opportunities, the planned density across the Existing DGA as of 2019 is 60 pjh.

**Table 4: Summary of Planned Density of Existing DGA**

Category		Units	Population	Jobs	PJH
<b>Population</b>					
Fully or Partially built		18,900	55,500		
Registered (VRLI)		3,500	8,100		
Draft Approved (VRLI)		6,250	17,400		
Pending (VRLI)		2,600	5,900		
Potential Development (VRLI)	Within Secondary Plan	7,400	18,200		
	Outside Secondary Plan	600	1,500		
Other Designated Residential Supply Opportunities		1,000	2,570		
<b>Jobs</b>				13,270	
<b>Total (Persons + Jobs per hectare)</b>					<b>60</b>

Source: City of Hamilton – PPU's based on chart for existing and new units – page 10

This planned density represents an increase from the last previously reported calculation in 2017 of 56 pjh. This current review is based on the most up-to-date information, including some revisions to the GIS mapping, land area measurements and capacity calculations (updated PPU's and employment density factors) since the last reported calculation. The key differences are noted herein, and generally result in a moderately higher density for the current DGA than had been previously estimated.

## 6.0 CHALLENGES AND OPPORTUNITIES

While staff have determined that opportunity does remain within the City's Existing DGA to plan to achieve a 60 pjh target, achieving this target requires planning for a more compact form, alternative land uses and, in some cases, increased densities. The following considerations need to be recognized:

- As noted above, only a small percentage of the Existing DGA is true vacant greenfield land. The vacant greenfield lands represent an opportunity to plan for increased densities, subject to good planning and servicing availability. Other opportunities will require land assembly or redevelopment, which could be more challenging.
- Planning for increased density in the Existing DGA could be challenging in light of the potential for neighbourhood opposition if a new development is proposed at a higher density than surrounding lands. While the planned density takes into account neighbourhood compatibility when making assumptions about future development potential, the possibility of neighbourhood concern remains if density increases are proposed (eg. townhouses instead of single detached dwellings);
- The planned density calculation assumes that future development will proceed at the higher end of the Secondary Plan density range (if applicable). Recent history shows that new developments are not consistently being proposed at the higher end of the range. Ensuring future development meets the higher density requirement will require education and cooperation from the development community, staff and council.
- The planned density calculation assumes that some parcels currently developed with a single detached dwelling will be redeveloped at a higher density over the long term. There is no guarantee redevelopment will occur, and it is entirely dependent on the will of the landowner.

As noted above, planning to achieve 60 pjh represents an optimistic view of the density of future development (i.e. assumption that development will proceed at densities greater than the minimum requirements). To support the City’s achievement of the 60 pjh target over the long term, staff recommend the following actions:

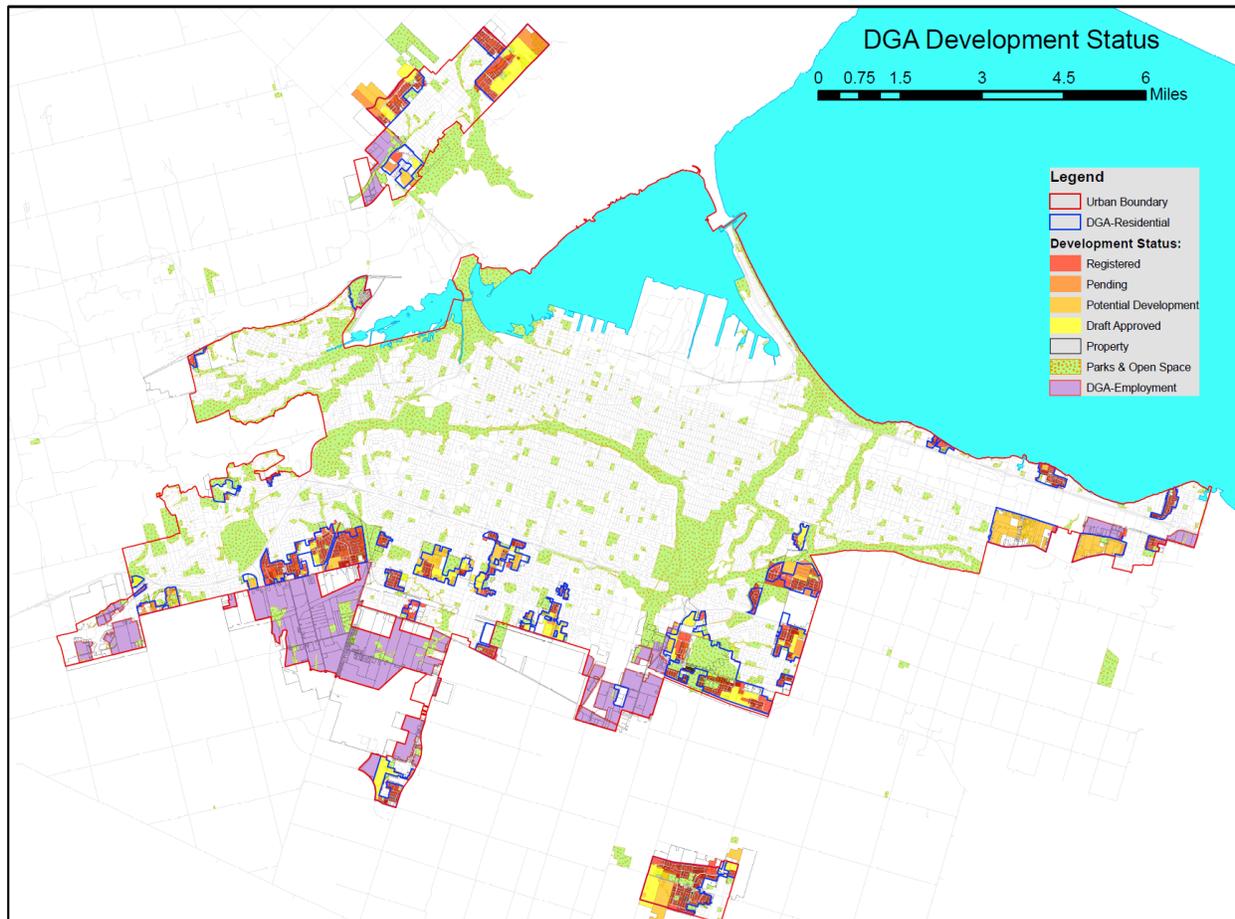
- Supportive residential zoning – the City is currently working on the final stage of its new comprehensive zoning by-law, which is the residential zones. Some of the zoning by-laws do not contemplate the full range of housing types or the associated development standards which are common in new greenfield developments today, including maisonettes, stacked townhouses, and rear lane townhouses, and developments with multiple forms in one block. This causes a delay in approvals process as site specific zoning must be created for new developments. By establishing new residential zoning that contemplates a variety of medium and high density residential forms, and allows for flexibility in design and regulations, developers will be encouraged and facilitated in planning for higher density developments in their greenfield communities.
- Education on medium and high density housing – this approach is important for the public and the development community. Providing education on the variety of housing forms and typologies that contribute to higher density can facilitate development other than the standard low rise and townhouse development which is typical of new communities. Education on the benefits of higher densities could help address

neighbourhood and political opposition. The City has already embarked on this initiative through a series of open houses held in the fall of 2018 entitled *Imagining New Communities*, which provided information to the public and council on higher density community design.

## 9.0 CONCLUSION

It is appropriate for the City to plan to achieve 60 pjh as a target for Existing DGA density. This target will require new greenfield developments to be approved at a higher density than the historical norm, and will require cooperation and support of staff, developers, Council and the public.

**APPENDIX "A"**





**Public and Stakeholder Engagement**  
**Round 3**  
Winter 2021





## Round 3 Consultation: Trending Ideas and Insights

- Participants offered a diversity of ideas and insights, some of which were at odds with each other. However, a number of trends did emerge.
- A large majority of participants indicated their support for the Ambitious Density Scenario.
- Many participants expressed a preference for intensification to take place within the existing urbanized area. "Grow up, not out."
- There is an expressed concern and opposition to growth into agricultural lands.
- Some participants requested that a zero boundary expansion option be presented. Staff did not present this option because it would not meet the Provincial requirement for a market-based land needs assessment, and would result in an unbalanced supply of future housing units comprised primarily of apartments.
- Questions were raised about if and how affordable housing is being incorporated into these growth scenarios.
- The climate change lens is seen as a critical planning tool for any and all growth scenarios.
- Participants asked that all related initiatives, such as those related to climate change, transit and infrastructure planning, be considered during this process so as to paint a holistic picture and develop a sustainable outcome.
- There is an interest in reducing barriers for intensification and providing incentives for development projects.
- Any new policies or processes should ensure that development results in complete communities.
- Some participants encouraged the City to consider adding a "no expansion" scenario, while other participants were concerned that the higher intensification targets would not be achievable.
- Phasing of development is of interest, so that growth scenarios can be revisited with as little consumption of existing undeveloped areas as possible.
- On social media, there were numerous posts expressing skepticism about whether public input would be considered in decision making for this project.
- There is some reluctance to accept the province's growth targets for the City and the market driven LNA methodology.



This report was created in collaboration by the Ehl Harrison Consulting Inc. team: Jodi (J Consulting Group), Peter (Grecco Design) and Tracey (EHC) with the goal of reflecting the diversity and depth of the insights provided by participants from across Hamilton.

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## Background

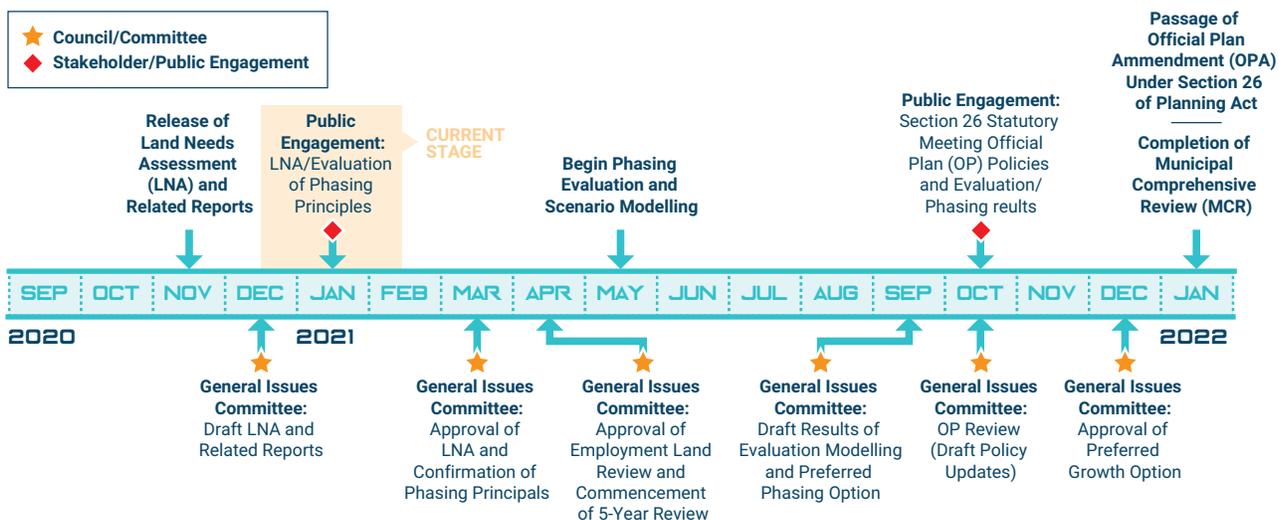
The City of Hamilton is a growing, diverse, culturally, and environmentally rich, economic centre. The Growth-Related Integrated Development Strategy 2 (GRIDS2) and the Municipal Comprehensive Review (MCR) are important projects, both intended to manage employment and population growth and to support good planning in Hamilton.

In May 2006, the first Growth Related Integrated Development Strategy (GRIDS) was approved by Hamilton City Council. GRIDS is a plan that identifies how and where the City will grow to the year 2031. GRIDS2 is an update to GRIDS and will lay out the plans for population and employment growth for an additional two decades, to the year 2051. GRIDS2 is the next step in identifying where and how the additional people and jobs will be accommodated. Updates to the infrastructure master plans (stormwater, water/wastewater), and transportation network review will also be undertaken as part of GRIDS2.

A Municipal Comprehensive Review (MCR) is another future-looking planning process being carried out to ensure that the City updates its Official Plans to be in line with the revised Provincial Growth Plan, most recently amended in 2020, as well as other Provincial Plans (e.g., Greenbelt Plan, Niagara Escarpment Plan, etc.).

To leverage efficiencies and opportunities between GRIDS2 and the MCR, the City is carrying out these two processes at the same time. Combining these projects into one transparent, integrated process is intended to make it easier for stakeholders, citizens, and the City to share ideas related to growth. It is important to engage diverse stakeholders from across the City, uncover and explore competing views, and devise plans that garner support.

These processes started in 2017 with several technical studies and are anticipated to wrap up in early 2022 when the Official Plan and Municipal Comprehensive Reviews are completed. Public consultation is an important part of the process and will bring multiple voices and perspectives to these studies. Several public consultation activities have taken place, more are planned, and ideas are invited throughout the process.



## Round 1 Recap: Ideas and Insights:

On Monday, May 28, 2018, the City of Hamilton began its first round of open houses for the GRIDS2 and MCR projects. A total of six open houses were held at three locations across the city. A stakeholder workshop was also held on June 7, 2018. For all sessions, the focus was to reflect on the City's urban structure and to consider if and how areas around Major Transit Station Areas (MTSAs) could be intensified to meet provincial targets. Stakeholders also reviewed Nine Directions to Guide Development that were developed during the GRIDS (2006), with an eye to updating them so they could be used to evaluate possible growth options. Over 100 people attended the in-person sessions and over 750 visits were made to the project webpage, resulting in the submission of over 100 written comments. The [full report](#) can be viewed on the City's website.

### Round 1 Consultation: Trending Ideas and Insights

1. **Several additional areas of intensification, corridors and nodes** have been identified for consideration.
2. People want to ensure that **all areas of the city are treated fairly and equitably** (in context), so that everyone benefits from realistic projections and sustainable growth, jobs and new transit opportunities.
3. With some tweaking, including giving focus to citizen engagement, the **GRIDS Nine Directions to Guide Development will continue to be relevant.**
4. **Making connections** between the existing transit system and the new system are important, including across regions.
5. Pedestrian **safety and accessibility** for all are important considerations for intensification and transit.

## Round 2 Recap: Ideas and Insights:

On Tuesday, November 16, 2019, the City of Hamilton began its second round of open houses for the GRIDS2/MCR projects. A stakeholder workshop was also held on December 16, 2019. A total of eight public open houses were held at four locations across the region. Several topics were the focus conversation, including:

- possible intensification and density targets for the City;
- draft Employment Land Review that was undertaken with the purpose of reviewing employment areas to determine if any lands should be converted to a non-employment land use designation in the Official Plan;
- the criteria that will inform how future growth options are evaluated.

Over 165 people attended the engagement sessions, and over 800 visited the project webpage. The [full report](#) can be viewed on the City's website.

### Round 2 Consultation: Trending Ideas and Insights

- There is broad support for the revised [GRIDS Directions to Guide Development](#) (PDF – see board #4).
- Climate change mitigation is critical and should be used as an overarching evaluation criterion when considering future growth options.
- Keeping future development within the existing urban boundary in order to protect green spaces and agricultural lands is a priority for many participants.
- Other important criteria for determining how Hamilton should grow included environmental sustainability, ensuring a robust public transit system and active transportation, protecting heritage and water resources, building and utilizing public infrastructure efficiently, giving focus to green infrastructure, wise management of public funds, housing diversity, promoting food security, liveable communities, and consideration of the true cost of urban expansion.
- Participants recognized that all these criteria, or lenses, are linked together in an interconnected system.
- Participants generally leaned towards a higher Designated Greenfield Area density target. Some felt that greenfield development offered the opportunity to create complete streets and communities. In the stakeholder workshop, the higher targets were called “stretch targets”, and there was a feeling that higher targets could be aspirational for the City.
- Participants generally favoured higher intensification targets than are contained in the revised Provincial Growth Plan (i.e., over 50%). Many noted that higher intensification targets would result in complete communities. Some cautioned about the pressure that intensification puts on existing neighbourhoods.
- Participants indicated that the process should be inclusive of diverse needs and voices.

All ideas and insights from rounds 1 and 2 consultation have been and continue to be considered by the project team. Moving forward, the intent is to continue to loop back with the public and stakeholders with updates on the process and how input has shaped its direction.

#### HELPFUL DEFINITIONS:

**Land Needs Assessment (LNA)** considers how much land the city currently has to accommodate population and job growth, and whether more land is needed over the next 30 years. The methodology is set by the Province and uses a 'market-based' approach.

**"Community Area Land Need"** is the land for Population-Related growth (housing, institutional, commercial, office).

**"Employment Area Land Need"** is the land for Employment Area growth (industrial, manufacturing, logistics, research parks).



## Round 3 Engagement

Round 3 engagement activities were focussed on sharing information about the outcomes of the Land Needs Assessment (LNA) for both community and employment areas. Due to the COVID-19 pandemic, all engagement took place virtually, through three virtual meetings on the City’s WebEx platform and via the [Engage Hamilton](#) website. One WebEx session was a facilitated stakeholder workshop, and two public sessions were held in a virtual webinar format. The GRIDS 2/MCR project also maintained a [web presence](#) on the City of Hamilton website. Combined, these methods were meant to provide all interested parties access to project information and opportunities to provide input anytime. E-mailed comments were also gratefully accepted.

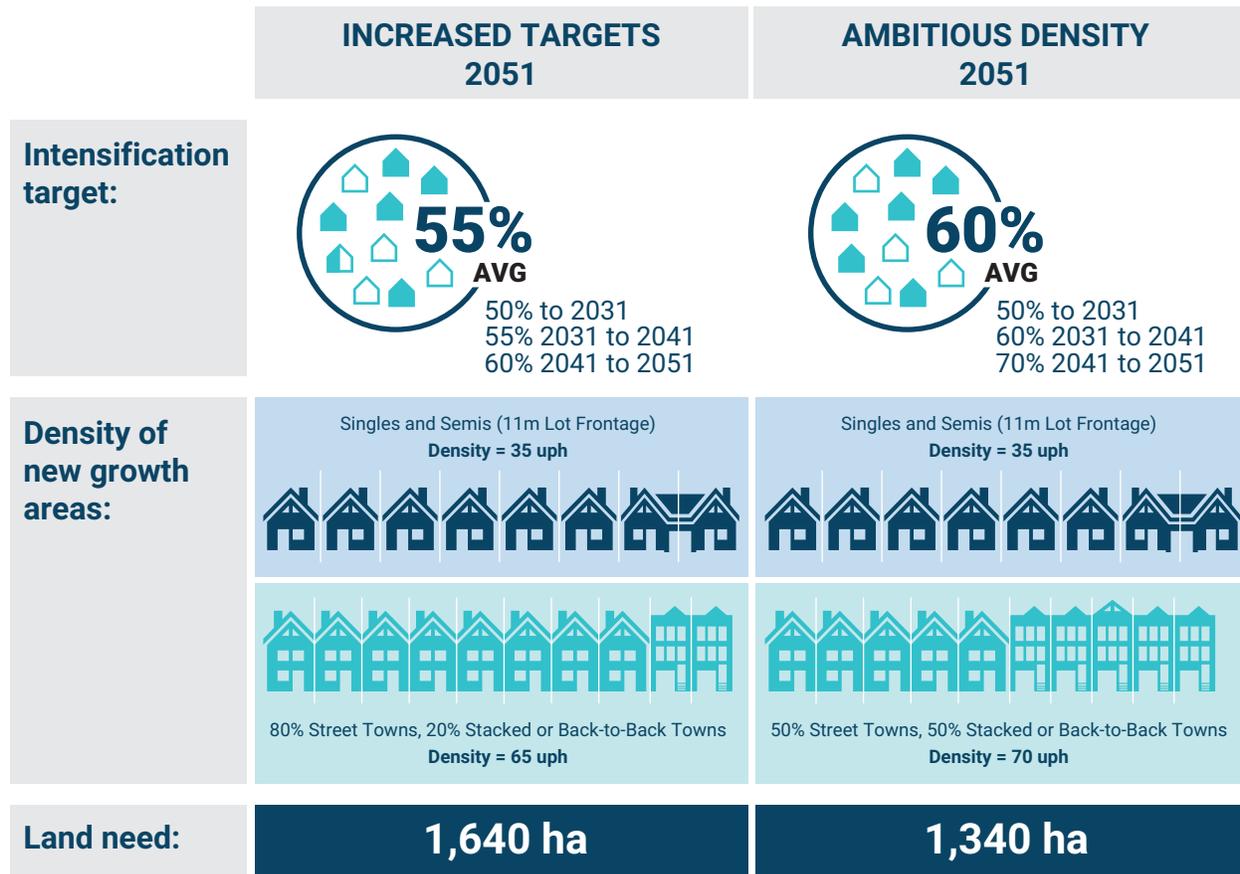
### What did we talk about?

The results of the LNA show that the City needs more Community Area land (housing, institutional, commercial, office) through urban boundary expansion to accommodate population growth to the year 2051. Three Community Land Area Need scenarios were prepared for consideration during this round of engagement: Growth Plan Minimum; Increased Targets; and Ambitious Density. Each of the three scenarios will result in a different land need, shown in hectares, and density. The Growth Plan Minimum scenario results in more land needed than is available outside of the protected Greenbelt.



LNA Scenario	Land Need (Gross ha)	Growth Plan Density
Growth Plan Minimum (50% intensification to 2051)	2,200 ha	65 rjha
Increased Targets (50% ▶ 55% ▶ 60%)	1,640 ha	75 rjha
Ambitious Density (50% ▶ 60% ▶ 70%)	1,340 ha	77 rjha

Based on the City's limited land supply options that could be considered for urban boundary expansion, two scenarios were put forward to consider for Community Area land need: the "Increased Targets" or "Ambitious Density" scenarios. Therefore, participants were asked to consider whether they felt that the "Increased Targets" or the "Ambitious Density" should be adopted to guide future development to the year 2051.



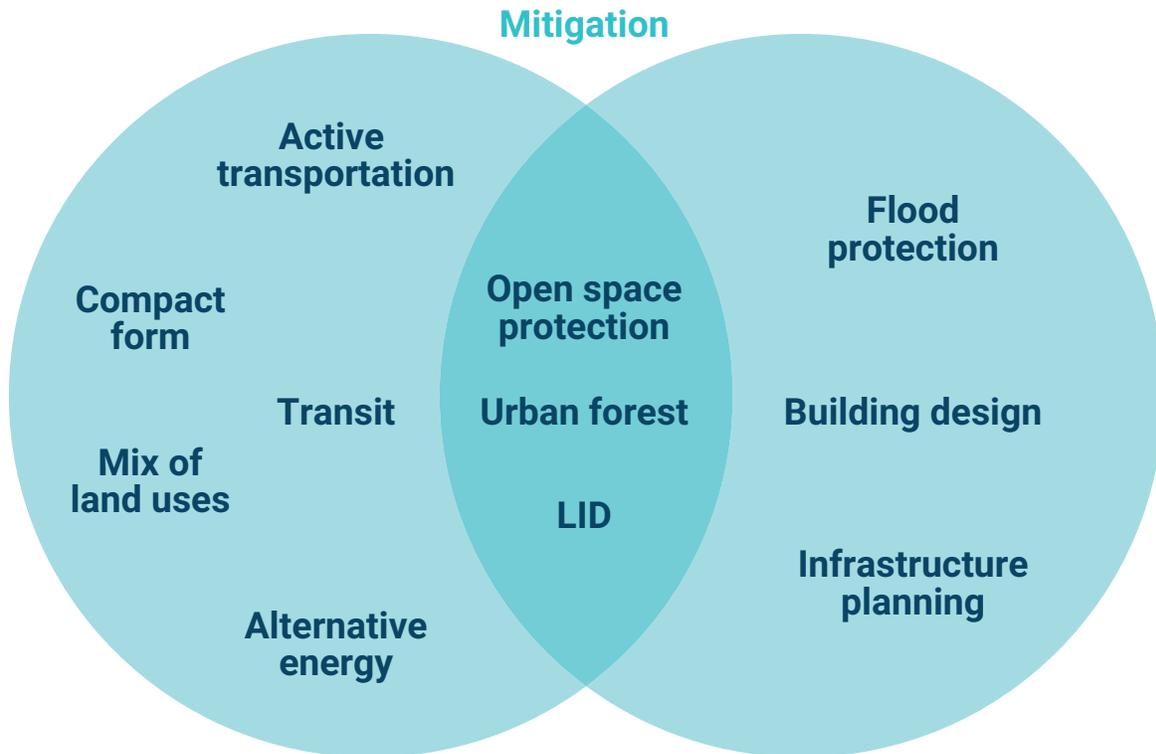
Note: Many comments were received from the public expressing a preference for a 'no urban boundary expansion' option. Staff did not present a zero boundary expansion option because it would not meet the Provincial requirement for a market-based land needs assessment, and would result in an unbalanced supply of future housing units comprised primarily of apartments.

For the Employment Area lands (industrial, manufacturing, logistics, research parks), the supply and forecasted demand of jobs are in balance. The City has enough remaining vacant employment lands to accommodate job growth to 2051.



The City is applying a Climate Change lens as an overlay to all planning processes and decisions. Participants were also asked for their views about how climate change should be considered in planning for these growth scenarios.

## Climate Change and New Communities:



## Getting the Word Out

Virtual sessions, and the opportunity to provide advice through the Engage Hamilton portal, were advertised in several ways. Community members were invited to either or both of the public sessions.



- Two digital billboards (located at Mud and Upper Centennial and Lincoln M Alexander Parkway near Mohawk Road) displayed the information one million times (impressions) during the month of January.
- City-owned digital signs at City Hall and Gage Park showed the information 20 times per hour through the month of January.
- Advertisements were run in the Hamilton Spectator and the Hamilton Community newspapers on January 7, 2021.
- Internet advertising was targeted at the Spectator and Hamilton News websites in the form of a banner that displayed the GRIDS 2/MCR LNA consultation information.
- Notifications of the LNA consultation and public open houses were shared via City of Hamilton Twitter (6 tweets – 41,200 impressions), LinkedIn (2 posts – 4,700 impressions) and Instagram (1 post – 19,400 impressions, 1 Instagram story – 5,400 impressions) over the month of January. Social media ‘boosting’ was used to promote the ad and allow more people to view it beyond the those who follow the City accounts. The advertising boost resulted in an additional 86,000 impressions across the platforms.
- Staff appeared on the Cable 14 show The Hamilton Network to promote the public sessions and provide information on the importance of the LNA and the GRIDS 2/MCR project.
- Direct email notification was sent to Hamilton Youth network (400 members), and to people on the GRIDS2/MCR project list (approximately 250).
- Emails were sent to members of Council to provide information that could be shared with constituents.

Stakeholder workshop participants were invited by direct e-mail.

## Participation

While virtual engagement is not ideal for everyone, it does bring the possibility of reaching many people who may not otherwise gain project information or participate. Project-related information was seen over 150,000 times on Twitter, LinkedIn and Instagram, and the project page on Engage Hamilton had about 2,200 visits during the month of January.

Approximately 125 people actively participated in one or more of the three virtual sessions, and over 175 provided additional comments either through survey responses or submitted comments. Comments were encouraged and accepted through any means acceptable to an individual participant, including electronically and by hardcopy. In addition, staff contact information was provided during the sessions, via Engage Hamilton page and the project website, with encouragement for people to reach out anytime to discuss the project. And, so that people could access information anytime to support informed input, the webinars were recorded and posted on the Engage Hamilton page, as were summaries of all of the questions and answers for each respective session.

## What to Expect in this Report

The remainder of this report summarizes the ideas and insights that were exchanged and recorded by the City and consulting team. A number of appendices are included following the summary:

- **Appendix A** contains a transcription of questions and comments from the stakeholder workshop.
- **Appendix B** contains a transcription of questions and comments from the public webinars.
- **Appendix C** contains a transcription of the written (open ended) survey responses.
- **Appendix D** contains e-mails and social media posts.

Please note that in the Appendices, the vast majority of comments are direct transcriptions of participant input. Some summarizing has taken place for the purpose of this report where personal information was given. Reading the summary in the body of the report, along with the direct quotes from participants in the appendices will give readers a sense of the depth and diversity of the comments. While consensus does not exist as to the approach the City should take, a number of themes do emerge. These are outlined in the following sections.

Presentation materials can be accessed on the [project website](#), and on the [Engage Hamilton project page](#). Video Recordings and Questions and Answers Summaries from the **January 18** and **January 20** public webinars can be accessed on the Engage Hamilton site anytime.



# Stakeholder Workshop Ideas and Insights Summary

**Friday, January 15, 2021 – 9:30am – 11:30pm** (28 participants, including 3 City staff and 1 facilitator)

Participants for this virtual workshop came from a number of local business and environmental associations, the agricultural and education communities. The workshop was conducted on the WebEx platform. The agenda included introductions, a presentation from City staff and a member of the consulting team about the Land Needs Assessment outcomes and choices to be made moving forward. Then, participants were invited to ask questions of clarification and interest. During a facilitated question and answer segment, all questions were responded to. A transcript of the questions and answers can be found in **Appendix A**. Participants were asked to complete a brief, three question survey following the workshop to provide additional input to the project team.

## Questions asked by session participants can be summarized as follows.

Can underutilized spaces that are currently designated for business uses be redesignated for housing to increase density and reduce the land needed for housing

**Response:** The City assumes and encourages a certain amount of intensification will occur on lands currently used for business or commercial purposes.

With the pandemic, there has been a rapid shift to remote work and people moving from cities. What are the implications for the need for new office and housing supplies?

**Response:** There may be an end to densification of office space in urban areas. And the suburban office market will likely pick up this demand, in places like Hamilton, Waterloo and Guelph. For housing, the effect has been to accelerate a previous trend where migrants land in Toronto and then gradually spread out.

Does the City have access to Federal immigration quotas for the area for the future?

**Response:** The province has a set number annually, and there is an expectation in the Schedule 3 forecasts that these numbers are incorporated into the forecasts.

As the City grows, how will stormwater management be considered, and combined sewer overflows eliminated?

**Response:** Different options are being modelled and will be incorporated into an Updated Master Plan.



Participants also offered the City some advice during the session. This advice can be summarized as follows.

- Strive to meet higher intensification now and preserve undeveloped lands for the distant future.
- Consideration should be given to a “no urban expansion” option.
- The 30-year planning horizon is a long one, and trends and demographics can change.
- The Province’s market-driven approach raises concerns about which priorities should be leading this process. Environmental and social considerations should be prioritized.
- Developers need to be supported through policy to intensify existing urbanized areas. Complete, transit friendly communities should characterize these intensified areas, so they are attractive for businesses and residents.

Following the workshop, stakeholders were circulated a brief survey (see **Appendix A**) with a request to provide any additional insights to the City for consideration. The following summary reflects the insights shared through the five survey responses that were received.

*From your area of expertise, what are the opportunities and challenges that you foresee from planning for either the “Increased Targets” or “Ambitious Density” Community Area land need scenario? Points to consider may include the amount of required intensification (i.e., the intensification target), planned density of new communities, overall community land need, climate change implications, financial implications, etc.*

- Planning report (PED17010(h)) details the challenges at this stage of planning. The detailed work to come in the form of official plan amendments and secondary plans and their associated studies will provide a better venue to consider these issues in detail.
- One of the challenges in meeting either of the density targets is moving from the current experience, which is lower (40%). The market demand approach called for by the province will likely result in demand for lower density development rather than higher. The City should take a proactive approach of communicating the benefits of intensification and higher density development to investors, developers, and residents. Supportive development policies (residential/commercial) by each department of the City of Hamilton are needed to reach the Growth Plan minimum of 50% intensification.
- There are challenges and opportunities related to accommodating growth and creating complete communities which reduce climate impacts. Sustainable neighbourhoods should include mid-rise developments, created near existing commercial corridors. And, natural areas, both inside and outside of the urban boundary should be maintained, and green spaces and connections between them expanded.
- The opportunities and challenges will be similar to the current challenges including, selecting sites for schools, servicing, site plan approvals, among numerous variables.

*In terms of Community Area land need, and considering your responses to question 1, what scenario would you recommend the City adopt in the final LNA?*

- There wasn't consensus on which scenario should be adopted by the City.
- It was suggested that the “Increased Targets” scenario may be more realistic, but that given the long planning horizon for this project, that the “Ambitious Density” target would be an appropriate vision for the City.
- The “Increased Targets” were seen by some as a reasonable compromise to address market demand, and also give focus to overall community land needs, affordable housing needs, preservation of Greenland areas and climate change implications.
- It was also stated that the “Ambitious” scenario should be focussed on development to 2031 (only) within the current urban boundary.



*Please provide any additional comments/concerns/suggestions regarding the findings of the draft Land Needs Assessment for Community and/or Employment Area land need.*

- The north Whitebelt areas, generally, of Twenty Road West/Garner Road, Twenty Road East and Elfrida are located in the HCA watershed. There are existing headwater and other natural features that will pose development restrictions which need to be further detailed at the Official Plan and Secondary Plan level.
- Priority should be placed on developing new commercial/residential units within business improvement areas, including Downtown Hamilton, through supportive policies and grants. These developments should include a portion be dedicated to commercial space. Increased taxation for vacant land on commercial corridors could also be considered.
- A portion of the lands identified as Designated Greenfield Area – community area for residential growth fall within the John C. Munro Hamilton Airport Zoning Regulations SOR/2017-200 and the Airport Noise Exposure Forecast (NEF) contours. For lands that fall within NEF 40-28 contours, it is strongly recommended that new residential developments not be undertaken in these areas due to high susceptibility to aircraft noise and impact to quality of life. It is also recommended that noise mitigation measures be implemented for lands between NEF 28-25 in accordance with City of Hamilton, Ministry of the Environment and Climate Change and Transport Canada standards/guidelines.
- There is a strong interest in better understanding how future development may unfold with respect to housing type, locations, and overall housing numbers, particularly in Elfrida, in order that the Board has ample opportunity to appropriately plan for future school sites.
- The need to carefully consider the preservation of Greenland areas and prime agricultural lands, and the fight against climate change are critical and align with the organization's values.

Stakeholders expressed interest in contributing their ideas and concerns through continuing dialogue about this process.

# Virtual Public Webinars Ideas and Insights Summary

Approximately 100 people directly participated in the Round 3 virtual public webinars to hear and ask questions about the outcomes of the LNA carried out to identify land needs for Community Area (residential, commercial, and institutional land uses) and Employment Area (business parks, manufacturing, industrial land uses) to the year 2051.

During the virtual webinars, participants were invited to ask questions through the Q&A feature of the WebEx. Staff responded to all of the questions posed. At the conclusion of each session, participants were encouraged to go to the project page on Engage Hamilton and complete a survey to provide more detailed input.

## Question and Comment Themes

- There is an expressed concern and opposition to growth into agricultural lands.
- Many participants expressed a preference for intensification and densification to take place within existing urbanized area. "Grow up, not out."
- Questions were raised about how affordable housing is being incorporated into these growth scenarios.
- The climate change lens is seen as a critical planning tool for all growth scenarios.
- There is some reluctance to accept the province's growth targets and the market driven methodology.
- There is an interest in reducing barriers for intensification and ensuring that development results in complete communities.
- People wonder whether Community-related growth can take place in areas that are currently designated for Employment needs but are underutilized.
- Phasing of development is of interest, so that growth scenarios can be revisited with as little consumption of undeveloped areas as possible.

All comments and questions raised during the public sessions can be found in **Appendix B**.

## Virtual Public Webinar #1 Ideas and Insights

Monday, January 18, 2021 – 6:00pm – 8:00pm (56 participants)

### Question Box Themes

Through the Virtual Public Webinar, questions were raised by participants in the Questions box. Questions focused on themes related to boundary expansions, rationale/methodology for defining growth rates and scenarios, land use clarification, climate change considerations, and intensification and mixed-use development. Here is a sample of these questions.

#### BOUNDARY EXPANSIONS:

- How are boundary expansions determined and what is included in each?
- Can you confirm there will be no expansions into the Greenbelt?
- What portion of Whitebelt is already developed land?
- Are there any wetlands, other sensitive areas that are vulnerable to development?
- How much farmland is lost through growth? Can we stop business parks from gobbling up agricultural land?

#### TARGETS

- Where do population projections come from?
- Can the City dispute intensification targets set by Province?
- How is ecological and human population carrying capacity considered?
- How has the provincial requirement to consider market demand changed how the City is approaching its land needs assessment?
- Is Hamilton airport still expected to grow to as expected in the Airport Employment Growth District plan?
- Who are the population and density “forecasters”? How do treaty people living in Hamilton reach these Ontario forecasters to discuss our concerns about their imposed mandates?

#### LAND USE AND INTENSIFICATION

- Can there be redevelopment on large surface parking lots and in underutilized industrial and business areas?
- Is affordable housing included in the Ambitious Plan?
- How does the City ensure that developers and builders meet higher building codes?
- Can intensified neighbourhoods have more missing middle, more greenspace, more commercial, walking neighbourhoods?
- What considerations are made to improve transportation methods?
- Would novel zoning regulations be considered to allow for more complete communities?

#### CLIMATE CHANGE

- Has the 2030 deadline of the Intergovernmental Panel on Climate Change affected planning?
- How are watersheds being protected and stormwater management being planned for?

## Virtual Public Session #2 Ideas and Insights

Wednesday, January 20, 2021 – 1:30pm – 3:30pm (42 participants)

As with the first Virtual Webinar, many questions were raised by participants in the Question box throughout the session. Participants sought clarification about boundaries for the possible areas for expansion, and existing land uses. Questions focused on agricultural lands, intensification needs and targets.

### AGRICULTURAL LAND

- What does the GRIDS2 process envision to help avoid conflict between current farms and future developments. Will Hamilton ensure minimum distance separation is respected?
- When will the GRIDS2 Agricultural Impact Assessment start and how can we participate?
- If Hamilton proceeds with the 'increased' or 'ambitious' targets, most or all of the Whitebelt lands will be needed to accommodate population growth. In regard to phasing, will priority be given to non-prime agricultural lands over prime agricultural land?

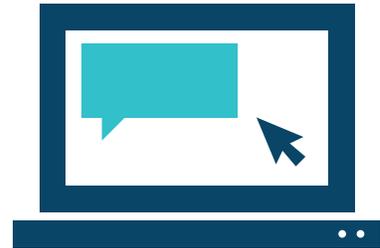
### BOUNDARIES

- Explain how Whitebelt lands are determined and what they consist of?
- Is the city already taking the position that green fields should be developed?
- Can you provide some context on how Binbrook got developed?
- Can Hamilton expand up in these areas rather than outwards and thus avoid any further sprawl at all?
- Will future designated lands be released in stages?
- Can surplus employment lands be added to Greenbelt?

### LAND USE AND INTENSIFICATION

- Did intensification planning presume the LRT goes ahead?
- Did intensification planning include the possibility of increasing density in single-family areas?
- What is the rationale for the City to go higher than what the province requires regarding intensification and density? Isn't there a risk to over intensifying?
- In what way was the city's need for a large increase in non-market housing – public, social and coop affordable housing – considered in planning for intensification and density?
- Will the blue lands around the airport be available for development in the near future?
- What percentage of grey lands are available for development within the built-up area? Hamilton has declared a climate emergency and sprawl of any kind goes against this.
- How is "market based" taking account of changing tastes? How we are shifting to more apartments, town homes in a missing middle?

## Social Media Comments



Numerous people reposted and/or commented on the City’s social media posts advertising the virtual sessions and survey availability on Engage Hamilton. In those comments, there were multiple comments about the need for enhanced public transit, protection of the Greenbelt, and affordable housing.

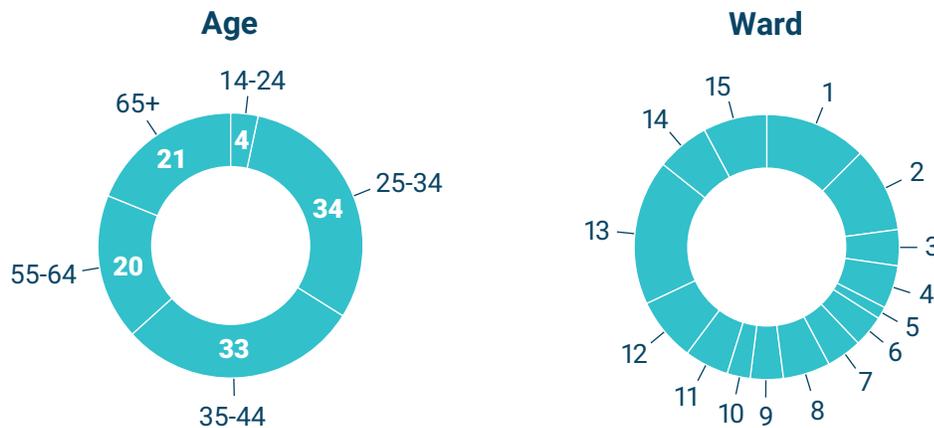
Commenters expressed concern about the existing drinking water issues among First Nations and the long term nature of this exercise. There were also numerous posts expressing skepticism about whether public input would be considered in decision making for this project.

## Online Survey Results

Throughout the process, all interested parties have been encouraged to fill out the LNA survey posted on the online [project portal](#) on the Engage Hamilton website between January 5 to January 29, 2021. The purpose of the survey was to collect feedback on the findings and options presented in the Lands Needs Assessment. The survey incorporated nine questions within four key sections:

1. Intensification Targets
2. Density of Designated Greenfield Areas
3. Climate Change
4. Employment Land

Approximately 150 people from across the City responded to the survey. The distribution of respondents by age and by ward are shown below.



The following summary provides an overview of key findings for each of the four survey sections. Open ended questions (Q2, Q7, Q8, and Q9) where people provided a written response have been summarized by overall themes with number of responses shown for each theme. Written responses in their entirety can be found in **Appendix C**.

## Response by Question

### Section 1: Intensification Targets

#### Q1: SELECT YOUR PREFERRED SCENARIO:

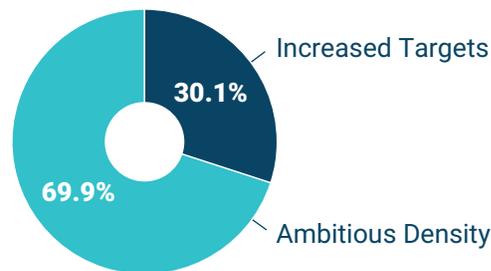
The first survey question asked respondents to select their preferred intensification scenario, based on the following definitions.

- 'Increased Targets' Scenario: An average intensification target of 55% over 30 years (50% to 2031, 55% to 2041, and 60% to 2051) resulting in a land need of approximately 1,600 ha (all available lands outside the Greenbelt boundary would be added to the urban area)
- 'Ambitious Density' Scenario: An average intensification target of 60% over 30 years (50% to 2031, 60% to 2041, and 70% to 2051) resulting in a land need of 1,300 ha (less available land would need to be brought into the urban area, but the targets are significantly higher than the demand forecasted by the residential intensification study)

There were 143 responses to this question.

Overall, 70% of respondents indicated that their preferred option was the Ambitious Density Scenario.

**Preferred Scenario**



#### Q2: DO YOU HAVE ANY OTHER COMMENTS ON A PREFERRED INTENSIFICATION SCENARIO FOR THE CITY?

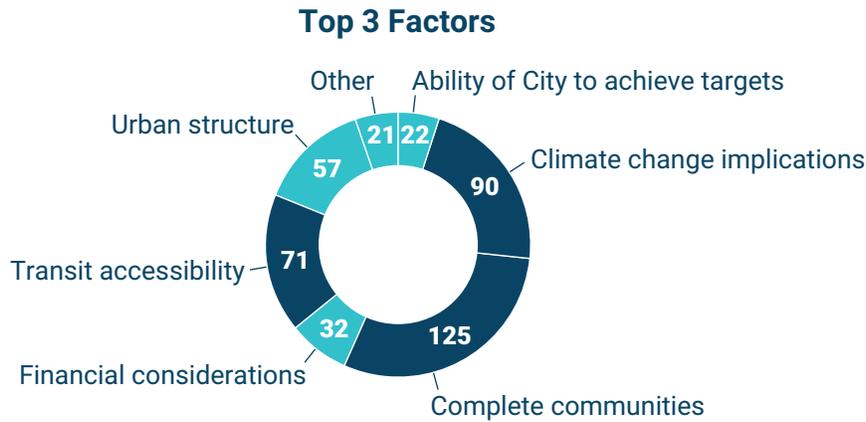
Through this open-ended question, many respondents expressed their desire to 'build-up, not out', and the need to protect the Greenbelt, greenspace, and agricultural land. Responses, by theme, are outlined below along with the number of times this response was given. There were 88 responses to this question.

- More density "Build-up, not out" (20)
- Neither/No expansion (12)
- Protect/avoid development in greenbelt, agricultural land (11)
- Need for mix housing (9)
- Keep most growth to urban areas/Downtown (8)
- Develop Brownfield and underutilized sites (5)
- Concerns regarding COVID impacts (3)
- Concerns regarding climate change (2)
- Need for longer-term land supply (2)
- Concern regarding Land Claims, contradictions with Land Treaties (1)
- Other (12)

Other responses included concern about respect for Land Treaties, desire to open up the Greenbelt, the need to continue to develop single-detached homes and protecting local heritage.

**Q3: WHAT DO YOU FEEL ARE THE TOP 3 FACTORS TO CONSIDER WHEN MAKING A DECISION BETWEEN THE 'INCREASED TARGETS' OR THE 'AMBITIOUS DENSITY' SCENARIOS?**

There were 147 responses to this question. Top factors suggested by survey respondents when considering which density targets should be selected include creating complete communities (125), climate change implications (90), and transit accessibility (71).



**Section 2: Density of Designated Greenfield Areas**

**Q4: FOR SINGLES AND SEMI-DETACHED DWELLINGS, WHAT WIDTH OF LOTS WOULD YOU LIKE TO SEE DEVELOP IN NEW COMMUNITIES? (145 RESPONSES)**

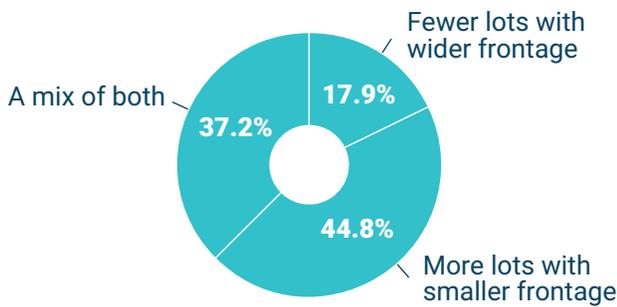
**Q5: FOR TOWNHOUSE DWELLINGS, WHAT MIX OF UNIT TYPE DO YOU WANT TO SEE DEVELOPED IN NEW COMMUNITIES? (144 RESPONSES)**

Survey respondents were asked to provide their preferences on the types of dwellings they would like to see developed in new communities.

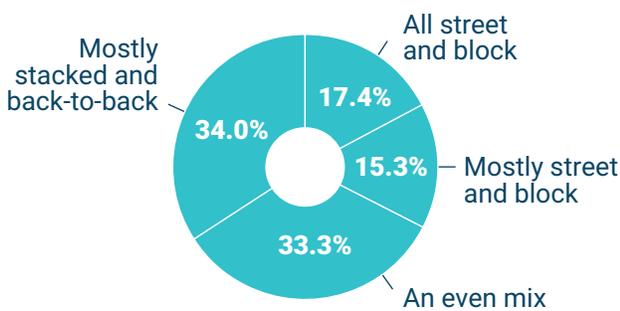
When asked about preferences for single and semi-detached dwellings, responses were mixed with a slight preference towards ‘more lots with smaller frontage’ (45%). Thirty-seven percent identified a preference for a ‘mix of both’.

When asked about townhouse dwellings, preferences were again mixed with a split between ‘mostly stacked and back-to-back units but with some street townhouses available’ (34%), and ‘an even mix of street townhouses and stacked/back-to-back units’ (33%).

**Singles and Semis**



**Townhomes**



### Section 3: Climate Change

#### Q6: RANK YOUR TOP 1 TO 5 PRIORITY CONSIDERATIONS FOR DEVELOPING NEW COMMUNITIES.

There were 144 responses to this question. Survey respondents were asked to rank their priorities for developing new communities. Responses are outlined in the following Table. Responses with a lower average rank score indicate that particular consideration is a higher priority when all of the scores are averaged. Transit, greenspace, and green building design are of higher priority, generally, than renewable energy planning and low impact development techniques.

Options	Average Rank
Transit connection to the rest of the City	2.7
Greenspace for carbon sequestration	2.8
Green building design	2.9
Alternative/renewable energy planning	3.2
Low impact development techniques	3.4

#### Q7: WHAT ARE OTHER CONSIDERATIONS RELATED TO CLIMATE CHANGE IN THE PLANNING OF NEW COMMUNITIES THAT SHOULD BE PRIORITIZED?

There were 87 responses to this question.

For this open-ended question, survey respondents emphasized the desire to consider complete communities and smart growth principles; green design; and the impacts on ecosystems and greenspace (22) in the planning of new communities. Responses included:

- Complete communities/smart growth principles (25)
- Ecosystem, Greenspace considerations (22)
- Green development, solar/wind (15)
- Grey water system (5)
- Agriculture preservation, food sustainability, urban agriculture (4)
- Electronic transportation (3)
- None (2)
- Low density housing (2)
- Other (12)

Other considerations mentioned include education, long-term sustainability, no boundary extension, and technology excellence.

## Section 4: Employment Land

### Q8: DO YOU HAVE ANY COMMENTS ABOUT FUTURE LAND NEED FOR EMPLOYMENT AREAS UNTIL 2051?



There were 80 responses to this question.

In thinking about future land need supply for employment areas, survey respondents identified priorities such as creating mixed use and complete communities, repurposing, and revitalizing existing employment lands, and protecting the Greenbelt and agricultural lands. Responses included:

- Mixed use/complete communities (11)
- Repurpose/revitalize existing employment lands (7)
- Protect Greenbelt, agricultural land, greenspace (7)
- Incorporate green design, green features (5)
- Reduce commute/transportation (6)
- More density, intensification, infill (4)
- Consider changing employee needs (working from home) (4)
- Surplus employment lands should be designated for community (4)
- Hub style/multi-office in one location (2)
- Focus on green industries (2)
- Be a tech hub (2)
- Consider impacts of industries (environmental, noise) (2)
- Focus on downtown (2)
- Climate change, environmental standards (2)
- Other (11)

Other suggestions include providing incentives for intensification and ensuring adequate infrastructure for intensification and new development.

**Q9: DO YOU HAVE ANY OTHER COMMENTS ABOUT THE CITY'S INITIAL DETERMINATION OF COMMUNITY AND EMPLOYMENT LAND NEED UNTIL 2051?**



There were 77 responses to this question.

Similar to comments for previous questions, survey respondents highlighted the need to protect the Greenbelt, greenspace, and agricultural land, with a focus, again, on intensification and infill within the downtown and other, already developed, areas. Several respondents also expressed appreciation for the opportunity to provide input into the process. Responses included:

- Intensification, infill (8)
- Support for engagement process (7)
- Preserve greenspace, agricultural land (6)
- Complete communities, smart growth, mixed use (5)
- Do not support proposal/options (4)
- More than financial considerations (4)
- Climate impact/reduce emissions (4)
- Infrastructure needs (3)
- Preserve history (3)
- Continue engagement (3)
- Keep single detached dwellings (2)
- Affordable housing (2)
- Open greenbelt (2)
- Other (14)

The importance of honouring existing Land Treaties, monitoring of growth plans, and safeguarding public accessibility to the waterfront were also expressed as important considerations.



## Submissions Received Before and After Virtual Sessions

Comments and questions were also submitted to the City before and after the virtual sessions through e-mail, letters and on social media. Nine (9) questions were received in advance of the public webinars. Responses to these questions were provided by staff during each session. Some participants also chose to follow up with e-mails or letters to emphasise or explain their perspectives and/or to ask questions related to specific properties or interests. A summary of these submissions and links to social media posts can be found in **Appendix D**.

## Next Steps

This was the third of four public and stakeholder “touchpoints” planned for the GRIDS2/MCR process. This third point of contact was added to the original plan to recognize the importance of both the topic of the land needs assessment, and to incorporate the aspirations of the community about how and where the City should grow. The next steps for the technical work are to:

- establish an evaluation framework and phasing principles to evaluate the location and phasing of future growth.
- refine the key considerations that make up the climate change lens and how it will be applied. Consultation on these considerations will take place in April.

The final planned formal touchpoint is near the end of 2021 when new Official Plan policies, evaluation and phasing strategies have been drafted. Ongoing dialogue and input are welcome at any time.

For more information:

- visit our website at [hamilton.ca/grids2-mcr](https://hamilton.ca/grids2-mcr)
- call or e-mail staff to discuss
- or visit the [project page on Engage Hamilton](#)

### Keep in Touch

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## Public Engagement “Ideas and Insights”

Appendix A:  
Virtual Stakeholder Workshop Chat Box Entries

The following questions and comments were entered into the Chat box during the **January 15, 2021** virtual stakeholder workshop. The staff team fielded and responded to all of these questions.



- What is meant by an 'unbalanced supply'?  
Not enough of all types of housing?
- With the recent rapid shift to remote work, what are the implications for the need for new office supply? Secondly, now that remote work has been allowed and proven successful, I am seeing a shift to demand for housing outside the GTA/H to find more affordable housing. What are the implications of that for housing demand in Hamilton?
  - Response: outlook for office – innovation and creativity in clustering. Will see the end of office expansion. Suburban office demand will react to where people are living – pressure on Hamilton and other outer GTA municipalities. Shift to lower density housing turnover – baby boomers to age out around 2040 but does not match the intensity of demand in this period. Intensification over the period, to achieve 50% there will need to be an intensity of high-rise development starting today to
  - Will probably see the end of densification of office space in urban areas. And the suburban office market will likely pick up this demand, in places like Hamilton, Waterloo and Guelph.
  - Effect has been to accelerate a previous trend where migrants land in Toronto and then gradually spread out.
- Eventually this city is going to run out of greenfield development land. Why not be bold and intensify now and reserve that land for growth after 2051.
- Highly recommend this report - <https://www.pwc.com/us/en/industries/asset-wealth-management/real-estate/emerging-trends-in-real-estate.html>
- Is there potential to convert existing office space to housing?
- Growth is fundamentally driven by migration, especially international migration (limited by targets set by Federal Government) at ~400,000 per year and forecasted to grow due to the COVID areas. Does the City have access to statistics on Federal immigration quotas over the next few years?
  - Response: The province has a set number annually, and there is an expectation in the Schedule 3 forecasts that these numbers into the forecasts.
- How will stormwater issues e.g., flooding/water quality be addressed during intensification? What will the City be doing to ensure these issues are addressed moving forward?
  - Response: Working with staff in water and stormwater management with details related to the scenarios, so they can model the different options. Master plan document will consider major stormwater events through the update.
- Heather makes interesting points about future designations. There are many that question the populations forecasts for 2050 and therefore the growth targets as well. Were in the middle of a pandemic where people are dying. Populations are aging, People aren't having children in high rates like the past. There are infertility issues, shifts in family dynamics, different priorities etc. 30 years is a long time and a lot of can change in terms of what will be needed and what will be wanted.
- I don't want to place our fate in the hands of the market - time to stop this!
- The leapfrogging, etc. - these are issues that a provincial government needs to address through effective regional planning policies!!

- Agree with Lynda, If we want to support intensification in our urban core, we need to support the developers to do it. Do not put up roadblocks and hurdles that are currently pushing developers away. We have so many empty properties on Barton St that could be housing but the property owner has no incentive or interest to develop. I agree it needs to be made attractive for people wanting to live here - i.e., remove industrial truck routes, plant more trees, make the streets safer....
- Many benefits to high intensification targets. The big one for Hamilton is fixing the combined sewer system once and for all and ending sewage overflows. Make it attractive for people to live in a dense community and the market will support it. Livable walkable complete well-planned communities that support transit opportunities, maximize infrastructure investments, and provide local food opportunities are just some of the benefits. Thanks for the opportunity to contribute today.
- Can we get a copy of the presentation?



## Public and Stakeholder Engagement Round 3

Appendix B:  
Virtual Public Webinar Q&A Submissions

The following questions and comments were entered into the Q&A box during the **January 18, 2021** virtual public webinar. The facilitator either asked the staff presenter to respond to the individual question, or where questions were similarly themed, staff responded to a single summarized question on the given topic.

A Q&A document has been created by staff and posted on the project page of the Engage Hamilton portal. As well, a recording of the meeting which includes the staff presentation, and the questions and answers is also posted for on-demand viewing.

- When was Hamilton's boundary originally set?
- Why is pop growth taken as a given? Doesn't planning manage this?
- Could the "whitebelt" also be described as periurban?
- Where do the numbers for projected population come from?
- Is commercial/industrial development allowed in areas that are affected by the airport noise, in areas allowed for development in the Hamilton Official Plan?
- Are there any Urban Boundary expansions proposed in Waterdown area? You mentioned that no Urban Boundary expansions will happen in the Greenbelt Plan Protected Countryside designated areas, can you confirm that you will not be proposing this in any refine?
- Are these limits changed with policies and who makes the changes to the boundaries?
- Can whitebelt lands in the NEF 30 zone be developed for commercial or office use as part the urban boundary expansion Community lands?
- Does the city have the authority to dispute the intensification targets set by the province?
- Is the white belt the only rural land in Hamilton that is not protected by the green belt?
- How is ecological and human population carrying capacity taken into account to set limits to Hamilton population (so we know how to withhold appropriate amount of farm/green/recreation space).
- Refinements with the MCR process? (specifically, within the Greenbelt Plan Natural Heritage system).
- What is the proportion of the white belt land to already developed land ?
- Given that climate change has become much more of a pressing issue since the Intergenerational Panel on Climate Change report was released... has the 2030 deadline keep warming under 2C affected planning?
- Are there any wetlands or other sensitive areas that are vulnerable to development?
- Are there any large-scale plans for cleaning up and using old industrial areas?
- Many think that Climate Change Many think the Climate Change needs to be a lens through which development is planned. Should it not be considered first given that?
- How would citizens encourage Hamilton city planning to assess its own sustainable carrying capacity for human population within its boundaries (so that it may communicate with province of Ontario about what is appropriate)?
- Could you please just mention what is meant by 50/60% etc. . E.g., would 100% mean that our current density would be doubled?
- Will there be more green space if you increase the density, better road access if it is in areas that are already developed, and of course can the existing sewer and water systems take all this development?

- Many architects refer to the missing middle (up to 6 or 7 stories in height) that they feel should be developed. Why have we not included this style of construction.?
- Given the Provincial requirement to use market demand for planning, which of the scenarios would be able to meet this objective?
- 55% intensification sounds good to me. Seems like a happy medium.
- Perhaps I missed it, but did you talk about any hi-rise development?
- Do you have a “more sizeable” copy of the mapping you presented? Even when enlarged it cannot be determined to the areas you are referring to specifically. (Yes, the mapping is on the Engage Hamilton webpage.)
- Why is the city only looking at greenfields? what about redevelopments on things like large surface parking lots.
- Is the survey only applicable to the parts of the City shown in the maps in the presentation, or does it include broader areas (i.e., Waterdown, Flamborough, Dundas etc.)?
- Thank you for the informative presentation. With the onset of the COVID crisis what consideration is the City giving to an increased work from home culture theoretically requiring less density/intensification
- Please elaborate on how the provincial requirement to consider market demand has changed how the city is approaching its land needs assessment. Is it fair to say that this is an approach that unavoidably requires more land?
- At the December 14 GIC Meeting city planning staff and city councillors stated that the city is considering phasing development over the 30 years to 2051. Will that phasing be based on Provincial Preservation of Prime Agricultural Lands in the later phases?
- Famous architect and planner Christopher Alexander had identified a planning pattern referred to as “city-country fingers” whereby urban corridors are extended outward like a star (or fingers); so that urbanites and farmers could be within walkable distance of each other (a good symbiosis). would the city consider the merits of such an elegant regional design plan?
- Can you describe your idea of what the ambitious plan would look like in Hamilton? Would we be looking to utilize all of the grey lands in the built-up area. Is affordable housing included in the plans?
- Is your planning accounting for the increase in working from home brought about by the COVID-19 crisis? In other words, are you accounting for the desire for larger, ground related housing that seems to be what people are now desiring?
- Is the tall building plan by the city part of this intensification?
- <https://www.hamilton.ca/sites/default/files/media/browser/2018-03-16/downtownhamilton-dhtallbuildingsstudy-mar2018-1.pdf>
- Can intensified neighbourhoods within the built-up area be reconfigured to have more missing middle, more greenspace and more commercial. Walking neighbourhoods, with shopping, services, and green spaces within walking distance.
- One aspect of climate change are dramatically increased precipitation events. What provisions with expanded areas for watersheds have been made? -Part 3
- With increased intensification has consideration been given for mixed use where more people might be able to shop, work and live in a more compact form so that it will be more accessible to active transportation?
- What considerations are made to improve transportation methods to accommodate in increased population in the urban areas?

- Who are the population and density “forecasters” (names/departments)? How do treaty people living in Hamilton reach these Ontario forecasters to discuss our concerns about their imposed mandates?
- How many hectares of good farmland gets paved over in your various scenarios?
- Is expansion being “encouraged” by the provincial govt? They are very cozy with developers.
- What do you see as the main risks of not expanding the urban boundary? for who?
- Clarification: my question about “city and country fingers” pattern is about the where. it has to be thought of when choosing where to expand. (please read the questions as asked :)
- The AEGD was planned in 2015 or so I believe... is the Hamilton Airport still expected to grow to the degree that the AEGD’s size is still justified? It’s gobbling up A LOT of prime agricultural land.
- If there is a surplus can we stop Business parks like 03/6 gobbling up Ag. land?
- It was mentioned that no new employment areas would be needed in these planning scenarios. yet the idea of “complete communities” was also mentioned as an intention. Wouldn’t ‘complete communities’ include walkable/neighborhood employment opportunity (by design).
- Is it possible to include local power generation in the lands need assessment? (community owned power generation, that is.)
- Doesn’t it make sense to develop the closest Whitebelt lands to the Downtown Community Node in Phase One of the residential urban boundary expansion to reduce commute times and greenhouse gas emissions instead of “Leap Frog” development?
- How does the City ensure that developers and builders meet higher building codes so that all new homes are built to the highest insulation standards and provide geothermal heating in new areas? So many builders use the cheapest windows , cheapest roofs.
- Would novel zoning regulations be considered in order to allow for more ‘complete communities’ such as small workshops in residential areas or certain urban agriculture allowances. where actual “farms” may have only qualified before (as per Hamilton’s urban ag regs.)
- Is laneway housing part of this discussion? There are environmental impacts.

The following questions and comments were entered into the Q&A box during the **January 20, 2021** virtual public webinar. The facilitator either asked the staff presenter to respond to the individual question, or where questions were similarly themed, staff responded to a single summarized question on the given topic. A Q&A document has been created by staff and posted on the project page of the Engage Hamilton portal. As well, a recording of the meeting which includes the staff presentation, and the questions and answers is also posted for on-demand viewing.



- In the GRIDS-2 Background Report PED17010(h) on page 34 indicates "Expansion into the Protected Countryside of the Greenbelt is protected from being redesignated for urban uses (with a minor exception of a 10ha) Waterdown/Binbrook - Please elaborate.
- We have an intensive farming operation on the border of urban designation in Waterdown. What does the GRIDS2 process envision to help avoid conflict between current farms & future developments. Will Hamilton ensure minimum distance separation is respected.
- I'm really concerned about farmlands. I hope they receive the protection they and our food source deserve.
- How is "market based" taking account of changing tastes - not only looking at past market demands but also gathering new inputs on how tastes and demand is changing. If you only look at past market demand you will inevitably end up with replicating sprawl
- Why are there some white belt lands that seem to be within the Urban area?
- What criteria makes land Whitebelt and is prime agricultural land considered Whitebelt land?
- I believe you just said the green field area "can be and should be developed". Is the city already taking the position that green fields should be developed?
- What percentage of Hamilton is 'grey fields'?
- We understand that Ford has reduced Greenbelt lands. So, is the 10 hectares an allowance given recently by the Ford gov't?
- Can you provide some context on how Binbrook got developed? It seems so out of place given the green belt areas surround it.
- Asking this in advance...I am listening and driving .what percentage of the built-up area of Hamilton has been identified as gray fields. Can Hamilton expand UP in these areas rather than outwards and thus avoid any further sprawl at all?
- On "market based" the answer did not cover how changing tastes are taken into account; how we are shifting to more apartments, town homes in a missing middle?
- When will the GRIDS2 Agricultural Impact Assessment start and how can we participate?
- The illustration showing the Greenfield Areas to be developed is conceptual & doesn't include specific streets. Is there a more detailed illustration showing these Greenfield Areas, i.e., like the one that shows the airport and "noise area boundaries"?
- What consideration is given to releasing or extending land need on a staged basis, i.e., assuming new expansion only takes place after all existing land is used; thereby deferring expansion for 10/20 years.
- Why did staff not model the 81% intensification rate based on the Provincial Govt's market-based approach. Can you put in in notes in this panel so I can copy it?
- If Hamilton proceeds with the 'increased' or 'ambitious' targets, most or all of the whitebelt lands will be needed to accommodate population growth. In regard to phasing, will priority be given to non-prime agricultural lands over prime agricultural land.

- Did intensification planning presume the LRT goes ahead?
- Did intensification planning include the possibility of increasing density in single-family areas, so that townhouses and low-rise apartments could be added to areas that are now only single family?
- There is a TC energy pipeline that runs within the hydro corridor that is located between Twenty Road and Rymal Road. Does this get taken into account through the LNA/GRIDS process?
- What is the rationale for the City to go higher than what the province requires regarding intensification and density? Isn't there a risk to over intensifying?
- There are lands in the Airport Employment Growth District (AEGD) along Garner Road that are designated Institutional but have special policies indicating that they shall be developed for employment uses if institutional uses are not developed. Were these identified as employment or community in LNA?
- Please ask what percentage of gray lands are available for development within the built-up area? Hamilton has declared a climate emergency and sprawl of any kind goes against this.
- In terms of phasing the white belt lands, will nonprime agricultural land be prioritized over prime agricultural lands?
- In what way was the city's need for a large increase in non-market housing--public, social and coop affordable housing--taken into account in planning for intensification and density?
- Empty lots etc... how much can we build up in Hamilton? We can force it if there is no expansion.
- Heather said we already have a lot of vacant lands in our employment areas. If these is a 60-h surplus can some be added to green belt? E.g., along Garner road.
- Based on the communication that employment lands are not required, I'm not clear if the blue lands around the airport will be available for development in the near future?
- 60 h is almost half of what is needed if we use the ambitious model. which could be returned to greenbelt on Garner.
- Please refer people to the public consultation on CEEP on engage Hamilton.
- Thank you, Heather, Tracey, Lauren, and your city colleagues, for hosting this meeting, for the presentations, and for your answers to our questions on GRIDS 2.



## Public and Stakeholder Engagement Round 3

Appendix C:

Engage Hamilton Online Survey and Written Responses



# Land Needs Assessment Survey

We encourage you to read the project information on the [GRIDS2/MCR Engage Hamilton](#) project page before answering these survey questions. The information has been provided to make sure that you have all the details about this phase of the project before submitting feedback.

This survey should take you less than 10 minutes to complete. Please return the completed survey via email to [GRIDS2-MCR@hamilton.ca](mailto:GRIDS2-MCR@hamilton.ca).

**Your Name:**

**Email Address:**

**Postal Code:**

## Section 1: Intensification targets

Over the next 30 years, the City will grow by intensifying the number of new residential units in the existing built-up area of the City.

Two phased intensification scenarios are presented to consider:

### *'Increased Targets' Scenario*

- An average intensification target of 55% over 30 years (50% to 2031, 55% to 2041, and 60% to 2051) resulting in a land need of approximately 1,600 ha (all available lands outside the Greenbelt boundary would be added to the urban area)

### *'Ambitious Density' Scenario*

- An average intensification target of 60% over 30 years (50% to 2031, 60% to 2041, and 70% to 2051) resulting in a land need of 1,300 ha (less available land would need to be brought in to the urban area, but the targets are significantly higher than the demand forecasted by the residential intensification study)

1. Select your preferred scenario:

'Increased Targets' Scenario - average intensification target of 55% over 30 years, land need of 1,600 ha

'Ambitious Density' Scenario - average intensification target of 60% over 30 years, land need of 1,300 ha

2. Do you have any other comments on a preferred intensification scenario for the City?

3. What do you feel are the top 3 factors to consider when making a decision between the 'Increased Targets' (more land need) or the 'Ambitious Density' (less land need) scenarios? (Please check the top 3 factors, in your opinion)

Ability of the City to achieve the intensification and density targets

Climate change implications

Complete communities (eg. places to live, work, and access stores and services in close proximity)

Financial considerations

Transit accessibility

Urban structure (eg. mixed use area 'Nodes' and connecting 'Corridors')

Other (please specify)

## Section 2: Density of Designated Greenfield Areas

The Land Needs Assessment identifies that there is not enough vacant land in the urban boundary to accommodate the full range of housing types that will be in demand over the next 30 years, especially ground-related housing (singles, semi-detached, and townhouses). How much land is needed to accommodate the needed housing supply in new Designated Greenfield Areas is determined by applying density factors to each unit type (approximate frontages for singles and semis, and mix of build options for townhouses – street townhouses, stacked, and back-to-back).

4. For singles and semi-detached dwellings, what width of lots would you like to see develop in new communities? (Please select one)

Fewer lots with wider frontages (eg. 15m lots)

More lots with smaller frontages (eg. 11m lots)

A mix of both

5. For townhouse dwellings, what mix of unit type do you want to see develop in new communities? (see FAQs on the [GRIDS2/MCR Engage Hamilton](#) page for different types of townhouse units) (Please select one)

All street and block townhouses

Mostly street and block townhouses, but some stacked and back-to-back units

An even mix of street townhouses and stacked/back-to-back units

Mostly stacked and back-to-back units but with some street townhouses available

### **Section 3: Climate Change**

The intensification of the built-up area of the development of new communities needs to consider the climate change impacts associated with growth and needs to incorporate mitigation measures into community design. Planning staff have identified some key considerations for the development of new communities in relation to climate change.

6. Rank your top 1 to 5 priority considerations for developing new communities:

Green building design

Alternative/renewable energy planning

Transit connection to the rest of the City

Greenspace for carbon sequestration

Low impact development techniques for stormwater management (bio-swales, storm ponds)

7. What are other considerations related to climate change in the planning of new communities that should be prioritized?



### Question 3: Do you have any other comments on a preferred intensification scenario for the City?



- I don't like either option. This will lead to congestion and less quality of life.
- We need to stop building on new land and increase brownfield development.
- Intensification decreases the quality of life for your constituents. Has COVID-19 not taught you anything? People are fleeing Condos and buying detached homes. Raising a family in a condo or townhouse is a not a life goal for most people.
- The demand for Single detached homes is underserved which is pushing affordability issues higher and creating great wealth inequality.
- Its ridiculous and anyone on council that proposes it should be voted out. Anyone in planning that champions it should be removed.
- The urban area should not be expanded.
- Open up the green belt between the Elfrida expansion and Binbrook (golf club, guyatt). What's the sense of sandwiching that chunk between thousands of new homes?? More available land = lower house prices.
- Build up density in downtown core, and outside hubs...McMaster, Queenston Circle, Mountain hub etc...Re-use existing structures to limit new build pollution and waste.
- Increased targets scenario is along the lines of what I have in mind, except, not only should we look at all available lands outside greenbelt boundaries (protect greenbelt at all costs), but we should also look at developed parts of the city that are under-used and deteriorating due to age and lack of industry in those specific areas (Kenilworth to James St, from Barton to King). This urban area is in need of heavy revitalization and it shows now with the focus on manufacturing moving away from Hamilton. These areas are suffering, and I think focus should be placed on improving what we have before we expand further. These areas are what makes Hamilton unique from competitor cities such as Brampton, KW, or even Guelph/London corridor cities. We have great potential to turn Hamilton into a Healthcare-Tech city.
- Please refrain from awarding building contracts in rural areas until a transportation needs assessment is completed and a comprehensive plan for accommodating increased vehicular traffic is in place.
- Set guidelines/regulation in place to ensure redeveloping Hamilton core is more profitable/beneficial resulting in the city being built up rather than out into the green built.
- Build up not out! We can tackle green and economic goals in one! Don't get me wrong, we need to make serious changes, but we can get this city back on the right track.
- I think it's better to have people living closer together so that there will be more pedestrian areas which make for fewer cars which make for less asphalt which is better for air and water which is better for people today's generation and tomorrow's.
- My expertise is urban infrastructure sustainability and with increased expansion of urban boundaries, the complexity of failure in a climate change scenario rises exponentially.
- Growth at a moderate rate.

- Aim to reduce urban sprawl, increase ability for people to commute or get around without the need for multiple personal vehicles per household. We should be able to use alternative forms of transportation, including safe bike travel, public transit or even walking. Stop basing access around automobiles, all it creates is grid lock and people wanting to move out of the city to escape it.
- I am very concerned about who has rights to the land needed. In Caledonia there is a stand off with Six Nations about the actual Title to the land. Is Hamilton setting itself up to be in contradiction to Land Treaties? I really think Hamilton needs to encourage the Federal government to settle all the relevant land claims before we think about developing the 1300 or 16000 hectares. Once that is settled, I think the quality-of-life issue needs attention. New developments in once rural parts of Hamilton Wentworth do not have adequate pedestrian/bus service. Everything looks like a culture where car-is-king but there is little to preserve space for wildlife and passive land for 'nature walks' without feeling like you are in the crowds at Limeridge Mall. These are my thoughts.
- One of the reports commented on a 50% intensification as an achievable target. Do you think you can really achieve any of the above scenarios given the historical growth and consultant report? I think both of these scenarios are a bit ambitious for the City.
- I have traveled to other countries and cities that are denser have more stores that are easier without a car to get to, you can walk across the town or at least walk across significant parts of it and the preservation of more green space for everyone to use or wildlife to use is more important to everyone's mental health.
- I would like to see more small apartment style dwelling built through out the city. This included mountain single home neighborhoods. I believe this will provide opportunities for our seniors to age in place, and youth to stay and work in Hamilton.
- How does intensification consider existing brownfield sites and abandonment and shift out of city of heavy industry vast ha availability during these time frames? How does that not offset the need to have urban bloat spread? Also, the City is in the early stages of residential tower intensification in the "downtown" core in accordance with Provincial directives. How is this evaluated relative to population growth by area of city?
- While drastic intensification may be difficult in some areas of the city (such as the Downtown core), I feel that much of the Mountain could accommodate for the increased population. While there have been projects to build up rather than out, I would encourage that these projects continue, even if they replace pre-existing homes. Also, I would encourage the city to consider mixed land use models. By combining housing with places of employment, we can reduce the amount of transportation that is needed by a portion of the population. It also makes it easier for technology to improve in the city (such as having faster internet connections) and saves resources and money. While some people may not like this idea, I would still like the city to attempt to implement such models in progressive parts of the city.
- Intensification will be better to create walkable solutions for neighborhoods and mass transit. Also, it will utilize the existing infrastructure.
- Stop focusing on single dwelling homes. Intensify enormously and provide new affordable rental properties at large scale. This will ease pressure off existing rental housing crisis, require less funding in homelessness supports, and stimulate economy.
- Reduce urban sprawl as much as possible.
- Avoid conversion of greenbelt/farmland at all costs. Residential can be built upwards, farmlands/greenspaces can not.

- I think that all brownfields and unstable, derelict , absentee landowner derelict buildings should be expropriated immediately to ensure that we can rebuild purposeful housing of a variety: multi-use, stacked townhouses , etc. and to ensure that we use as little of the available lands outside the Greenbelt.
- I've selected the Ambitious option because I would like less impact on rural areas but am not sure what 60% intensification looks like. Is it possible to get a visual of what that kind of city planning option would look like versus the Increased Targets scenario?
- Creating higher density "15 minute" communities will help reduce the need for vehicle travel. I'm interested in seeing communities that have access to healthy food options, easy access to transportation across the city, and more green spaces/parks. Building condo towers with 2+ bedrooms and large outdoor living spaces will be important for people working from home (hence the increase in housing prices vs condo prices). 1-bedroom condos won't work for the future business professional whose new norm is working from home >60% of the time. Green roofs would also be nice. Maybe Use Brownfield space solar panel grids to help power the city.
- Intensification should be prioritized over urban expansion. I would prefer for the City to halt greenfield expansion and focus growth within the existing built-up area by creating more permissive zoning standards and allowing mid-rise development across the City, and within existing established residential areas. Over the years as the population has aged, these neighbourhoods have housed less and less people, and we need to find ways to restore density to create a more liveable, walkable city.
- Covid-19 will redefine safe high-density plans.
- Intensification cannot simply be accomplished by adding more tower containing small one bedroom and two-bedroom apartments in the downtown area. If apartment towers are going to be the chief means of intensification, they must also contain larger units that can accommodate families.
- I believe a liveable environment includes mixed housing with walkable services. It would be a mistake to emphasize density achieved through one type of new housing only. I caution against building only towers in an effort to achieve the greatest density possible in the smallest area. Please preserve Hamilton's remaining downtown neighbourhoods, which should be augmented with low and mid-rise (up to 8 storeys) intensification. Think Paris France, London England, Lisbon Portugal...
- Build the infrastructure first....then let the development continue.
- Allow duplexes and triplexes by right across all of the city. Don't require applicants to apply for re-zoning.
- I only chose the first option as I feel it gives more planning time as I don't have the confidence that near the end of the second option, a need for the additional 3 hectares of land would still be needed.
- We need to keep farmland available for providing local food sources, especially as climate change intensifies.
- Build UP, Not out !

- Places to live still Need to be homes, not boxes on top of each other. When you cram too many people together, they do not have a sense of ownership for the neighbour hood. Homes need to be built for 50 years of living. Currently people start with apartment or townhouses, move to single family homes after 5-7years, then to bungalow or apartments as they age. (Single floor living) More housing like bungaloft towns, allow affordable option for young, kids up on second floor as the family grows and still main floor living as people age. Housing for three phases in people’s lives. Typically, long term neighborhoods lead to communities, young and old together.
- I would ask that we use up parking lot spaces, and narrow the streets to get more residential space, before we use Greenbelt land. There is a lot of available land in Hamilton and the suburbs.
- we should build a denser urban core than take up natural lands outside the downtown core.
- I’d prefer to greatly increase density of the downtown core and surrounding area to help support public transit options and reduce sprawl.
- Lands need to be preserved for after 2031 - market trends are pointing towards increased intensification rates as well.
- There is much room for intensification in Hamilton. A lot of empty or poorly utilized land.
- We also need to consider that likely Hamilton will continue to grow after 2051 and need to save land to accommodate that.
- Have you taken into account the changes caused by the pandemic?
- I know a little about the ‘missing middle’ - medium density (e.g., 5 story buildings) along corridor routes. I think this is a great idea.
- Grow in downtown Hamilton. Leave the spirit of the annexed communities alone; expand beyond current boundaries, respecting prime agricultural land.
- I hope you have realized that, due to the pandemic, most people do not want to live like factory farms in high rises with no place to play. I am suspicious due to the fight it took to put in the small parkette off Hatt ST that had been on the original plan--you stated that Hamilton/Dundas did not need parks as that was what the Green Belt was for. Pardon?? Green belt is some residential and mainly farmland and the vast majority is privately held. I want your address if you still feel this way so that I can come party and dump trash on your front door---like you, we pay municipal taxes and get treated poorly. Don’t get me started on the early treatment by police who told me they would not ticket anyone parking up in my driveway unless I had pylons and no trespassing signs although it was obviously a house driveway (house is close to the road). Then when I raised the roof and tore off an old garage that was falling down, planning told me that it usually takes two years to do anything. Total BS. An election came up and they suddenly were able to do it in six months. And then you let them close the only hospital north of the 403 so that in rush hour, we will never make it to a hospital in rush hour in an emergency.
- The town of Ancaster needs less condos and more single-family homes in traditional surveys.
- Prefer to see high intensification in current urban areas and green space/agricultural land less affected.

- I would prefer a higher intensification rate than either of these. There is so much wasted space already in Hamilton that could be intensified. Malls could have Condos on top (Eastgate and Limeridge). Hundreds of derelict and half empty strip malls could be revitalized with housing above. Empty lots all through Hamilton could be utilized for mixed commercial and housing. If Europe can do it, we can do it. We need much more 'missing middle' housing and mixed commerce/housing here in Hamilton. I live in Ancaster and aside from the Heritage Village and heritage buildings which should be protected, I believe we should be building up Wilson street with shopping, cafes, services all with homes above. This would make for more interesting "15 minute" neighbourhoods where people are able to walk or use active transport to reach shopping, medical, schools etc. If we are to meet our climate targets, then we must severely limit sprawl now. Not to mention the loss of Prime Agricultural land that occurs when endless sub-divisions are built.
- I am not a fan of endless townhouses as has happened in Burlington. We need a diverse mix of housing with commercial space mixed in.
- Intensify through multi-unit dwellings, including high-rises where appropriate. Do not assume all growth is good. Don't jeopardize food security by developing one of Canada's two soft fruit producing regions. The Niagara fruit belt is small and shouldn't be turned over the building of homes. Don't push through development on the coattails of the provincial government's lack of respect for protecting the Carolinian zone, which contains more at-risk species than any other climate zone in Canada.
- In spite of the fact that climate change considerations have not been included, we need to reduce impact to the environment as much as possible to help mitigate climate change.
- I would like to see rezoning to allow larger buildings with more apartment space in the downtown core, particularly along transit routes like King and Main. It's a tough ask, but I would also like to see the city balance this with a respect for existing neighbourhoods.
- Increases to the urban boundary should only be made in concert with increases of density in under-utilized existing urban areas - this would reduce the demand on future infrastructure maintenance and prioritize & facilitate needed maintenance and upgrades of existing infrastructure. There should also be matched efforts in cleaning up Hamilton's brownfield properties in order to facilitate commercial, industrial, and even mixed residential when appropriate.
- Although I do not object to the Ambitious Density Scenario, I would prefer to see every step made in the best direction possible and not compromise for density for the sake of density. I want to protect green belt land designated for agriculture and not expand to "satellite" communities to the same extent Toronto has or the loss of the unique growing areas we had in the Niagara region be developed for residential. I know these statements lean towards achieving this by adopting the Ambitious Density scenario, but we often lose access to green space and sense of community with the highest density possible.
- It will be a fine balancing act and challenge for Hamilton's city and urban planners, architects, landscape architects, engineers, designers, consultants, etc.
- Features I would like to see include: Inclusive mixed communities for all (within a development include different types of housing or units suitable for many different cultural/ socio/economic occupants including families, couples, and singles across all age groups. Include registered daycare and adult care for elders within a development but enable the elderly as much autonomy to live and thrive within their own home.
- Developments and housing that incorporate inclusive design elements suitable for use and occupancy by all people regardless of their age, gender, physical or mental challenges, etc.

- Inclusive of green space (natural setting parks, parkettes, pedestrian pathways, bicycle paths (both park settings and as urban transportation modes); more community gardens; more close-to-home farmers' markets.
- Rejuvenation of downtown Hamilton core to have more residential mixed with viable retail.
- More year-round recreation facilities of all types, both indoor and outdoor, with an emphasis on recreation for people of all ages, not an emphasis on high-performance athletic facilities.
- Continue to grow the Hamilton arts community through affordable housing, live-work studios, community-based galleries/open studio events and artists markets, e.g., ArtScape (near Wychwood Park, Toronto), Gooderham & Worts (Toronto).
- Expand film industry facilities in Hamilton (possibly a good use of all or part of the former Stelco/currently American Steel yards following extensive land remediation, e.g., Film Port (eastern shore of downtown Toronto).
- More housing and developments that exceed current OBC building code and "green" features. Most current developments are constructed using "same old" building system types in terms of energy types and consumption, mechanical and electrical systems, lack of use or ability to capture natural sources of energy and water, very little green space, little or no "green rooves" etc.
- More opportunities for access to shared electrical vehicles (within close proximity of a development) for journeys of an hour or more, day trips or weekends.
- More pedestrian streetscapes (no vehicles at all), e.g., Locke Street, James Street North, Hess Street, Main Street Dundas. Reliability on public transit should be intensified with a move away from the vehicle.
- De-intensify the current relying on big box store currently near major expressways. Need to offer more services in the city center.
- The GO train should not mainly service Aldershot but provide more direct access to the downtown core of Hamilton as well, i.e., more Union Station to Downtown Hamilton Station direct via train vs. mostly buses.
- I disagree with either intensification scenario. The current greenspace and farmland that exists in the City of Hamilton needs to be preserved for the health and wellbeing of the residents, flora, and fauna of Hamilton. It only takes one Google Search to examine the short-term and long-term evidence-informed health outcomes of greenspace for residents as well as the environment who live within 100 or 200 m from greenspace. Marginalized groups have unfortunately been affected most by the pandemic. Homelessness has still not been addressed to a great extent and neither have Indigenous, Black or long-term care issues in the City of Hamilton. It is central that these communities have better access to greenspace and living conditions to mitigate health concerns before intensification scenarios are even discussed.
- Is it ethical to project these kinds of intensification scenarios when it is even unclear what kind of future the world will have with future pandemics, growing health inequalities, and climate change? By submitting these potential plans to the public, is it ethical for the City to promote an increase in population of children as well as newcomers when current conditions are worsening for the residents?
- If all of the intensification scenarios created high quality greenspace within a buffer zone of 100 m of every household and had wildlife connectivity areas and native plant areas and current pollution of cars and factory emissions was removed, then I would somewhat agree with these proposed scenarios.

- Future projections are difficult to estimate based on current conditions. I think that the pandemic has exemplified this.
- Developers should be incentivized to build in brownfield areas. Surplus land should be earmarked for conservation efforts.
- None at this time.
- My concern would be to avoid losing our feel and connectivity in our established neighbourhoods.
- Intensify within the existing settlement areas and leave the Prime Ag areas alone. Sprawl demands more municipal infrastructure and Hamilton barely has the funds to maintain what exists already.
- Baby steps... and gathering important information and listening to the people already living in the city is of utmost importance. Rome wasn't built in a day! Life in general has been too hurried, if this COVID pandemic has taught us anything it should be to value what is in the present before we hurry up into what is the unknown. Knowledge is one's best friend. Good luck.
- I am very concerned about agricultural lands and assert that it must be respected and preserved. Farmers must be recognized and not forced to sell their invaluable land to developers.
- More condo towers that are more diversified. Ownership rentals offices restaurants businesses and all having access to better transit. To density the current city public transit needs to be 10 minutes or less and 24/7 green space is important, don't use lands that would need to be drained (watershed) to build; save soil for planting needs of the future - yes, we will need to plant and grow food locally; don't treat soil like dirt.
- Yes. The ambitious scenario is not enough. We are at a critical moment for the future of life as we know it on this planet. It's time to abandon existing assumptions and pursue a drastically accelerated intensification target, becoming a world leader in addressing environmental damage caused by urban sprawl.
- Intensify existing capacity by allowing secondary or even third dwellings in housing. Make it easier and more cost effective for people in increase residential housing capacity with appropriate infrastructure to support not prevent.
- Please leave green space as much as possible!
- Go slow.
- Neither scenario. No growth in land area.
- We need to revitalize existing neighborhoods. Current demolition across the downtown core is not the answer. We also have a desperate need for affordable housing - not just for those with disabilities/on social assistance- but Hamilton's "working poor" those who are renting, working in the city, and dealing with astronomical rent increases and no protection. They also form a solid source of income for local landlords.
- Neither densification strategy is ideal. The downtown core requires reinvestment, the infrastructure is old and needs to be replaced (sewers, etc.). Should the population grow by more than 200,000 people, then the city needs to be re-considering the LRT or at least everyday-full day service to its downtown train stations and provide both as a means of sustainable growth.

- I would prefer to see an option where an urban boundary extension wasn't necessary. Outward growth will increase our carbon footprint, and this goes against the City's stated proclamation of a climate emergency. Outward growth has been proven not to pay for itself in the long term, generates car dependent neighbourhoods and threatens our food supply. Once it's built upon for residential uses, these greenfield lands cannot be reclaimed for agriculture. I understand that there is pressure from the province to offer market-based housing demand in the 30-year plan but please consider other types of land within the already built-up urban boundary, like brownfields and grey-field areas (parking lots and commercial redevelopments) before expanding to greenfield lands.
- This may be more granular, but it would be great to see the inclusion (in select area) of residential density to help mitigate further sprawl and strain on new infrastructure, in growing areas like the WHID, Barton Tiffany lands or Centennial Pkwy. In addition, though already happening with improved zoning, the promotion of "missing middle" buildings would be great.
- If the Increased Targets scenario was chosen, it has been noted that some of the Whitebelt lands would not be included in the urban boundary, i.e., remain undeveloped. It would be helpful to know what the proposed uses for the undeveloped parts of the White Belt areas might be if not included in the urban boundary.
- Councillors should respect the Urban Planning rules as developed by City staff, and not allow developers or other monied interests to influence their zoning decisions. Densification should respect local build history, with graduated height and intensity increases.
- Height builds should not exceed walkable levels, such as 6 storeys, given the energy intensity and human proximity of elevator usage.
- All intensity builds should include a significant (10% or more) portion dedicated to affordable housing and for homeless accommodation.
- New intensity builds should include "micro housing" options that accommodate the basic needs of low-income families and homeless.
- Higher intensification and less land need.
- As a rule - stop acting like land is a limitless resource; ALWAYS build UP, not OUT. Also, don't DARE try to, or support attempts to, rezone or otherwise 'alter' or do anything that would remove protections for any agricultural land, park land, hazard land, greenbelt land, wetlands, wooded areas, etc. Doing so only highlights poor planning and uncreative thinking, and screws over the people who follow us. There are areas in London Ontario where I used to live that were too focused on low-density housing such that it cost both the city AND the homeowners a fortune to provide utility services and even upper-middle-class folks are being completely priced out of areas due to short-sighted past city planners and even shorter-sighted developers. Just because people want it now, doesn't mean it's the right call for the people who come after us.
- I feel there should be an even better option other than just these two, given the current climate crisis.
- We need to better maximize brownfield and unused surplus properties before even considering a dig into rural or conservation areas. Failure to do so erases what makes us special. More mixed-use zoning, less single use residential zoning and SFD since that does not increase vibrancy, only sprawl and dependency on cars.
- Intensification is preferred because it reduces the need for commuting and facilitates walking and biking. Also preserves land for other use than housing. Build up, not wide.

- AVOID URBAN SPRAWL!!! NO DEVELOPMENT IN GREENBELT!! SECURE THE BIODIVERSITY!
- Firm urban boundaries. Elfrida is prime agricultural land. Leave it as such. Plan for food security, we are top shelf agricultural gold mine for our whole country. We should be prioritizing agricultural and natural environment for generations to come.
- Expanding outwards will permanently rob us of green space, farmland. We need to build up the missing middle. Reinforce the density of the city and ensure that we are keeping in mind the affordability and the people who already live here.
- You should have a target for greater than 60% intensification. the above two options are purposefully limiting what residents can decide upon. How about being more ambitious and declare NO urban expansion into whitefields!!
- Building inbound and/or forming small communities so everything is within reach and good public transportation with safe bike lanes connecting these communities.
- There are several areas of unused pavement and/or unused buildings that can be appropriated for building new residences.

## Question 7: What are other considerations related to climate change in the planning of new communities that should be prioritized?



- None. This is something not within our control.
- Large parks.
- Grey water systems.
- Increase the urban forest by Revising the building to lot ration in suburbs to 60% Land /40% building.
- Establish a minimum size for all dwellings of 1000 sq/ft including Condos.
- Keeping greenspace.
- All new buildings should be net-zero or net-negative with respect to greenhouse gas emissions, including embedded emissions in the building and emissions from construction of the building and its operation.
- Nothing.
- Making sure communities are built with Smart Growth principles in mind. Complete communities where people do not need to get into a car to access what they need.
- Ecosystem balance, and wildlife considerations, alternative transportation routes, and charging ports for electrical vehicles.
- Green space, availability of trails connecting with other trails and parks through communities to facilitate biking/walking to work, and transportation networks that take major polluting car arteries (highways and bypasses) outside the core of residential communities.
- Dealing with runoff onsite, building larger condos units to allow for larger families.
- Complete communities make a lot of sense in Hamilton, as being able to do everything (work, school, entertainment) is attractive to a lot of people. Furthermore, reducing car traffic should be a major goal of the city. LRT or no LRT, we need to fix these transportation problems.
- Before proceeding with any plan, the city should evaluate current soil, water, air conditions and proceed using a capability/suitability matrix. The city is where it is because it so rich with green assets, but we are so close to losing it all because we take it for granted and assign no dollar value to it. What is the dollar value of the tree cover? What is the dollar value of the rich clay soils? What is the dollar value of the view over the escarpment? What is the dollar value of the headwaters feeding Lake Ontario and Lake Erie? I read and listen to the term "Land Needs" but has anyone asked the question, "What does the land need?"
- I cannot over emphasize the priority that safe water supply plays in future growth of cities. Humanity depends on it. In the Great Lakes area, we have been lulled into a complacency because of ample supply. Yet lake water quality is already comprised due to algal bloom toxicity, road salt and CSOs.
- Electric transit
- Roads, parking, cars emissions/need lots of trees and green space, build up.
- Please see above. Planning should not be around the ease of travel only by automobile. A lot of people moving out of Toronto don't even own cars.
- Treed walkways & solar panelled street lighting are visible things that should be included. The pathways for bikes and pedestrians should be required for all new communities to access each other.

- A community where you can live, work and play. Alternative transit connections--safe route to walk, bike, jog etc.
- Forests not only retain carbon but create cooler air and trap water....have a dense urban canopy. It would be nice to increase permeability in sidewalks, driveways somehow so water filtration into the ground is increased.
- Minimum net-zero building standards. More building inspections to ensure quality building envelope. Adopting passivehaus for new city building and renovations.
- Solar + wind. With the amount of wind coming off that Lake I can't believe we aren't utilizing it.
- LEED's material use. Solar panels. Central parking areas and less road space. Smart bicycle and walking paths to connect to parking lots and transit.
- Educating and informing the public on the ideas the city has. While students of geography such as myself understand the concepts in this survey, I feel that many citizens may be unfamiliar with concepts such as carbon sequestration and mixed-use development. Please continue to have surveys such as this one in the future. The public needs to be involved with the decisions being made, and they can play their role more effectively if they understand what they actually care about.
- Walkable communities will allow for less use of transit or private vehicles. This will reduce energy use, but also lower noises pollution.
- Insignificant. Adopt green practices because they are efficient and effective. Do not spend one dollar extra on anything remotely related to climate change while PEOPLE SLEEP IN TENTS OUTSIDE.
- Need space for farming so don't need to transport so much food in.
- Bike-ability (more bike lanes), leaving forests in place, don't destroy surrounding green spaces just to fit more ppl... long-term thinking over short term profits.
- **ensure** that native animal and plant species encroachment are considered with all new developments.
- Plant more trees. Add sustainable energy infrastructure for low-income neighbourhoods.
- Keep the rental bikes. MORE BIKE LANES!
- Ensuring city planning is done with goal of creating walkable communities. Jobs, grocery stores, pharmacies and parks should ideally be withing a 5 km radius of homes. And where not, transit should be easily accessible.
- The impact of development on climate change is directly linked to land use and density. We should be creating communities where there is existing transit and active transportation infrastructure, rather than creating additional growth at the periphery, focused on auto-dependent locations.
- More green space including trees.
- New communities should be built to higher sustainability standards and should include features such as grey water recycling.
- Beyond our actual built environment, . we, and future generations, will rely more than ever on the trails and parklands that surround Hamilton for recreation and also for health, Protection of our nearby natural environment and ensuring that citizens can access and use it easily, must be key considerations of intensification planning.

- New buildings should employ strategies to prevent bird strikes, which requires changes to building codes. Other cities are already doing this. Not only is climate change an issue but stress on wild birds and animals can be alleviated through thoughtful design of low impact liveable neighbourhoods, workplaces, and recreational spaces.
- Proximity to jobs.
- Sprawl eats up our farmland forcing us to import more food rather than grow it locally. We need to prioritize local agriculture and food sustainability. Importing food, we could be growing here increases our carbon footprint.
- Trees, gardens, storm drainage/sewers.
- Need to reduce roads for vehicles and include more walking/cycling connections.
- Eliminate hard surface parking lots and use permeable surfaces instead.
- Avoid large shopping malls with associated parking to free up land for housing.
- The city has indicated that we have a climate crisis. We need to get much more serious about changing our urban thinking and planning to reflect our response at all levels of planning. Perhaps we also need to think about the size of houses - do we really need more monster (Ancaster style) houses for smaller families??
- Plant more trees, incorporate urban green spaces and parks, rooftop vegetable gardens.
- Total lawn, green space should exceed both house, road, and sidewalk footage.
- Wastewater management to use existing structures where possible, and to prevent overflows into groundwater supplies. Walkable communities, local "downtown" areas.
- Public transit for downtown core, green energy for buildings
- Forested areas for recreation and trails for hiking and biking.
- Prioritize density, building energy efficiency, and transit access. Greenspace is not an efficient use of urban designated lands. Carbon sequestration efforts should be focused in rural areas, where they do not impact transportation distances and the ability to provide housing in a housing shortage in a land efficient manner. Perhaps instead focus on street trees and additional plantings in underutilized lands such as freeway shoulders, existing greenspaces that are underplanted, or unused municipal right of ways to encourage carbon sequestration without impacting development densities. Stormwater management techniques are important for managing a changing climate, but do not impact carbon emissions.
- 15-minute rule - access to work and play from home. Active transit encouraged (bikes, walk) as well as LRT, bus.
- Community gardens, bike paths, local stores.
- More greenspace.
- Sports, community centre, library complexes.
- Balance green development with phasing out reliance on fossil fuels. Almost all houses heated with natural gas. Bulk alternatives not available for a long time. Think!
- Sidewalks: backyards for kids to play in and adults to garden---stay away from factory farm development. they will become slums.
- Stop building high density condo site such as the sites along Garner Road in Ancaster
- consideration of access to food stores and green space for residents so they don't need to drive.

- I believe that effective yesterday all new buildings, condos, office towers, houses in Hamilton should include solar on the roof, geothermal, EV charging and whatever green technologies we currently have. Toronto mandated green roofs and she took heat for that... but they rose to the challenge and it has been successful. YOU NEED to be ambitious. Stop sprawl, Intensify wisely and with Green technology, reduce the need for cars and include bio swales and other passive measures. Make our city walkable and clean, with mixed housing and good public electric transport. Create designated green space, even gardens for people to grow food locally.
- Whether intensification is worth pursuing.
- Proximity of Employment Areas.
- Increased efforts to make the bayfront swimmable. It would be amazing :)
- Clean-up existing brown-field properties and other under-utilized industrial lands for added greenspace.
- Incorporate green building methods that exceed current OBC building code; capture energy "at source" (solar or wind energy capture from new buildings, used as required and stored if there is surplus); green roof tops.
- More pathways that can be used year-round. We can learn from many of our current hiking areas that have been affected by climate change and erosion due to improper use of materials or lack of managing the natural ones that are being affected by erratic weather conditions. For example, we have many natural conservation areas, but they are often inaccessible or dangerous to use from late autumn to early spring due to the "freeze/thaw" weather we have. More gravel needs to be put on the paths with improved drainage and swales to carry water off the paths.
- Design and management of storm water ponds and major controls ( penalties ) for failure to control and manage major storm water runoffs. Taxation on lands where there are excessive planned paved and other impervious surfaces.
- Missing middle- permitting buildings up to 6-7 storeys with large footprints, especially in urban areas and along lines of Higher order transit/ Permeable paving on residential streets and driveways and parking lots (when necessary)/ More trees (native) to replace those lost to higher residential density/ small stores and business located on ground floors/ offices and residences combined; separation of storm and sanitary sewers where possible;/ expectation of new buildings meeting 90% of passive standard (bearing in mind that most housed will not be south facing)/ planning for shared heating and shared renewable energy ( windmills/solar/) within adjacent residential areas/ Where possible in new developments have streets radiating out from hubs so that more basic services are walkable/ allow for charging stations for vehicles in infrastructure/ in many shopping areas combine park like settings with well treed walkable courts instead of automobiles such as found in Vienna and Paris/ downtown, ground level housing should be used for residential/commercial and services combined in Mixed Use structures.
- Responsible carbon sequestration with appropriate native species. Responsible materials to promote water diversion.

- Do not cut into Prime Ag land and other areas of natural and scientific interest just to appease developers. Once it's gone, it's gone, and no amount of human ingenuity can replicate mother nature. Learn from the RHVP debacle. We need to focus on the missing middle and focus on preserving as much natural area as possible. Look at some areas of Etobicoke. They have a lot of 3 and 4 storey walk-ups, duplexes, triplexes, quadplexes and semis. Far more than Hamilton does. As well, the City needs to prioritize active transportation and public transit and require every development to make accommodations for it. Enforce tree planting and tree preservation policies (or create them if they fail to exist). Offer incentives to developers who do build any of the types of dwellings I mention earlier in this paragraph.
- That all areas of future development take a good hard look around the area to make sure of the impact it may cause...never just the footprint of the actual development but all the land that surrounds it and its future.
- Disallow "monster houses" "McMansions".
- Make walkable /bikeable communities re: schools, groceries, jobs.
- A proper balance and transition between residential and other developments (commercial/ industrial), adding adequate buffers in place.
- Renewable energy more greenspace.
- Electrify transit and in new areas currently without transit start with a system "on-call"/"scheduled ride" transit system and move to electric once use of "on-call" system is no longer financially feasible.
- That any additional roads and motor vehicle trips are a planning failure. We know transportation is a major CO2 emitter, regardless of EV development. We have more roads and cars than our environment can support.
- Leaving as much open land open space as it is or even better, focus on replenishing it so that it can restore natural habitat, edible food production sites on privately and publicly owned land.
- Home businesses, granny flats, encouraged dogs not.
- Inclusion of parkland and community garden spaces - not schoolyards - actual park land with trees, bushes, and other habitats for our native wildlife.
- Design that elevates the city to international levels of excellence. There is a way to combine and celebrate new technologies.
- Long-term sustainability: will these new communities be able to pay for their servicing in the long term?
- Protection and accommodation of wildlife e.g., wildlife corridors.
- Urban farming should be incorporated into the planning of the entire urban community, including vertical farming in under-used industrial areas, and green-roof farming.
- Minimizing greenfield usage--i.e., limiting expansion of city boundaries to existing.
- Accommodate expected surge in rainfall intensity and flooding by building appropriate stormwater culverts and retention facilities.
- Maximize local energy production/efficiency by requiring new builds to incorporate rooftop solar installation, geothermal heating where possible, and the highest insulation standards.
- CONNECTIVITY of greenspace for carbon sequestration and a STRONG FOCUS on NATIVE SPECIES PLANTING AND CONSERVATION.
- Due to the climate crisis there has to be an urgent need to freeze the urban boundary, we cannot let the boundary expand into rural Hamilton.

- Bike and pedestrian friendly street design (i.e., trees, bike lanes), low impact development techniques implemented at the property level (rain gardens, swales, and native plantings)
- No traditional single-family dwellings or monster homes. three story walk-ups, first floor is mixed use or commercial space. common shared greenspaces. creation of secondary units for existing subdivisions.
- Public transit access. Bike lanes. Parcs. Green roofs.
- Local food production from regenerative sources, ensure space for biodiversity to thrive, multi- family housing, ECO VILLAGE models!! Ensure social equity and avoid gentrification. Social justice is closely linked with combating climate disaster.
- Southern exposure roof lines for solar panels for new builds. Pedestrian, urban canopy and cycle centric planning. No development on or near wetlands. Intensification in urban areas along key transit like Brampton is doing.
- Affordability, and sustainability. We know there is a housing crisis in this city, and what we plan to do with the land will impact the under or unhoused in this city. They should be included in these plans; what eco friendly, sustainable changes are we making as a city to house the homeless?
- Walkable ,sustainable communities with close transit must be the goal. mixed type housing. condos up to max heights of 20 stories and shops below. re-imaging how existing shopping malls like Limeridge can be re-purposed ( into condos, LTC homes, Senior residents with shops.) and indoor village.
- Redesign main corridors like Upper James, Upp Wentworth, etc. to be have more intensification. We have historically been using our land so inefficiently. single homes vs shops below and living spaces above. Just look to towns in Europe on they have built their cities. It's shameful how wasteful North America has designed their cities.
- Consider rebuilding the grey zones to have an ecological transformation of the city. A priority not to consider would be tall buildings close together, block the sunshine not able to grow anything green on walls nor on the streets and creates cold dark spaces.
- Bike lanes and walking paths.

## Question 8: Do you have any comments about future land need for Employment Areas until 2051?



- It would be amazing to turn John A MacDonald school into a tech hub and try to land Google or similar company to build a campus in the old school.
- Corporate culture dictates that both customers and competitors like to be located together. Therefore, size matters. Many offices in one location. Etc.
- We need to think about co-location for remote workforce's wherever possible to reduce commute pollution and use land efficiently. This will also differentiate Hamilton as a city with work-life balance options.
- Hamilton has a large industrial base, but it also has a growth in other industries. COVID-19 has seen a flight of people from high density housing. A generation has discovered that they need more home space for work and recreation. Make sure your plans account for the need for more living space. Don't let developers build sub 1000 sq ft residential as work from home is going to be central in many peoples lives.
- Don't shift land designated as an employment area into designation for residential development.
- Open everything up for development.
- We should be looking at better utilizing what we have and how we can repurpose it and revitalize it to accommodate needs for today. (e.g., Listerblock, Royal Connaught, etc.).
- Consider employment areas to minimise/reduce commutes via car.
- I am perfectly fine with Hamilton growing its boundaries (here we come Burlington), but we need to make wise use of the space. Hamilton, Ontario, and Canada should be global leaders in green technology (whether R&D, construction, etc.). We have several advantages in this area, most importantly, available land. We can also position ourselves as a major transportation hub as well. We have a port, airport, several major highways, and rail yards so let's leverage these while we can (we need to connect John C. Munro and the city though). Furthermore, lets build up not out when it comes to residential spaces.
- I would like to see more thought given to how we can encourage employment in the "green industries" within a new "green city". Lived my entire life in the city and love it. But am really disappointed in the city leaders who have glazed over our richest assets and taken the short-term approach to getting re-elected. This is a great time to take a bold step and recalibrate the city so that future generations can live long healthy and happy lives. We need visionaries at the helm at this stage, so here's hoping they're there.
- Keep Airport lands away from housing for multiple reasons: noise, toxic fumes of airplane fuel and de-icers to name just two.
- Don't sacrifice greenbelt space.
- Some thought should be given the up coming autonomous vehicles that will be online , and the effect this will have public transit. How much transit will no longer be needed , Also the development of roads in new urban areas to allow autonomous vehicles enter and leave expeditiously .
- Revitalize existing urban spaces now, build up.



- The surplus of employment lands should be designated for community areas. The abundance of whitebelt greenfield lands designated for industrial use takes away from much needed land for community growth, specifically in the AEGD, where community areas exist along Twenty Road West. More importance should be placed on the intensification and development in major office and employment areas, rather than greenfield areas.
- Make sure space is appropriate to not disturb local living around it, but also make sure employable lands are available especially for daily needs to reduce environmental impact. Include infrastructure for charging new electric vehicles.
- Being able to access work via bus is critical, especially if they are retail or other low wage work where cars are not accessible financially. Green spaces around employers should be required, not just concrete parking lots and concrete buildings. Natural spaces help workers with mental health which is critical to a good quality of living for Hamiltonians.
- Be aware of air, noise, light pollution and don't have industries that will contaminate our air. It is really awful how stinky Hamilton is and for those of us who have to endure it because we are in the path of these emissions. Remember that we get temperature inversions that trap smog. Think of Mexico City and don't have become like that. I know we don't have two stoke engines that cause the kinds of pollution but plan for a city of clean air because if you don't, polluted cities are awful.
- More mixed use, less high-rises, more 4 or 5 story multi-use building. Remove requirement for minimum number of parking spaces!
- This could be the most beautiful city in Ontario. Green should be the goal. Train now and Create jobs.
- Hamilton has an oversupply which unfortunately does not fit in with current employment growth corridors.
- Given that many people have been able to work remotely during this pandemic, I hope that the City will continue to encourage companies to allow their employees to work remotely even after the pandemic.
- If less people need to move around, then it will be easier for those who do need to move around.
- Converting brown lands to office and community space will facilitate growth.
- I assume you have factored in distribution patterns across the entire city with a focus on existing/downtown areas which is fair.
- Don't sell our lands to the highest bidder. leaving spaces undeveloped for the community to enjoy is priceless.
- Take back the waterfront.
- Business parks are great, but often feel really flat and disconnected from the rest of the city. While primary designation should be for business, it feels like these could be built up into mixed used areas, with condo housing on top of the businesses and more "attraction" type business like coffee shops to make these areas feel inviting. Otherwise, they often become spots you drive to and leave as soon as possible. If we are running out of rural land, could the city's official plan expand this land use designation?
- Employment Areas should focus on their integration with the existing community by requiring active transportation and transit connections to reduce automobile dependence and create employment that is accessible by all income levels, including communities that cannot afford an automobile.

- The city should revisit planning that completely removes employment centres from residential development, and aim to foster more complete, more walkable communities.
- Employment lands must be as close to residential areas as is feasible and definitely made accessible by public transit.
- Any expansion of city land boundaries should be served fully by transit, should consist of complete streets and communities modelled after the '15-minute city,' and should heavily discourage the use of automobiles in favour of active transportation. Also please stop building single family homes.
- Designated areas must be respected (i.e., heritage areas, "quaint" areas), parks, green areas with benches, trees!!! People need space to breath and walk. Garbage is a factor - more intensification means more garbage on the streets. Traffic will be a huge issue as well as available parking and parking for all the units being built. Cars obliterate the "green" on new residential streets.
- We must ensure that there is enough farmland around Hamilton to ensure that we can provide our own food needs. Climate change will shift our whole way of living!
- Keep factory's ( and housing ) off best farmland in country. Lower escarpment fruit belt. Not just current unregulated green belt area.
- Some of this land could be re=purposed for residential land.
- Further investigation of intensifying employment uses is required. Investigate reducing minimum parking standards, setback, and landscape area requirements, encourage multi-storey industrial developments, etc. to increase densities and reduce the land needs. Also encourage certain employment types through intensification, such as office. Perhaps incentives for offices to locate downtown. L3 Wescam in Waterdown is a huge employment gain for the city however uses a large amount of land for a mostly office-based use for example.
- Build up, use those old industrial sites.
- Current and future homes close to employment areas need to have reduction in noise and emissions from factories.
- High-tech
- I'm not well versed with this; however, transit and proximity are all factors. The world of work is changing these days.
- Expand the Ancaster employment land south to Book Road.
- I believe that the AEGD is too large. Once again it is swallowing up prime agricultural land around Hamilton Airport. This airport was slated to grow but that seems to have not taken place and instead now we have Business Parks set to pave over farmland all along Garner Road.
- <https://www.collierscanada.com/en-ca/properties/4036-industrial-park-hamiltons-premier-industrial-address/can-380-400-garner-road-ancaster-on-ontario-canada/can2006140>
- I believe that the AEGD boundary was set around 2015 and I would argue that we have, since that time, grown immensely in our understanding of the Climate Crisis and its impending implications if we do not act now. Paving over Prime Ag land for business parks when there are gray lands available is irresponsible of us and based on information, we had six years ago before the IPCC report was made public. We have only 9 years till 2030. I suggest we limit further the size of the AEGD.
- <https://insideclimatenews.org/news/27082019/12-years-climate-change-explained-ipcc-science-solutions/>

- Let's find a way to create mixed use lands in the Industrial Sectors. Throw in a park or two!
- There should be no vacant commercial properties/run-down areas of the city before any new green-field or "white-field" development is approved. The City needs to encourage the maintenance and upkeep of existing buildings and infrastructure ahead of spending money to make new developments.
- More opportunities for "work/live" zoning for housing; office "sharing" facilities within a development that can be booked for specified time slots, e.g., an hour, 3 hours, etc. including I.T. facilities/support, shared/bookable meeting facilities, etc.
- With the growing expectation that remote work may become very normalized after the pandemic, is this even a great concern?
- Where possible Urban employment lands should be reused such as in warehouses and buildings in the downtown, north end that are abandoned or that can be repurposed.
- None of concern.
- Employment areas that do not involve manufacturing or warehousing should be concentrated in the downtown core.
- Just make sure that the GREENBELT is never disturbed...it was established for a reason.
- Having a slight surplus is welcome news. All must be done to reduce traffic and commute gridlock so we hope having sufficient employment areas will help address this problem.
- Whatever plan is finalized should always consider the surrounding areas ensuring developments flow well and boundaries are transitioned properly.
- Transit friendly and walking friendly.
- Think green. Build green houses, invest in vertical growing; invest tax dollars in new public "common ground" where food can be grown and sold; be innovative in creating real; public-private opportunities for new types of employment in local agriculture.
- While reassuring we have enough, what is the cost of servicing the suburban parks? Traffic and utility burden would be contained if we rebuilt all of the industrial lands, wouldn't they?
- We must build existing capacity within the limits we currently occupy. Our greater focus should be to make sure that all open land is used to improve climate issues, or we won't be able to support a larger population or even the existing population.
- Do not convert to housing uses.
- The development along Rymal road by Nebo has created a disaster for anyone travelling that route, we have available zoned industrial land and giant parking lots near Burlington Street, negotiate purchase/use of that land which is already used for that purpose.
- Incentivize small start-ups to occupy our commercial spaces within the core and suburban locations. We have a large technical qualified workforce from our local university and colleges.
- Hamilton's waterfront and industrial end (including James St. North and associated downtown neighborhoods) are full of employment lands opportunity and should not be moved to the edges of the city.
- Looks like employment accommodation will be met, but as mentioned above, due to the type of developments occurring at MIP and its proximity to downtown, I think it would benefit the city to include residential in the WHID to really help facilitate and grow a world-class mixed-use community.
- Clean up what we have all along Burlington Street and surrounding areas.

- Employment areas should focus on infill, be based on a nodal structure incorporating residential, commercial, and industrial usage, and accommodate internet-intensive employment.
- Make sure have proper infrastructure such as roads, parking, transit.
- Does it efficiently and effectively, you don't need to keep expanding?
- Mixed use spaces wherever possible to minimize commute. intensification not sprawl. use up brownfield.
- Prioritize reuse of existing, abandoned land where contamination for living would be an issue but not for industrial use. Redeploy industrial land to which people can easily have access by bike, walking or public transit for work.
- JUST AND GREEN TRANSITION!! New ways to think employment to ensure we not just attract tax avoiders (Amazon, Walmart etc.) but build good employers that can support living wages, pay municipal taxes, and lower carbon impact. The way the city is currently developing industrial areas is destructive, disconnected from public transit and many industries are polluting WATER and AIR with no ramifications.
- Its time to set higher standards for industrial employers in Hamilton.
- Have you considered the work-from-home trend? Many people moving into Hamilton from the GTA are bringing their jobs to their new homes. The amount of land needed to accommodate employment may be lower than expected.
- Don't use agricultural lands for other purposes.
- Thinking green will be key for Hamilton, especially with such a large industrial section not far away. We need to also keep community in mind and protect our disabled, and at-risk citizens.
- Bring green energy companies to Hamilton's brown fields. this is where there will growth!
- More spaces available that are affordable for people to work from their own City instead of traveling out of town .

## Question 9: Do you have other comments about the City's initial determination of community and employment land need until 2051?



- They don't call us "The Ambitious City" for nothing. Let's go big!
- Sounds terrible. People prefer detached homes. Their own space and a place to park. This is proven by real estate prices. This proposal is an overall downgrade of our quality of life. Our children will have less.
- We need to take the problem of urban sprawl seriously. I live on a lot 30 feet by 100 feet, which is more than satisfactory. There are a lot of single-family dwellings in my neighbourhood (Westdale) that are currently rented out to groups of unrelated people by absentee landlords. More appropriate accommodation for these renters in apartment buildings on the main streets could free up a lot of accommodation for families with children in a very desirable part of the city--a true 15-minute neighbourhood.
- Open the greenbelt where it currently sits. Move it south of Binbrook where there are millions of hectares of land. Don't sandwich dairy farms etc. in the middle of thousands of homes and open yourself up to complaints of the smell from city folk.
- Preserve green space, create complete communities that foster and build a sense of uniqueness and community.
- Nope! I know these ideas are ambitious and that the Mayor could probably win another election by pitching back to basics (wastewater treatment, road maintenance, etc.) but we are talking 30 years here!
- I think you're all doing a great job and I thank you for this work. Please take the time to hear me out on the above and if there's anything I can do to help, please let me know - I'm here to help. Let's all get it right this time around.
- You can do better.
- Put the health of citizens first.
- Please have a plan that is comprehensive, and yet flexible where needed. But, have the strength to stick with it, and not simply cave into commercial promises of tax monies when in the end they only stay as long as it is profitable.
- Taking direction from the Province's A Place to Grow document might be a given. However, abiding by the Treaties is also a given. More time should be allocated and more effort in relationship building should be allocated. We teach our children that we are on Mississauga & Haudenosaunee land, that this relationship must be considered primary in all our endeavours. Yet this same lesson is absent from the City's offered plans to date. We are all Treaty People. This needs to be demonstrated.
- I think that those areas in the current urban boundary and connected to transit should be prioritized for low, mid to high rise and alternative intensification especially around the BRT and GO. I also think that there is room to commit to semi and single detached homes especially in Elfrida and Binbrook area to allow for mixed growth so that citizens have options. I like the SMART community proposed at Clappison Corners and I like the identification of neighbourhoods the City of Burlington created for the downtown to allow SMART growth (Lakeshore to top of Brant St.).
- Rich developers have determined land use in Hamilton for far too long. Back scratching deals with councillors and developers must end. Car free mixed-use neighbourhoods should be explored.

- With City infrastructure spending and backlog of keeping up existing infrastructure, especially with plans to intensify current subdivisions. I do not see any need to add suburbs and extend city boundaries. The negatives far outweigh the benefits. Especially if compare to Cities on comparable growth curves. Somehow this vision seems to rely too much on if you build it, they will come.
- I think the City should hold on to progressive values, regardless of the projected population growth. If the City does not have enough single detached homes for all the people who want single detached homes, then so be it. I may be wrong for thinking this, but I want to see Hamilton become a “nice” city. Thank you again for doing this survey.
- Hamilton has a wonderful sense of community and a rich history. Its growth should highlight these core strengths and not just use them in marketing copy. Enhancing and preserving our history and communities through land use policy will make for a healthy and vibrant growth.
- If this work does not factor in a PLAN IN WRITING to develop affordable rental housing that will solve the imminent crisis, then you need to start over. Rezoning employment lands, if necessary, has to be on the table if necessary or you are not doing your jobs holistically as City staff.
- Please don't base all future plans on financial answers. The City needs to also recognize people need green spaces/forests & undeveloped areas. Don't expand just for the sake of expanding.
- Ensure that the provincial government has changed regulations to ensure that derelict properties in areas like Kenilworth, Main, King , downtown etc. can be easily expropriated so that some beautification can start to happen with the new urban development plans. Without that ability, how can you provide the appropriate urban density in the City of Hamilton.
- Take back our waterfront.
- Just that it would be great to get some visuals of what the various density percentages would look like. Are there proposed maps available for residents to view?
- I feel that right now and in the past developers have been driving the bus. We need to take the development out of the hands of the developers and into the hands of reliable people who are held accountable to the taxpayers.
- Just concern about the aesthetics of much of the new construction in this city. We can see the economic benefit derived from preserving historic streetscapes and existing neighbourhoods. It is important to preserve and enhance these characterful parts of the city.
- The premise that we need to extend the urban boundary to accommodate growth is self-defeating. Staff and council should prioritize the growth and intensification strategies that will focus growth in already built areas. Increasing sprawl while Hamilton's infrastructure deficit balloons further every year is like telling someone in a hole to “dip up, stupid.”
- Would be nice to see reuse of Hamilton's built heritage.
- Please focus on densification of existing neighbourhoods and updating existing infrastructure especially in the lower city before pushing any kind of expansion.
- We need to examine more closely HOW people will move between their residences, their workplaces, and their shopping areas. How can that be accomplished without a dependence on individual cars?

- I think you have not seemed to consider the real need to prevent the further taking up of prime agricultural land and turning it into housing. And we need to ensure that housing lots are used, not for monster houses, but sensible smaller houses.
- Investigate ways to ensure intensification targets are met. 60% targets can be achieved if they way intensification occurs changes from today. Things like opening up zoning permissions in residential neighbourhoods such as encouraging severances, laneway suites, and garden suites, or pre-zoning areas for intensification.
- Communities that encourage walking and cycling to school, work, and play. We need to keep what greenspace and agriculture we have. It will become even more important as population increases to have food production and big conservation areas nearby.
- Develop excellent playgrounds for children and community centres for everyone to promote social connectivity.
- We only have prime agricultural land in southern Ontario, and it should be more valued than suburban sprawl.
- Keep as much green space, trails community centres as possible. Build 1 story large condos. Hasn't Japan already done this?
- Remove transparency barriers and optical bias in favour of developers vs taxpayers.
- Expand the urban boundary along Garner Road West in Ancaster between Shavers Road and Fiddlers Green to Book Road as a minimum. It does not make sense to leave this area of land as farmland/greenbelt land when there is high density residential to the north of Garner Road and Employment land to the west of Shavers and east of Fiddlers. This block of land was originally white belt until the Province and the City of Hamilton converted it to greenbelt land for no logical reason. The block of land south of Garner Road West is ideal for residential purposes.
- We need to be bold and ambitious and break speed records if we are to house everyone, have enough green space, electrify everything, and save ourselves by avoiding an increase of more than 1.5C in only nine years. Please run fast and break things. Stop sprawl and rebuild our city from the inside out.
- Thank you for the opportunity to comment.
- Its unfortunate climate change considerations were not included. Also, the "missing middle" should be considered.
- You guys have a tough job ahead of you. I appreciate your care for this city and the work that you do. May God bless you in your efforts!
- Height restrictions along corridors and transit hubs should be increased to encourage higher-density buildings where they can best be accommodated - density should not be restricted by rules from decades past.
- I have made many comments above, especially in Item 2 and 8 above (please refer to them).
- I am, thrilled that the city is incorporating a climate lens and plans for greater density where people can live where they work and play. We will have a much for vibrant city. One that I would prefer to live in in 20 or 30 years. Unfortunately, being a baby boomer, I do not expect to have more than 20-25 years.
- Keep studying as we all know that the needs change daily, and the WANTS should never outweigh the NEEDS. Stay true to what is really necessary and thank you for including us, the citizens of this, the present City of Hamilton. Cheers.
- I hope to receive further updates in general.

- I would like to know more about land use for renewable energy e.g., wind and solar. I didn't ask during the presentation. THANK YOU!
- Based on the reports and needs assessment, the vacant lands on Twenty Rd. W. (formerly Glanaster Golf Course), should be designated residential, acting as a buffer with a gradual phase into any Airport commercial/industrial developments. These lands would be better serviced as residential as they are not needed for employment or airport growth and development.
- Transit and walking friendly.
- Think long term. Think legacy. Don't sell out our beautiful city.
- Allow zero hectares of white belt lands to be developed. It is a waste of precious resources. Any argument in favour of developing is based on flawed assumptions and planning traditions best abandoned.
- Include community sustainability and self-sufficiency in the plan. How can we support more people until we can support the existing population? Build in our local supports first and then look to accommodation i.e., where should we be growing food locally instead of using that land to build?
- Go slow.
- You assume growth will remain possible. Not even to 2030. AND no climate impact test to reduce emissions 6%/year minimum to achieve target emissions in 2030 (50%reduction) and 2050 net zero.
- With the change towards working remotely and not occupying office space, buildings should be restricted to the size of the surrounding area. Heritage Green is a good example, the newer offices in that area fit well with the height of the buildings near them.
- While we grow the city, more attention/respect should be dedicated to optimizing Hamilton/Stoney Creek natural landscapes for public use. Areas near Lakefronts, forests, creeks, the escarpment (above or below) should not be slated for any housing and large commercial development. There should be a significant buffer of land around those natural areas.
- Understating the FUTURE demographics of the city will be imperative. Stacked townhomes and back-to-back units are NOT suitable for families with children and an aging population. Both adults and children require outdoor space like front and backyards, the pandemic alone has highlighted this need even more.
- Aging residents that wish to remain independent will require homes that are designed with less stairs, not stacked townhomes and not necessarily apartments, whilst being close to amenities like grocery, hardware, and pharma.
- This assessment is clearly motivated by short term investment through developers. it does not consider wholistic development of the city and reinvesting in existing infrastructure that needs to be replaced. This plan (and the developments that would result from it) do not give back to the community in a long-term sustainable way and erode the borders that exist to protect the separation between rural and sub-urban. If the city anticipated 200,000 more people, then the core should be the focus and everything that comes with that.
- Allow for secondary dwellings that will promote multi-generational use and affordability in Ward 1 - Kirkendall.
- Please look at areas to develop or re-develop within the current urban boundary. Keep our farmland as farmland please.

- Look at the aging demographics. You have 3 over 55 communities out here off Twenty Road. To think anyone would put commercial warehousing next to us seems unfair. These complexes have been here for close to 30 years in some cases. In the adjacent lands on the south of Twenty embrace our communities with residential and green space. We have a plethora of active seniors that walk Twenty Road please be mindful.
- Are there any reports available regarding existing municipal services i.e., storm and sanitary sewers, and water supply in the within the existing urban boundaries that address the remaining serviceability of these services, and the timeline and cost to upgrade? If available, how does this information inform the proposed intensification targets?
- The projected population increase is likely high, based on past projections. Regardless, any development should be incorporated into the existing city boundaries and/or built areas, with minimal expansion to greenfield areas.
- Hopscotching over existing Greenbelts should be avoided by expanding the Greenbelt area to minimize adjacent urban encroachment--i.e., the principals of infill and densification should apply to all provincial urban areas.
- Don't let deep pocket builders detect what they want( more profits) in the planning stages. The city needs to take ownership and plan properly and don't design very dense areas where the infrastructure cannot handle the increase density.
- The next decade is key if we are to have any hope for a climate resilient future. Outward growth will increase the carbon footprint, which is what cannot happen.
- Continue to engage your engaged communities in a meaningful way.
- Don't focus on developing at the extremities of the city like airport and Ancaster. There are many sites left under used in the core between Barton and the lake. That part of the city needs to be rejuvenated.
- I truly hope that the City has the courage to take on this challenge it is to ensure life for the next many generations. The City declared a Climate Emergency almost two years ago but has done absolutely NOTHING that reflects the fact that we are in a crisis. We can't even house our homeless-but choose to violently remove them and their belongings and let them fend for themselves. We have very little to be proud of at the moment as a city, with sewage water constantly leaking into our natural habitats-once the most biodiverse in the country but now struggling because of our mismanaged urban sprawl and polluting industries. It is time for the City to shape up, learn from the original people of this land and become proper stewards of this land, to ensure that our children have a future in this city!!
- Residents wanting to live in a single home, or a bigger townhouse should pay a significant premium in taxes for it, as their choice affects the community. These taxes should be put into work to enhance public transportation, guarantee enough services are available in the new developed areas, and offset climate change impact.
- Respect Climate Emergency.
- Build the LRT, bring better transit links to the existing suburbs. Stop building outward. The inner city is subsidizing the suburbs and we can't sustain it as seen by our poor infrastructure that is resembling a third world country in some parts of the city. All design needs to have the marginalized in mind. Build for them and the whole city wins!!
- Implementing more co-op business. Hamilton has made great decisions and has accomplished great projects moving towards helping the climate, I think just like having an ambitious growth, we need an ambitious decision making in everyday for the climate.
- Make business parks build up, not out. The amount of concrete being poured in areas that used to be natural land is creating a terrible landscape.



## Public and Stakeholder Engagement Round 3

Appendix D:

Summary of Questions, Letters and Social Media Posts

## Questions submitted in advance January 18, 2021 virtual public webinar



1. Slightly west of the intersection of Golf Club Rd and Hendershot Rd (Southside, greenbelt), across from the southeastern boundary of one of the large lands slated for development. - what is the timeline for developing this area? When would they install water and wastewater infrastructure along golf club road? If our well does dry up, what then? Who pays for a solution, us or City? Will it be a cistern or connection to City water?
2. "How do the plans reflect the teaching that, 'We are All Treaty People' and demonstrate adequate respect for the Dish With One Spoon Treaty Wampum that is reference daily in our public schools?
3. Do we know what potential exists for intensification within the existing urban boundary, for example by development of the "Missing Middle" we have started hearing about? Do we know what incentives and disincentives exist for intensification within the current urban boundary, and how we might create more incentives? 2. Have changes in population characteristics been considered in preparing this LNA, specifically the fact that baby boomers have begun to divest themselves of their single family detached homes, and are looking for other forms of housing? History shows us that it will take about 15 years for this bubble to move through, with an increased availability of detached homes during this time.

## Questions submitted in advance January 20, 2021 virtual public webinar

1. What has to happen for the City to adopt the "increased targets" or "ambitious density" in its planning. Can Council mandate use of these targets and require new developments to adhere to them?
2. What incentives and initiatives has the City been pursuing to encourage more intensification in the urban area?
3. Will water servicing be available for rural properties on the boundary of the expansion areas? Will the road cross-sections of the urban-rural boundary be upgraded on both sides of the road to include sidewalks?
4. How have population and demographic information been taken into consideration in the calculation of Community Area Land Need? Particularly, the aging of baby boomers and the implications for housing supply.
5. How is the City engaging in meaningful consultation with the local indigenous community through this planning work?
6. How is the Land Needs assessment taking into account the Community Energy and Environment "low carbon modelling" which would change some of the assumptions contained in the "Business as Planned" assumptions. I am referring to the data presented in the June 15 CEEP Advisory Committee presentation by SSG

## Summary of e-mail correspondence received by the project team during the consultation period.



### January 19, 2021

- Would like to consider an intensification rate of 81%, as part of achieving a 0 ha of new community land area need.
- Emphasis on intensification with no greenfield development
- Highlights importance of complete community features (mix of housing, green space, green design, mix use, proximity of services/shopping/employment)
- <https://www.weforum.org/agenda/2020/07/tiny-urban-forests-miyawaki-biodiversity-carbon-capture/>
- <https://www.brooklyn.energy/>
- <https://insideclimatenews.org/news/27082019/12-years-climate-change-explained-ipcc-science-solutions/>

### January 20, 2021

- Concern raised regarding timing of recommendations to Council in March or early April; concern that this is not enough time to fully consult with the CEEP consultations.
- Concern that recommendations regarding expansion of city boundaries must be made in consideration with LNA decision.
- Request to delay.
- Would like to see the 81% intensification, “no urban boundary expansion” option considered.

### January 20, 2021

- Owns, with her sister, 10 acres on north east corner of airport road and Upper James.
- Concern that development cannot take place on her land, while other land closer to airport is being developed.

### January 20, 2021

- Would like some clarity on timing of phasing options being presented to GI Committee.

### January 21, 2021

- Question on what extent Lands Needs planning staff is collaborating with CEEP staff.
- Would like to see highest level of intensification, concerns regarding impact of future development on climate change.
- Would like to see the 0 h growth as an option.
- Could you please let me know to what extent GRIDS2 is collaborating at this time with CEEP?
- Can you please add 0 h growth as an option to get a true sense of what people want and allow people to go back and alter their answer if needed?

### January 22, 2021

- Preferred scenario is the Ambitious Density Scenario
- Comments: to help make Hamilton “cleaner and greener by reducing need for urban expansion
- Climate change, complete communities, and transit accessibility top three factors
- More lots with smaller frontages
- Even mix of street townhouses and stacked/back-to-back units
- Ranking for priorities: 5) Green Building design, 4) Alternative/renewable energy planning, 3) Transit connection, 2) Greenspace, 1) low impact development techniques for stormwater management
- Other priorities: Higher densities help to promote the growth of public transit and reduce the greenhouse gas emissions that are driving climate change.
- I’m pleased that the city has a small surplus of employment area land and does not need to add new employment land. Corporations should be encouraged to promote employment that’s consistent with mitigating the effects of climate change, as urged by the city’s Climate Change Task Force
- There is growing public support for environmentally sustainable planning that promotes healthier, more attractive communities, and reduces the pressure for urban sprawl and leapfrog development...The city should plan for low impact development as much as possible.

### January 25, 2021

- Owners of property at the northeast corner of upper James street are trying to understand why this property isn’t being rezoned, as it is difficult to find a buyer with the current status.
- Why would the city of Hamilton choose this path? Is there anything we can do to change this? We don’t have the resources to pay 250 thousand dollars to amend a bylaw”.

### January 29, 2021

- Participated in Virtual Information Meetings on January 18th and 20th 2021.
- In support Growth Plan Minimum (50% intensification) and Increased Targets (55% intensification) “as both scenarios represent reasonable growth targets that are in keeping with the Provinces’ market-based approach for land use planning”.
- Opinion that Elfrida continues to remain a logical and viable option to expand the City’s urban boundary to accommodate growth and development.

### February 1, 2021

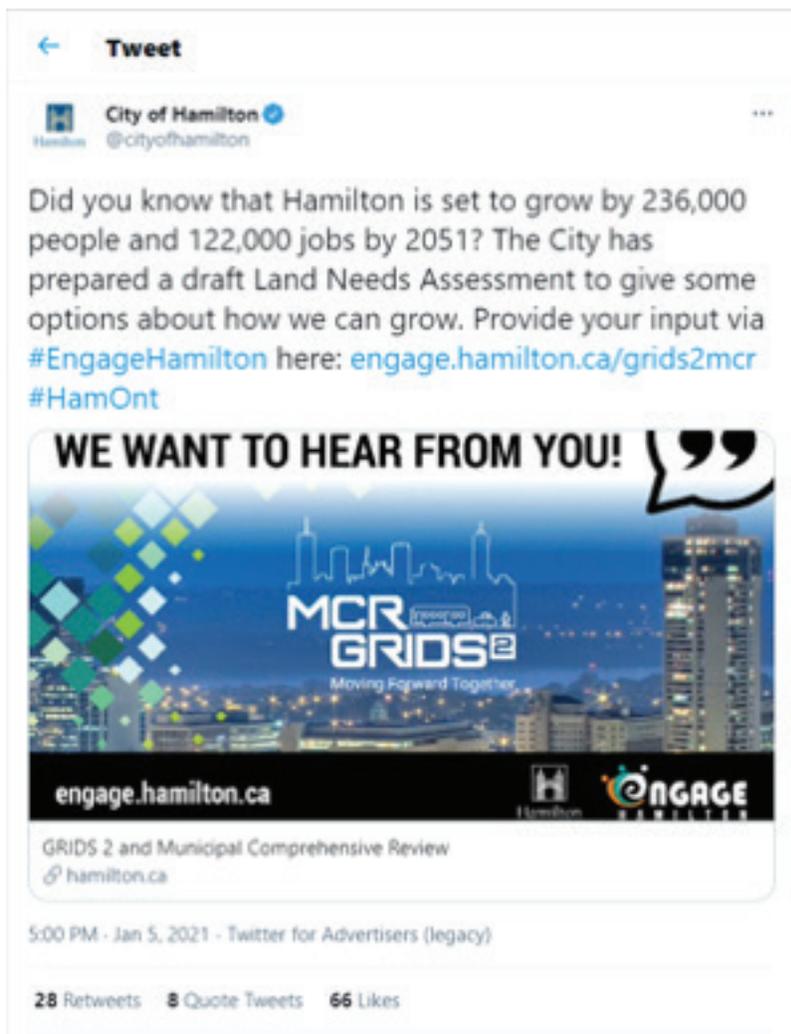
Thank you for the session re: Land Use Planning. I have a couple of questions about details:

1. Was “grey” land taken into account when calculating the number of hectares required for population growth (grey lands include parking lots of current commercial operations, such as Limeridge Mall, Eastgate Square and the lands along lower Centennial Highway)
2. The presentation included the number of people expected to move into the Hamilton area by 2051 but does not include the specific number of units that will be required to house the increased population. Please supply if available.

## Twitter Comments:

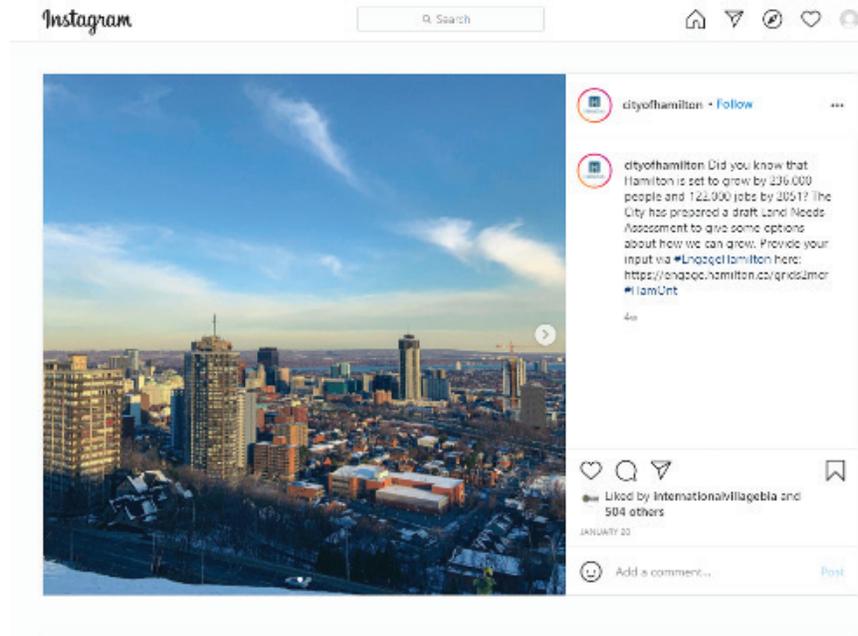
Numerous people reposted and/or commented on the City's social media posts. In those comments, there was mention of a need for transit, protection of the Greenbelt, affordable housing, concern about the existing drinking water issues among First Nations and the long term nature of this exercise, and some skepticism about whether public input would be considered in decision making for this project.

- Jan 5, 2021: <https://twitter.com/cityofhamilton/status/1346549615915622400>
- Jan 5, 2021 (paid ad): <https://twitter.com/cityofhamilton/status/1346577212045021185>
- Jan 13, 2021: <https://twitter.com/cityofhamilton/status/1349375668040196098>
- Jan 16, 2021: <https://twitter.com/cityofhamilton/status/1350545623603433474>
- Jan 20, 2021: <https://twitter.com/cityofhamilton/status/1351968752452198403>



## Instagram Comments:

- Jan 20, 2021: <https://www.instagram.com/p/CKRmYjFFNSP/?igshid=q4xxx7j4zk7w>
- Jan 5, 2021: <https://www.instagram.com/cityofhamilton/>  
(Instagram story – no longer visible)



**Public / Stakeholder Comments –  
Land Needs Assessment: General**

Submitted by	Comment / Question	Staff Response
Anonymous	<p>How do the plans reflect the teaching that, 'We are All Treaty People' and demonstrate adequate respect for the Dish With One Spoon Treaty Wampum that is reference daily in our public schools?</p> <p>How is the City engaging in a meaningful way with indigenous communities throughout this process?</p>	<p>Consultation with indigenous communities is an important part of our planning process for this project and all other planning projects. The City has engaged with local indigenous communities at earlier phases in this planning process. Staff have reached out and will continue to reach out to consult and engage throughout the various phases of the GRIDS project.</p>
Jeannette, Ann Marie	<p>We own lands located northeast of Upper James and Airport Road. Lands are being shown as blue meaning that they will not be developed for residential uses because of noise contours. Why are other residential homes being developed closer to the airport?</p> <p>We expected to be able sell this land, which the buyer could rezone for a number of uses. After today, I feel this will not come to fruition and am pretty upset. Business is beginning to boom out there, and our land is a prime location for development.</p> <p>If these lands are not required for employment uses for the next 30 years and will not be brought into the urban boundary, what else can they be used for? Industrial, commercial? There is no interest in agricultural uses. How can a property be zoned as useless?</p>	<p>The property is located within the Rural area and is also located above the 30 Noise Exposure Forecast (NEF) contour of the airport. Because of the location of the lands above the 30 NEF contour, the development of sensitive land uses (for example residential or institutional development) is not permitted on the lands. This restriction comes from both provincial and local planning policies.</p> <p>The City's draft Land Needs Assessment has identified that the City does not require any additional Employment Area lands up to 2051. The City will require urban boundary expansion to accommodate Community Area growth, which is lands for primarily residential uses, and also some institutional and commercial uses. Because the lands in question cannot be used for residential purposes, they cannot be considered for urban boundary expansion at this time.</p> <p>The lands can be used for the uses permitted within the Rural (A2) Zone which includes agriculturally-related uses.</p>

**Public / Stakeholder Comments –  
Land Needs Assessment: General**

Submitted by	Comment / Question	Staff Response
<p>Open House questions</p> <p>(combined theme of boundary lines)</p>	<p>When did the Province establish the built boundary line?</p> <p>Is there any opportunity to change the line?</p>	<p>The built boundary line was established in 2006 by the Province.</p> <p>The built boundary line can only be changed by the Province. There was no change to the built boundary during the last review of the Growth Plan.</p>
<p>Open House questions</p> <p>(combined theme of population forecasts)</p>	<p>Where do the population forecasts come from?</p> <p>Who are the population and density "forecasters" (names/departments)? How do treaty people living in Hamilton reach these Ontario forecasters to discuss our concerns about their imposed mandates.</p> <p>What is the responsibility of the City to adhere to the provincial forecasts. Can the City choose not to work to the provincial forecasts? What are the risks if the City does not plan to these forecasts?</p> <p>How would citizens encourage Hamilton city planning to assess its own sustainable carrying capacity for human population within its boundaries (so that it may communicate with province of Ontario about what is appropriate)?</p> <p>Is human and ecological carrying capacity considered in the creation of the forecasts?</p> <p>Have changing demographic needs, such as those from the baby boomer generation, been taken into account in this process?</p>	<p>The population forecasts are provided to the City by the Province of Ontario through the Growth Plan 2019, as amended (Schedule 3). The Province recently updated the forecasts to 2051 based on background work completed by Hemson Consulting (Greater Golden Horseshoe Growth Forecasts to 2051).</p> <p><i>Supplementary Information</i></p> <p>The Growth Secretariat within the Ministry of Municipal Affairs and Housing should be contacted for additional information on the consultation that was undertaken as part of the development of the forecasts.</p> <p>The Growth Plan requires the City to plan to the mandated forecasts. If the City does not plan to the forecasts the City's Official Plan Amendment to implement the Municipal Comprehensive Review may not receive provincial approval.</p> <p>As part of the evaluation and phasing framework that will be used to assess future urban boundary expansion areas in the next Phase of GRIDS2, there are a number of environmental and economic factors that will be considered.</p>

**Public / Stakeholder Comments –  
Land Needs Assessment: General**

Submitted by	Comment / Question	Staff Response
		<p>Because the City is required to plan to the provincial forecasts, there are no plans to create separate, local forecasts. Through the next round of GRIDS 2 / MCR, the City will be identifying a growth strategy to accommodate the forecasted growth in the most sustainable and efficient manner.</p> <p>The forecasts are based on age-related trends in household formation and unit type preference and therefore demographic needs are taken into account in the process.</p>
<p>Open House questions  (combined theme of whitebelt)</p>	<p>Could the whitebelt be considered as periurban?</p> <p>What is the proportion of the whitebelt to already developed land?</p> <p>Does the whitebelt include prime agricultural land?</p>	<p>Yes, much of the whitebelt could be considered peri-urban, or on the urban-rural fringe. What differentiates the whitebelt from the remainder of the City's rural lands is that it is not within the Greenbelt Protected Countryside.</p> <p>The whitebelt represents approximately 4% (4,320 gross ha) of Hamilton's total land area. Of this 4,320 gross ha, 2,220 gross ha are available for community area. In comparison, the Urban area represents 21% (24,000 gross ha) of the total land area. This community land area would represent an increase of 2% in total land area to be added to the urban area</p> <p>Another 74% of the City's total land area is within the Greenbelt Plan.</p> <p>Yes, some of the whitebelt lands is considered prime agricultural.</p>

**Public / Stakeholder Comments –  
Land Needs Assessment: General**

Submitted by	Comment / Question	Staff Response
Open House questions  (combined theme of Waterdown)	Are there any urban boundary expansions proposed from Waterdown?  Is the allowance for a 10 ha expansion from Waterdown a new policy?	There is an exception in the Growth Plan that allows expansion from Waterdown or Binbrook. These areas are identified as Towns in the Greenbelt Plan. A 10 hectare expansion to either or both of these areas through the Municipal Comprehensive Review is permitted, using criteria specified in the Growth Plan for evaluation of requests for expansion. Only half of that land can be used for residential purposes. It is an option and there are land owners in Waterdown that have an interest in seeing some urban expansion. This is something that will be reviewed in the coming phases of the GRIDS2 and MCR project.  The policy allowing the 10 ha expansion from a Town / Village in the Greenbelt Plan was introduced in the recent revisions to the Growth Plan.
Open House question	Are there any wetlands or other sensitive areas that are vulnerable to development? Are these areas identified and how are they accounted for?	Yes, there are natural features, including wetlands, in areas of the whitebelt lands. These features are considered non-developable lands and are not included in the potential developable land area calculations. As part of future planning phases, these areas will be further mapped and identified through sub-watershed studies and other environmental impact studies.
Open House question	Is it possible to include local power generation in the lands need assessment? community owned power generation, that is?	It has not been part of the assessment to date, but could be reviewed in later (secondary) planning stages.  <i>Supplementary Information</i> District energy will be implemented as urban boundary expansions occur.
Open House question	Will there be refinements to the natural heritage system through the MCR process?	If any refinements to the natural heritage system are required, they could be considered as part of

**Public / Stakeholder Comments –  
Land Needs Assessment: General**

Submitted by	Comment / Question	Staff Response
		the MCR process. No determination on this requirement has been made to date.
Open House question	What considerations are made to improve transportation methods to accommodate increased population in the urban areas?	<p>The City is completing a transportation network review as part of GRIDS 2 which will include consideration of enhanced transportation infrastructure requirements.</p> <p><i>Supplementary Information</i> Different types of transportation include planning for public transit, the potential use of autonomous vehicles and other micro mobility methods.</p>
Open House question  (combined theme of farmland protection)	<p>How many hectares of good farm land gets paved over in your various scenarios?</p> <p>I'm really concerned about farm lands. I hope they receive the protection they and our food source deserve.</p>	<p>The scenarios range from 1,300 ha to 1,600 ha of land required for urban expansion. Some parts of the whitebelt lands are currently in agricultural production.</p> <p>As part of the next phase of the project, an agricultural impact assessment will be completed to examine impacts on agriculture arising from the growth scenarios and identify ways to minimize and mitigate impacts.</p> <p>74% of the City's total land area is within the Greenbelt Plan.</p>

**Public / Stakeholder Comments –  
Land Needs Assessment: General**

Submitted by	Comment / Question	Staff Response
<p>Open House questions</p> <p>(combined theme of expansion)</p>	<p>Is expansion being "encouraged" by the provincial govt?</p> <p>What do you see as the main risks of not expanding the urban boundary? for who?</p>	<p>The Province requires municipalities to plan for forecasted growth in accordance with the land needs assessment methodology.</p> <p><i>Supplementary Information</i></p> <p>The no urban boundary expansion option was not modelled in the land needs assessment or included as an option for the following reasons:</p> <ul style="list-style-type: none"> <li>- This option, with a significantly increased intensification target, far exceeds the identified market demand in the RI Market Demand report. The provincial LNA methodology requires the use of a market-based demand approach to the calculation of land needs. In light of the market-based direction, it is questionable if the Province would accept a proposed intensification rate of 80%.</li> <li>- The RI Supply Update Report has identified a supply potential of approximately 70,000 units to 2051. The required intensification units under this option would be in the range of 89,000 units to 2051 which exceeds the estimated supply within the planning horizon.</li> <li>- This option would not result in a balanced unit supply of new units as is required by planning policy to contribute to the development of complete communities. Approximately 75% of new intensification units would be in the form of apartments. There is a concern that an unbalanced future unit supply would not satisfy the demand for lower density housing forms, and that the City may lose growth opportunities if that demand cannot be met.</li> </ul>

**Public / Stakeholder Comments –  
Land Needs Assessment: General**

<b>Submitted by</b>	<b>Comment / Question</b>	<b>Staff Response</b>
Open House question	Can you provide some context on how Binbrook got developed?	Binbrook was developed prior to the implementation of the Greenbelt Plan, and prior to amalgamation of the City of Hamilton. It was identified as one of the former Township of Glanbrook's urban areas in the 1980's. A Secondary Plan was prepared in the 1990's.
Open House question	There is a TC energy pipeline that runs within the hydro corridor that is located between Twenty Road and Rymal Road. Does this get taken into account through the LNA / GRIDS process?	<p>Pipelines and other rights-of-way are factored out when the City is determining developable area. In the future, if the lands are brought into the urban boundary, it would have to be determined through the secondary planning stage how the community would be developed and how the corridor would be worked into the neighbourhood design.</p> <p>TC energy pipeline will be considered as the City undertakes the next stages of GRIDS2/MCR process.</p>

**Public / Stakeholder Comments –**  
**Land Needs Assessment: Community Area (Intensification, Density)**

Submitted by	Comment / Question	Staff Response
Sonja	Do we know what potential exists for intensification within the existing urban boundary, for example by development of the "Missing Middle" we have started hearing about?	Intensification is not limited to new tall buildings. There is intensification supply potential in areas designated as 'Neighbourhoods' in the Urban Hamilton Official Plan. The Plan encourages compatible intensification in these areas and these areas is where the mid-rise, missing middle could fit. There are other opportunities for intensification in the City as well, such as second dwelling units in existing homes. The Residential Intensification Supply Update identified a potential supply of up to 26,000 units in the Neighbourhoods areas.
	What incentives and disincentives exist for intensification within the current urban boundary, and how we might create more incentives?	The City has been working to prioritize intensification for quite some time. The City has pre-zoned certain areas where we significant growth is anticipated (eg. downtown, future priority transit corridor, and areas around our GO stations). These areas, as well as the Commercial and Mixed Use zoning, allow for significant residential growth as-of-right, meaning that the lands can be certain residential uses without having to get additional planning approvals. The City also has financial incentives in place for intensification, such as Development Charge exemptions, Parkland Dedication exemption, and programs for lands in the downtown Community Improvement Plan area.
	Have changes in population characteristics been considered in preparing this LNA, specifically the fact that baby boomers have begun to divest themselves of their single family detached homes, and are looking for other forms of housing? History shows us that it will take about 15 years for this bubble to move through, with an	This baby boomer shift does happen over time and analysis of the shift has been undertaken. Two points are important. First, age-related trends in household formation and unit type preference are included in the forecast (in accordance with the mandated method), meaning that many factors related to the aging of the population are embedded in the housing unit forecast results,

**Public / Stakeholder Comments –  
Land Needs Assessment: Community Area (Intensification, Density)**

Submitted by	Comment / Question	Staff Response
	increased availability of detached homes during this time.	including the turnover of units to younger families as the boomers ages. It should be noted that the number of households that may downsize does not create new units; the City is required to plan for forecasted growth. Second, the age at which this shift happens has generally been rising and now stands at around 80, or the 80-84 age group. The largest group of Baby Boomers will reach 80 by about 2040 so the switch itself is later. The turnover is not producing enough units to meet demand since the largest younger age group is just hitting peak family formation age (beginning in the 20-24 age group and increasing through the 30s and 40s) and increasing ground-related housing demand.
Dave	What has to happen for the City to adopt the Increased Targets or Ambitious Density scenario in its planning? Can Council mandate use of these targets and require new developments to adhere to them?	Staff will recommend a final land needs assessment scenario to Council for Council to consider and adopt a final scenario. This chosen scenario will inform the direction for the rest of the GRIDS process, because it establishes how much additional land may be needed. The implementation of targets related to intensification and density will be written into our Official Plan through the Municipal Comprehensive Review.
Brenda	To summarize, my varied life experiences have given me an appreciation, understanding, respect and support for building housing and communities that consider the needs and integration of the varied cultural-socio-economic aspects of the Ontario and Canada we are. Everyone needs to be considered in the Master Plan with a place to live happily, with dignity, under rooves of many types, and a community that is inclusive to call "home". Affordable housing, programs and a	Comments are noted and appreciated. Future planning phases including the preparation of Secondary Plans will consider opportunities to create inclusive and equitable communities with the inclusion of affordable housing.

**Public / Stakeholder Comments –**  
**Land Needs Assessment: Community Area (Intensification, Density)**

Submitted by	Comment / Question	Staff Response
	sense of community are paramount to a healthy city and future Hamilton.	
Diana	I believe that the 81% intensification "no urban boundary expansion" should be a consideration. It was mentioned that we cannot force development in the built up areas but I disagree. If we have no urban boundary expansion then developers will of course have no option but to get creative with our existing grey fields and within existing neighbourhoods. Can this be included in your survey and considerations?	<p><i>Supplementary Information</i></p> <p>The no urban boundary expansion option was not modelled in the land needs assessment or included as an option for the following reasons:</p> <ul style="list-style-type: none"> <li>- This option, with a significantly increased intensification target, far exceeds the identified market demand in the RI Market Demand report. The provincial LNA methodology requires the use of a market-based demand approach to the calculation of land needs. In light of the market-based direction, it is questionable if the Province would accept a proposed intensification rate of 80%.</li> </ul>
Nancy	The land needs survey does not give 0 h growth as an option but I believe it should. Citizens should be given a say as to whether we want to freeze our boundaries and focus on infilling our existing neighbourhoods by building up rather than out. I know there is space for comment but people may not give it a second thought if it is not an option. Can you please add 0 h growth as an option to get a true sense of what people want and allow people to go back and alter their answer if needed?	<ul style="list-style-type: none"> <li>- The RI Supply Update Report has identified a supply potential of approximately 70,000 units to 2051. The required intensification units under this option would be in the range of 89,000 units to 2051 which exceeds the estimated supply within the planning horizon.</li> <li>- This option would not result in a balanced unit supply of new units as is required by planning policy to contribute to the development of complete communities. Approximately 75% of new intensification units would be in the form of apartments. There is a concern that an unbalanced future unit supply would not satisfy the demand for lower density housing forms, and that the City may lose growth opportunities if that demand cannot be met.</li> </ul>

**Public / Stakeholder Comments –**  
**Land Needs Assessment: Community Area (Intensification, Density)**

Submitted by	Comment / Question	Staff Response
Frances	Was "grey" land taken into account when calculating the number of hectares required for population growth (grey lands include parking lots of current commercial operations, such as Limeridge Mall, Eastgate Square and the lands along lower Centennial Highway)?	<p>The City's estimation of residential intensification supply takes into account greyfield redevelopment opportunities, including redevelopment of shopping centres, commercial corridors such as Centennial Parkway and some vacant parking lots.</p> <p><i>Supplementary Information</i>  Intensification has long been a planning goal of the City. This goal is reflected in the Nodes and Corridors structure of the UHOP as well as many initiatives within the City, including: two recently approved Secondary Plans in Downtown Hamilton and Centennial Neighbourhood Secondary Plans which encourage the mixed use redevelopment of commercial corridors and areas; the City's Downtown, Transit-Oriented Corridor and Commercial-Mixed Use Zones which allow redevelopment of commercial sites is as-of-right; and Secondary Dwelling Units that will be permitted more broadly across the urban area</p>
	The presentation included the number of people expected to move into the Hamilton area by 2051, but does not include the specific number of units that will be required to house the increased population. Please supply if available.	The land needs assessment identifies an increase of 110,320 housing units in the City between 2021 and 2051.
GSAI	We are providing our comments in support of Staff's findings thus far through this process; being that the draft Lands Needs Assessment confirms the City needs to support intensification and responsible urban boundary expansion to meet its 2051 population and growth projections. We would like to express our support of the land needs scenarios, <i>Growth Plan Minimum</i> (50% intensification) and <i>Increased Targets</i> (55% intensification), as both scenarios	Comments are noted and appreciated.

**Public / Stakeholder Comments –**  
**Land Needs Assessment: Community Area (Intensification, Density)**

Submitted by	Comment / Question	Staff Response
	<p>represent reasonable growth targets that are in keeping with the Province's market-based approach for land use planning.</p>	
<p>Hamilton International Airport</p>	<p>The John C. Munro Hamilton International Airport ('Airport') has reviewed the submitted Land Needs Assessment with respect to the City of Hamilton's Community Area Land Needs and Employment Area Land Needs under its Growth-Related Integrated Development Strategy (GRIDS 2) and the mandated Municipal Comprehensive Review (MCR) process for growth planning horizon to 2051.</p> <p>The reports were assessed against the John C. Munro Hamilton Airport Zoning Regulations SOR/2017-200 and the Airport Noise Exposure Forecast (NEF) contours. Based on the information provided, the preliminary assessment shows that portion of the lands identified as Designated Greenfield Area – "community area" for residential growth fall within the John C. Munro Hamilton Airport Zoning Regulations SOR/2017-200 and the Airport Noise Exposure Forecast (NEF) contours.</p> <p>The registered lands affected by the John C. Munro Hamilton Airport Zoning Regulations SOR/2017-200 are subject to building/structure height restrictions, vegetation growth and wildlife hazard control and compliance with prohibition of interference with aircraft communications and navigational facilities.</p> <p>For lands that fall within NEF 40-28 contours, it is strongly recommended that new residential developments not be undertaken in these areas due to high susceptibility to aircraft noise and</p>	<p>Comments are noted and appreciated. The City's UHOP supports the comments made by the HIA in restricting the development of new sensitive land uses above the 28NEF contour.</p> <p>The HIA will continue to be included in the GRIDS 2 / MCR process and future planning initiatives going forward.</p>

**Public / Stakeholder Comments –**  
**Land Needs Assessment: Community Area (Intensification, Density)**

Submitted by	Comment / Question	Staff Response
	<p>impact to quality of life. It is also recommended that noise mitigation measures be implemented for lands between NEF 28-25 in accordance with City of Hamilton, Ministry of the Environment and Climate Change and Transport Canada standards/guidelines.</p> <p>A detailed review will be required by the Airport for each land during the Site Plan process to ensure the compatibility of the proposed land uses.</p> <p>The proposed growth scenario plans for the designated community and employment areas also should be submitted to NAV CANADA for assessment against its future performance-based navigation (PBN) procedures and other technology changes planned for the Airport as part its Air Navigation System (ANS) Plan.</p> <p>The Airport recognizes the City's forecasted population growth and residential housing demand needs to accommodate its growth to 2051. As such, the Airport is committed to continued collaboration to create positive economic benefits for the City while ensuring future growth of the Airport is accounted for.</p>	
Hamilton Conservation Authority (response to stakeholder questionnaire)	It is difficult to provide detailed opportunities and challenges as this is a high level planning exercise and it is noted that the planning report (PED17010(h)) does an excellent job of explaining the issues and challenges at hand at this stage. The detailed work to come in the form of official plan amendments and secondary plans	Comments are noted and appreciated. Staff look forward to working with HCA staff through future project phases particularly related to whitebelt lands within the HCA's jurisdiction.

**Public / Stakeholder Comments –**  
**Land Needs Assessment: Community Area (Intensification, Density)**

Submitted by	Comment / Question	Staff Response
	<p>and their associated studies will provide a better venue to consider these issues in detail.</p> <p>With that said, the opportunities related to both scenarios relate to addressing the effects of climate change as it relates to built form, reduced sprawl and having a more compact development area and the resulting opportunities for increases in use of public transit and more walkable communities. Effectively reducing or limiting our urban footprint as growth occurs. This also relates to a greater ability to maintain existing natural areas to remain in and outside of the urban boundary and even to plan for greater green spaces and connections to core natural areas as part of the overall planning program.</p> <p>The challenges relate to meeting the targets which average for intensity 55% and 60% respectively while current trends are 40%. Given the market demand approach specified by the Province and given actual market demands and preferences for lower density development, both scenarios will be challenging. From the HCA staff perspective, on a spectrum, these are targets that should be pursued with a view to the higher intensification and density targets.</p> <p>From a realistic perspective, "Increased Targets" should be selected. However, and we note the challenges, planning over the time period to 2051 for the "Ambitious Density" target seems to be an appropriate approach, target and vision for the City.</p>	

**Public / Stakeholder Comments –  
Land Needs Assessment: Community Area (Intensification, Density)**

Submitted by	Comment / Question	Staff Response
	<p>It is noted that the white field areas noted are largely located outside of the HCA jurisdiction and largely located in the jurisdiction of the Niagara Peninsula Conservation Authority. With that said, the north areas, generally, of "Twenty Road West/Garner Road", "Twenty Road East" and "Elfrida" are located in the HCA watershed. In reviewing these areas, the are existing headwater features specifically and other natural features that will pose development restrictions. While we note that this is discussed in the documentation provided as being included in the calculations, it will have an impact on the development lands available and this will be further detailed at the Official Plan and Secondary Plan level.</p>	
<p>Hamilton Wentworth Catholic District School Board (response to stakeholder questionnaire)</p>	<p>From the perspective of Planning staff, there is a strong interest in better understanding how future development may unfold with respect to housing type, locations, and overall housing numbers, particularly in Elfrida, in order that the Board has ample opportunity to appropriately plan for future school sites.</p> <p>Staff support a balanced approach to Community Area land need, one that takes into consideration market-demand and the need for increased intensification as mandated by the Province. In our opinion, The City's 50-55-60% "Increased Targets" appear to be a reasonable compromise that not only addresses market demand, but also focuses on overall community land needs, affordable housing needs, preservation of Greenland areas and climate change implications.</p> <p>Further to this, the need to carefully consider the preservation of Greenland areas and prime agricultural lands, and the fight against climate</p>	<p>Comments are appreciated and noted. Staff will continue to work with HWCDSD including through future secondary planning phases to ensure School Board needs are met.</p>

**Public / Stakeholder Comments –  
Land Needs Assessment: Community Area (Intensification, Density)**

Submitted by	Comment / Question	Staff Response
	<p>change, closely aligns with our Board's policy of "Stewardship of Creation". Over the past three years, 100 percent of HWCDSB schools have achieved Ontario Eco Schools certification for their efforts to conserve energy, create green space, and minimize waste. Our Catholic faith and mission also teaches us the importance of ensuring people from all walks of life have reliable access to affordable housing and improved transit.</p>	
<p>Hamilton Wentworth District School Board (response to stakeholder questionnaire)</p>	<p>From a school board perspective, the opportunities and challenges are not that dissimilar as they are currently - selection of educational sites, servicing, timing, and all the variables in between.. assessments, site plan approvals etc.</p> <p>The Increased Targets scenario should be supported in the final land needs assessment.</p>	<p>Comments are appreciated and noted. Staff will continue to work with HWDSB including through future secondary planning phases to ensure School Board needs are met.</p>
<p>International Village BIA (response to stakeholder questionnaire)</p>	<p>Supportive development policies (residential/commercial) by each department of the City of Hamilton are needed to reach the Growth Plan minimum of 50% intensification.</p> <p>Over the last 10 years, the City of Hamilton has continued to place a priority on development in suburban areas, well intensification has progressed at a slower pace. There is an opportunity for the City of Hamilton to communicate the benefits of intensification to investors and residents to increase demand in these types of commercial and residential units.</p> <p>Emphasis needs to be placed on creating sustainable neighbourhoods near already established commercial corridors (i.e. business</p>	<p>Comments are noted and appreciated.</p>

**Public / Stakeholder Comments –**  
**Land Needs Assessment: Community Area (Intensification, Density)**

Submitted by	Comment / Question	Staff Response
	<p>improvement areas) through the introduction of new mid-rise developments.</p> <p>The City of Hamilton should adopt the 'Ambitious Density' Scenario with no new development outside of the current urban boundary until 2031.</p> <p>The City of Hamilton has to put even more supportive policies and grants in place to encourage new development (residential/commercial) in urban areas, specifically in Downtown Hamilton.</p> <p>All new developments within business improvement areas need to include a portion of commercial space (i.e. retail, restaurant, or office space).</p> <p>Priority should be placed on developing new commercial/residential units within business improvement areas through supportive policies and grants.</p> <p>Increased tax for vacant land on commercial corridors.</p>	
D. Spoelstra (stakeholder meeting)	<p>Eventually this city is going to run out of greenfield development land. Why not be bold and intensify now and reserve that land for growth after 2051.</p> <p>There are many that question the population forecasts for 2050 and therefore the growth targets as well. We're in the middle of a pandemic where people are dying. Populations are aging, People aren't having children in high rates like the past. There are infertility issues,</p>	<p><i>Supplementary Information</i></p> <p>Staff acknowledge there is a finite supply of whitebelt land (not impacted by the NEF contours) to accommodate future Community area and the City will meet a mature City state in the future.</p> <p>The LNA option based on Ambitious Density targets requires the least amount of whitebelt to be designated for future Community area. The phasing of the whitebelt lands is part of the next phase of the GRIDS 2 process. Through phasing,</p>

**Public / Stakeholder Comments –**  
**Land Needs Assessment: Community Area (Intensification, Density)**

Submitted by	Comment / Question	Staff Response
	<p>shifts in family dynamics, different priorities etc. 30 years is a long time and a lot can change in terms of what will be needed and what will be wanted.</p> <p>Many benefits to high intensification targets. The big one for Hamilton is fixing the combined sewer system once and for all and ending sewage over flows. Make it attractive for people to live in a dense community and the market will support it. Livable walkable complete well planned communities that support transit opportunities, maximize infrastructure investments and provide local food opportunities are just some of the benefits. Thanks for the opportunity to contribute today.</p>	<p>City will look at series of criteria (e.g. impacts on agriculture, infrastructure requirements, costs, etc.) to determine the order in which the land would be developed for urban uses over the next 30 years.</p> <p>In a letter dated February 23, 2021 from the Growth Secretariat, the Province reaffirmed the requirement that lands to accommodate the 2051 forecasts must be designated in an Official Plan.</p>
L. Lukasik (stakeholder meeting)	<p>What is meant by an 'unbalanced supply? Not enough of all types of housing?</p> <p>Regarding Climate Emergency - Provincial direction is problematic to addressing climate crisis. Do we trust the provincial government's approach by forcing a 30 year planning horizon? Frustrated that we don't present the 'no UBE' scenario as an option to consider.</p> <p>Don't want to place our fate in the hands of the market - time to stop this!</p> <p>The leapfrogging, etc - these are issues that a provincial government needs to address through effective regional planning policies!!</p>	<p>An unbalanced housing supply refers to a housing supply that does not provide a range of unit types sufficient to meet market demand.</p> <p>The no urban boundary expansion option (81% intensification) was not modelled in the land needs assessment because it is the opinion of both City staff and the consultant team that this option would not meet the provincial requirement of a market-based land needs assessment study, which must satisfy the provision of a full range of housing options.</p> <p>The on-line survey was not updated to include this option, since those who had previously completed the survey were not given this option. However, the comment section after the question about the two intensification scenarios allowed for those who responded to the survey to indicate if they were</p>

**Public / Stakeholder Comments –  
Land Needs Assessment: Community Area (Intensification, Density)**

Submitted by	Comment / Question	Staff Response
		<p>unsatisfied with the options, or if they had other comments.</p> <p><i>Supplementary Information</i> Council declared a climate emergency in March 2019 and directed the Task Force to investigate actions to be taken which could be incorporated into the City's existing plans and policies to achieve net zero carbon emissions before 2050. As part of this direction, GRIDS 2/MCR is focusing on climate change and the impacts of growth. The approved 10 GRIDS Directions includes a new direction "Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions.". In addition, the proposed Ambitious Density scenario and the future evaluation and phasing framework consider climate change in a number of ways.</p>
N. Mott (stakeholder meeting)	<p>With the recent rapid shift to remote work, what are the implications for the need for new office supply?</p> <p>Secondly, now that remote work has been allowed and proven successful, I am seeing a shift to demand for housing outside the GTA/H to find more affordable housing. What are the implications of that for housing demand in Hamilton?</p>	<p><i>Supplementary Information</i> The LNA identifies a growth in major office from 15% to 19% of the total share of employment over the next 30 years.</p>
D. Deluce (stakeholder meeting)	<p>How will stormwater issues e.g. flooding/water quality be addressed during intensification? What will the City be doing to ensure these issues are addressed moving forward?</p>	<p>GRIDS 2 is integrated with updates to the Water / Wastewater and Stormwater Master Plans. Different growth options will be modelled and the Master plan update will consider major storm events.</p>

**Public / Stakeholder Comments –**  
**Land Needs Assessment: Community Area (Intensification, Density)**

Submitted by	Comment / Question	Staff Response
		In response to climate change and as part of any future secondary Plans, buffers adjacent to the natural heritage system will be identified
R. Braithwaite (stakeholder meeting)	If we want to support intensification in our urban core we need to support the developers to do it. Not put up road blocks and hurdles that are currently pushing developers away. We have so many empty properties on Barton St that could be housing but the property owner has no incentive or interest to develop. I agree it needs to be made attractive for people wanting to live here - i.e. remove industrial truck routes, plant more trees, make the streets safer....	Comments noted and appreciated.  Intensification has long been a planning goal of the City. This goal is reflected in the Nodes and Corridors structure of the UHOP as well as many initiatives within the City, including: two recently approved Secondary Plans in Downtown Hamilton and Centennial Neighbourhood Secondary Plans which encourage the mixed use redevelopment of commercial corridors and areas; the City's Downtown, Transit-Oriented Corridor and Commercial-Mixed Use Zones which allow redevelopment of commercial sites is as-of-right; and Secondary Dwelling Units that will be permitted more broadly across the urban area
Open House questions (combined theme of mixed use communities)	Would novel zoning regulations be considered in order to allow for more 'complete communities' such as small workshops in residential areas or certain urban agriculture allowances?  With increased intensification has consideration been given for mixed use where more people might be able to shop, work and live in a more compact form so that it will be more accessible to active transportation?	The City has zoning that permits urban farms and community gardens.  The creation of compact, mixed use communities which facilitates active transportation is a planning goal and will be considered in the design of new communities.

**Public / Stakeholder Comments –**  
**Land Needs Assessment: Community Area (Intensification, Density)**

Submitted by	Comment / Question	Staff Response
Open House questions (combined theme of missing middle)	<p>Many architects refer to the missing middle (up to 6 or 7 stories in height) that they feel should be developed. Have they been considered in this process?</p> <p>Can intensified neighbourhoods within the built up area be reconfigured to have more missing middle, more greenspace and more commercial. Walking neighbourhoods, with shopping, services and green spaces within walking distance?</p> <p>Did intensification planning include the possibility of increasing density in single-family areas, so that townhouses and low-rise apartments could be added to areas that are now only single family?</p>	<p>Intensification is not limited to new tall buildings. There is intensification supply potential in areas designated as ‘Neighbourhoods’ in the Urban Hamilton Official Plan. The Plan encourages compatible intensification in these areas and this is where the mid-rise, missing middle could fit. There are other opportunities for intensification in the City as well, such as second dwelling units in existing homes.</p> <p>The City’s Commercial and Mixed Use zoning allows for multiple dwellings, between 2 and 6 storeys, along commercial corridors.</p>
Open House questions (combined theme of greyfield development)	<p>Would we be looking to utilize all of the grey lands in the built up area.</p> <p>Why is the city only looking at greenfields? what about redevelopments on things like large surface parking lots?</p> <p>Can Hamilton built up on the grey field lands instead of moving outwards?</p>	<p>The City’s estimation of residential intensification supply takes into account greyfield redevelopment opportunities, including redevelopment of shopping centres, commercial corridors such as Centennial Parkway and some vacant parking lots.</p> <p>The Residential Intensification Supply Update identified a potential supply of up to 26,000 units in the Neighbourhoods areas</p>
Open House question	Does the city have the authority to dispute the intensification targets set by the province?	Municipalities do have the ability to request a lower intensification target from the Province. Lower intensifications targets (less than 50%) have to be justified by the City. The City can also plan for a higher target than what is required by the Growth Plan.

**Public / Stakeholder Comments –**  
**Land Needs Assessment: Community Area (Intensification, Density)**

Submitted by	Comment / Question	Staff Response
Open House question	Could you please just mention what is meant by 50/60% etc. Eg. would 100% mean that our current density would be doubled?	50% or 60% refers to the City's intensification target, which is the number of new dwelling units to be built within the built-up area each year. 100% intensification would mean a significant amount of growth in the built up area each year, more than double of the City's current intensification trends.
Open House questions (combined theme of market demand)	<p>Given the Provincial requirement to use market demand for planning, which of the scenarios would be able to meet this objective?</p> <p>Please elaborate on how the provincial requirement to consider market demand has changed how the city is approaching its land needs assessment. Is it fair to say that this is an approach that unavoidably requires more land?</p> <p>How is "market based" taking account of changing tastes - not only looking at past market demands but also gathering new inputs on how tastes and demand is changing. If you only look at past market demand you will inevitably end up with replicating sprawl</p>	<p>The 'Growth Plan Minimum', 'Increased Targets' or 'Ambitious Density' would meet the provincial requirements for a market-based land needs assessment.</p> <p>Compared to the previously released version of the provincial LNA methodology, which was focused less on ensuring a supply of specific unit types but instead on accommodating the anticipated population overall, it is likely that the 'market based' method does have the potential to require additional land, but how much compared to the previous method is unknown.</p> <p>The market is defined through the provincial forecasts for the type of housing units that would be anticipated (projected need for single detached, semi detached, townhouses and apartments). Much of the determination of market demand is based on demographic information, such as age structure of the anticipated population, and the housing choices throughout their lifecycle. Planning for market demand means providing the full range of housing types to meet the demographic needs. It does not directly account for changing tastes.</p>

**Public / Stakeholder Comments –**  
**Land Needs Assessment: Community Area (Intensification, Density)**

Submitted by	Comment / Question	Staff Response
Open House question	Will there be more green space if you increase the density?	There may be opportunity for more greenspace if density is increased. Having lands in a natural state is an advantage from a climate change perspective. These questions are going to be addressed further in the planning process, at the secondary planning phase, when we look at land uses, parks and open space requirements.
Open House question	Can the existing sewer and water systems take all this development?	The servicing capacity is being reviewed through this process, as this is an integrated planning process that is combined with updates to the Infrastructure Master Plans – Water / Wastewater and Stormwater. Servicing capacity will be reviewed to determine if there are upgrades needed to the existing infrastructure to support the anticipated growth.
Open House question (combined theme of covid related implications)	<p>And has COVID been considered in the sense of where and how people are working into the future?</p> <p>With the onset of the COVID crisis what consideration is the City giving to an increased work from home culture theoretically requiring less density/intensification?</p> <p>Is your planning accounting for the increase in working from home brought about by the Covid crisis. In other words, are you accounting for the desire for larger, ground related housing that seems to be what people are now desiring?</p>	<p>The Province's background document for the population and job forecasting by Hemson Consulting (Greater Golden Horseshoe: Growth Forecasts to 2051), did consider the repercussions of COVID as an assumption. The speculation is that within 3 years, overall growth is assumed to return to pre-pandemic expectations.</p> <p>The forecasts also recognize changes in the way office space is used, however increased working from home would reduce the need for new office space. More working from home could also affect the tolerance for smaller living spaces that accompany denser development. But it is not certain that workers or firms will be working from home in the long term. In sum, the long term impacts are currently unknown.</p>

**Public / Stakeholder Comments –**  
**Land Needs Assessment: Community Area (Intensification, Density)**

Submitted by	Comment / Question	Staff Response
Open House question	Are there any large scale plans for cleaning up and using old industrial areas?	The City encourages the redevelopment of brownfield sites and offers incentive programs to support development efforts.
Open House question	Can you describe your idea of what the ambitious plan would look like in Hamilton?	The ambitious density assumes higher levels of intensification and density within the City and new growth areas.
Open House questions (combined theme of affordable housing)	Is affordable housing included in the plans?  In what way was the city's need for affordable and co-op housing been taken into account in planning for intensification and density?	Affordable housing is not directly addressed through the land needs assessment, but addressing affordable housing needs continues to be a city priority.  <i>Supplementary Information</i> The City is exploring the use of the Community Benefits Charge and Inclusionary Zoning to increase the supply of affordable housing.
Open House question	Is the tall building plan by the city part of this intensification?	Intensification assumptions are in line with the Downtown Hamilton Secondary Plan and tall building guidelines.
Open House question	Is laneway housing part of this discussion? there are environmental impacts.	The City is currently completing a study on regulations to permit secondary dwelling units, which would include detached secondary dwelling units, more widely throughout the urban area. Secondary dwelling units has the potential to contribute to the City reaching its intensification targets.  <i>Supplementary Information</i> The LNA identifies that approximately 90 Secondary Dwelling Units, both detached and accessory dwelling units, can be accommodated in the City on an annual basis.

**Public / Stakeholder Comments –  
Land Needs Assessment: Community Area (Intensification, Density)**

Submitted by	Comment / Question	Staff Response
Open House question	I believe you just said the green field area "can be and should be developed". Is the city already taking the position that green fields should be developed?	There are Designated Greenfield Areas that are already within the City's urban boundary. They are designated as urban and identified for future growth. Many of these areas have been designated for future residential growth within Secondary Plan. The assumption is made that existing greenfield areas in the City's urban boundary will be developed.
Open House question	Is there an assumption that existing urban lands will be developed first prior to expansion?	The assumption is that all of the greenfield lands in the City's urban boundary will be developed by the year 2031. In terms of intensification, the assumption is that intensification will continue throughout the planning period to 2051, and the City will work to meet its annual intensification targets.
Open House question	Does planning presume the LRT will be going ahead?	The assumption is that there will be a higher order transit along the corridor. It is anticipated there will be significant development along the corridor in the form of intensification.
Open House question	What is the rationale for the City to go higher than what the province requires regarding intensification and density? Isn't there a risk to over intensifying?	There are many reasons why the City would plan for higher than the 50% intensification rate minimum, including the land supply constraints, intensification trends and the anticipation that Hamilton's growth will continue to occur. The climate change perspective also provides a basis to push the target higher. There will be multiple opportunities throughout the planning period to review this target. The Official Plan is reviewed every 5 years, and through this review, there is opportunity to review if the City is having a challenge meeting its targets, or if the City is exceeding the targets.

**Public / Stakeholder Comments –**  
**Land Needs Assessment: Community Area (Intensification, Density)**

<b>Submitted by</b>	<b>Comment / Question</b>	<b>Staff Response</b>
Open House question	How have population and demographics been taken into consideration in determining community area land need?	The shift in different generations moving through their housing choices is taken into account in the forecast that the City receives from the Province. The forecast determines how many housing units the City needs based on the demographic information.
Open House question	Why did staff not model the 81% intensification rate based on the Provincial Govt's market-based approach?	The no urban boundary expansion option (81% intensification) was not modelled in the land needs assessment because it is the opinion of both City staff and the consultant team that this option would not meet the provincial requirement of a market-based land needs assessment study, which must satisfy the provision of a full range of housing options.

**Public / Stakeholder Comments –  
Land Needs Assessment: Employment Area**

Submitted by	Comment / Question	Staff Response
Open House question	Is the Hamilton Airport still expected to grow to the degree that the AEGD's size is still justified	<p>The growth of the Hamilton Airport is independent of the lands surrounding the Airport (i.e. AEGD)</p> <p>There are lands in the Airport Employment Growth District (AEGD) that are currently vacant, but it is anticipated that they will develop before 2051 and accommodate jobs. There have been some announcements recently about larger projects focused on warehousing and logistics in that area and it is anticipated the demand for these uses will continue in the future. However it is not anticipated that any additional lands are required to accommodate growth to 2051.</p>
Open House question	It was mentioned that no new employment areas would be needed in these planning scenarios. Yet the idea of "complete communities" was also mentioned as an intention. Wouldn't complete communities' include walkable / neighborhood employment opportunities?	<p>In the context of the LNA, 'Employment' areas refer to lands used for industry, research and development, warehousing, etc..</p> <p>It is anticipated that Community Areas will have a certain percentage of jobs, likely related to commercial, retail, some office, and institutional jobs (schools) which will contribute to the achievement of complete communities. It is the traditional manufacturing and industrial jobs that are not planned for the Community Areas, these would be located in Employment Areas.</p>
Open House question	It was said we already have a lot of vacant lands in our employment areas. If there is a 60 ha surplus can some be added to greenbelt, eg along Garner road?	<p>In parallel to this work, as part of the Municipal Comprehensive Review, the City is also completing an Employment Lands Review. This project is an opportunity for the City to review the Employment Areas to see if there are lands that should no longer be designated for employment use. The only time that a municipality can remove lands from an Employment Area is through the MCR process. It is also a chance for property owners who own Employment Lands to request a conversion of their lands for other uses.</p> <p>Through that process it is anticipated that there will be some employment lands that will be converted to allow other uses, including mixed-use or</p>

**Public / Stakeholder Comments –  
Land Needs Assessment: Employment Area**

Submitted by	Comment / Question	Staff Response
		<p>commercial development. The total area that may be converted through this process could be anywhere from 40 hectares to 100 hectares, which will use up the 60 hectares of surplus employment lands.</p> <p>Adding lands to the Greenbelt Plan can only be completed at the time of the next Provincial Plan review and requires provincial approval or if the Province.</p>
Open House question	Based on the communication that employment lands are not required, I'm not clear if the blue lands around the airport will be available for development in the near future?	These lands will remain rural into the future because the LNA has identified that there is no need for additional employment land to the year 2051. These lands are still not within the Greenbelt Plan, but will remain rural during this planning horizon.
Open House question	There are lands in the AEGD along Garner Road that are designated Institutional but have special policies indicating that they shall be developed for employment uses if institutional uses are not developed. Were these identified as emp. or res in LNA?	The assumption was that there would be jobs on those lands (either institutional or employment area jobs).
Open House question	If there is a surplus can we stop Business parks like 03/6 gobbling up Ag. land?	The LNA has not identified a need for additional employment lands. The City's existing employment lands are assumed to be fully developed by 2051.

**Public / Stakeholder Comments –**  
**Land Needs Assessment: Climate Change Lens**

Submitted by	Comment / Question	Staff Response
Dave	How is the Land Needs assessment taking into account the Community Energy and Environment "low carbon modelling" which would change some of the assumptions contained in the "Business as Planned" assumptions. I am referring to the data presented in the June 15 CEEP Advisory Committee presentation by SSG.	The Land Needs Assessment does not take into account the Community Energy and Emissions Plan Business As Planned (BAP) modeling scenario. This is because the LNA has a prescribed methodology under the Growth Plan. The forthcoming Low Carbon Scenario can inform decisions on how we grow and will be considered as the City addresses Planning Act and Growth Plan requirements which speak to including policies in our official plan for setting targets for greenhouse gas emissions and planning for low-carbon communities. Staff will be looking at the modeling of the city wide Low Carbon Scenario to understand if and how that modeling can inform GRIDS 2 / MCR work going forward.
Nancy	I'm wondering to what extent the Land Needs planning staff is collaborating with the CEEP staff? At first glance, energy and emissions and land needs may not seem aligned but it is easy to connect the dots. To my knowledge the CEEP consultation period just began this month and is still in the early stages of gathering feedback. Hamilton has declared a climate emergency which indicates that the City has recognized the need to cut our CO2 emissions in half by 2030, only nine years from now. In light of this, it seems to me that our focus moving forward should be on the highest level of intensification that we can achieve rather than new developments paving over prime agricultural lands. Digging and turning soil, further sprawl and loss of green space are just a few contributors to climate change.	Staff on the GRIDS 2 / MCR project team are part of the staff working group on the CEEP. However, the Land Needs Assessment, which is the current focus of the GRIDS 2/ MCR work, does not take into account the CEEP Business As Planned (BAP) modeling scenario. This is because the LNA has a prescribed methodology under the Growth Plan. The forthcoming Low Carbon Scenario can inform decisions on how we grow and will be considered as the City addresses Planning Act and Growth Plan requirements which speak to including policies in our official plan for setting targets for greenhouse gas emissions and planning for low-carbon communities. We will be looking at the modeling of the city wide Low Carbon Scenario to understand if and how that modeling can inform our work going forward.

**Public / Stakeholder Comments –  
Land Needs Assessment: Climate Change Lens**

Submitted by	Comment / Question	Staff Response
Open House question	Given that climate change has become much more of a pressing issue since the IPCC report was released... has the 2030 deadline to keep warming under 2 degrees Celsius affected planning?	The City has declared a climate emergency and set its own goal to be carbon neutral by 2050. All planning initiatives including GRIDS 2 / MCR will consider how the work does or does not help to meet that City goal.
Open House question	How does the City ensure that developers and builders meet higher building codes so that all new homes are built to the highest insulation and heating standards, instead of providing the cheapest products to complete the development?	The City is currently working on the development of a Green Standards document. It will provide staff and developers a guideline to push for higher building standards that are more efficient. However, it should be noted the voluntary green standards cannot override the Ontario Building Code. Nevertheless, staff are exploring mechanisms to implement the Green Standards through the development approvals process.
Open House question	Many think the Climate Change needs to be a lens through which development is planned. Should it not be considered first given that?	Climate change is an important lens to view all planning decisions and will be considered along with many factors during the planning of new communities.
Open House question	One aspect of climate change are dramatically increased precipitation events. What provisions with expanded areas for watersheds have been made?	Sub-watershed planning is required as part of the future Secondary Planning process for the development of new communities.

**Public / Stakeholder Comments –  
Land Needs Assessment: Phasing Evaluation**

Submitted by	Comment / Question	Staff Response
Roderick	During the presentation it was mentioned there would be an Agricultural Impact Assessment under GRIDS 2 in the near future. Our family has a chicken broiler operation that borders the urban boundary in Waterdown. We would very much appreciate the opportunity to participate in the Agricultural Impact Assessment process.	The AIA will consider potential expansion in the Waterdown area and will be made available for public review.
Colin Chung – Glenn Schnarr & Associates Inc	It is understood that urban expansion to include the Elfrida area has been long debated. Through the GRIDS 1 process (2006), the City identified Elfrida as Hamilton's next urban boundary expansion area to accommodate growth to 2031, coupled with intensification of the downtown and built-up areas. Furthermore, in 2017 and 2018, the City held public consultation and community meetings on the "Elfrida Growth Area Study" seeking public input on 'visioning and design' and community structure scenarios for Elfrida. Through GRIDS 2, Elfrida continues to be studied and is identified as a strategic growth option that is necessary to meet the City's population and employment projections. Contrary to other submissions made to the Committee, it is our opinion that the Elfrida area continues to remain a logical and viable option to expand the City's urban boundary to accommodate growth and development.	Comments are noted and appreciated.  All work on Elfrida has been suspended until the completion of GRIDS2/MCR process.
Open House question  (combined theme of agriculture)	At the December 14 GIC Meeting city planning staff and city councilors stated that the city is considering phasing development over the 30 years to 2051. Will that phasing be based on Provincial Preservation of Prime Agricultural Lands in the later phases?  In regards to phasing, will priority be given to non-prime agricultural lands over prime agricultural land?	In accordance with requirements of the Growth Plan, agricultural impact, including prime agricultural lands, will be considered as a key component of the evaluation and phasing review.

**Public / Stakeholder Comments –  
Land Needs Assessment: Phasing Evaluation**

Submitted by	Comment / Question	Staff Response
	<p>Famous architect and planner Christopher Alexander had identified a planning pattern referred to as "city-country fingers" whereby urban corridors are extended outward like a star (or fingers); so that urbanites and farmers could be within walkable distance of each other (a good symbiosis).. would the city consider the merits of such an elegant regional design plan? Clarification: my question about "city and country fingers" pattern is about the where.. it has to be thought of when choosing where to expand.</p>	<p>Many factors will be considered in the evaluation of where and when the City will grow, including development of complete communities and impact on agricultural lands.</p>
Open House question	<p>Doesn't it make sense to develop the closest Whitebelt lands to the Downtown Community Node in Phase one of the residential urban boundary expansion to reduce commute times and greenhouse gas emissions instead of "Leap Frog" development?</p>	<p>The next project phase will look at where and when growth will occur, and potential scenarios to consider. Connectivity to the existing urban area will be a key consideration when we are evaluating growth options. The connectivity of development also plays into our evaluation through a climate change lens.</p>
Open House question	<p>We have an intensive farming operation on the border of urban designation in Waterdown. What does the GRIDS2 process envision to help avoid conflict between current farms &amp; future developments. Will Hamilton ensure minimum distance separation is respected?</p>	<p>When the City looks at a potential urban boundary expansion, the Growth Plan provides criteria for the City to review. Protection of agricultural lands is key amongst these criteria, including MDS compliance and maintenance of the agricultural food network. If there are any potential impacts that are unavoidable, they must be minimized and mitigated to the greatest extent possible. The City will be undertaking an agricultural impact assessment as part of the evaluation of growth options to assist with addressing these concerns.</p>
Open House question	<p>What consideration is given to releasing or extending land need on a staged basis; i.e assuming new expansion only takes place after all existing land is used; thereby deferring expansion for 10/20 years</p>	<p>Phasing consideration is the next stage of the planning process. It is known that not all expansion lands will be required before 2031, so the City will be exploring options for where and when the City will grow over the 2051 planning horizon.</p>

**Public / Stakeholder Comments –**  
**Land Needs Assessment: Phasing Evaluation**

Submitted by	Comment / Question	Staff Response
		In a letter dated February 23, 2021 from the Growth Secretariat, the Province reaffirmed the requirement that lands to accommodate the 2051 forecasts must be designated in an Official Plan.



## Memorandum

<b>Date:</b>	February 26, 2021
<b>To:</b>	Doug Annand, UrbanMetrics; Robert Feldgaier, Altus Group; Audrey Jacob, IBI Group; Russell Mathew, Hemson Consulting Ltd.
<b>Cc:</b>	Michael Kovacevic, Solicitor, City of Hamilton; Heather Travis, Senior Project Manager, Growth Management Strategy
<b>From:</b>	Antony P. Lorius
<b>Subject:</b>	City of Hamilton Land Needs Assessment (LNA) to 2051

### Purpose

The purpose of this memorandum is to provide an initial response to the preliminary questions and information requests made in regards to the draft results of the City of Hamilton Land Needs Assessment (LNA) over the period to 2051. The focus is on four documents that were presented at the December 14<sup>th</sup>, 2020 General Issues Committee:

- *City of Hamilton Land Needs Assessment to 2051 – Technical Working Paper – Draft Summary of Results, “Appendix B”;*
- *Residential Intensification Market Demand Analysis “Appendix C”;*
- *Residential Intensification Supply Update “Appendix D”;* and
- *Existing Designated Greenfield Area Density Analysis, “Appendix E”.*

The preliminary questions and information requests are summarized and addressed in turn in the sections that follow. Where applicable, the City has provided an initial response in the form of base background information, which continues to be reviewed and assessed as the current “GRIDS2” and Municipal Comprehensive Review (MCR) process unfolds.

Following review of this memorandum, we anticipate further follow up to discuss the results, implications for overall land need and approach moving forward.

## **City of Hamilton Land Needs Assessment to 2051 – Technical Working Paper – Draft Summary of Results (December 2020) “Appendix B”**

- 1. In Table 4, is the forecast growth by dwelling type forecast household growth or forecast growth of new housing units?**

The forecast growth by dwelling type shown in Table 4 is growth in new housing units, particularly units occupied by usual residents. The population in units not occupied by usual residents (the non-household population) is added later in the analysis as part of the estimation of *Growth Plan* density for the three main LNA scenarios.

- 2. Have allowances been made for units lost within the existing housing stock (e.g., through demolitions) changes in dwelling type within the existing housing stock (e.g., through creation of accessory units within single-detached dwellings) and/or for a change in the number of vacant units?**

No adjustments are made to the base forecasts in the Hemson report (2020) or subsequent draft LNA to 2051 for units lost through demolition or change in the number of vacant units. However, in the 2020 Hemson forecasts the Census definition of housing unit types is restated to account for the creation of accessory units within single-detached units.

The starting assumption is that all duplex units as defined by the Census are in pre-existing single and semi-detached units. Half of those units are allocated to a new category titled “accessory units” to better reflect how these units are typically treated from a planning perspective. The number of purpose-built duplexes in southern Ontario markets are few, if any. The few we are aware of in Toronto are replacements of existing houses, providing the same net effect as the one house plus one apartment approach. For convenience, these accessory units are included as apartments for the purposes of the draft LNA because ground-related units rather than apartments generate land need.

- 3. Why are the figures for housing need by dwelling type in Table 4 the same as in the Hemson report (2020) for row units but different for other dwelling types in 2031, 2041 and 2051?**

In the Hemson report (2020), the unit-type occupancy patterns used to prepare the housing forecast in Appendix B were adjusted from 2016 and from 2021 estimated rates to provide a market-based outlook for housing type. In that work, Hemson described the market mix of housing to generally reflect the average mix demonstrated over the most recent 15 or 20 years plus some further adjustment to reflect an aging population or to reflect a particularly strong recent shift in the housing market by unit type.

A standardized approach to setting the housing market mix was taken in the 2020 Hemson report because of the need to consider a large number of local markets simultaneously and within an overall GGH-wide forecast control total. Following the release of the Hemson report, a more detailed analysis specific to Hamilton was undertaken. The market mix was refined from the one that was applied in the Hemson report in August of 2020: the difference being a small downward adjustment in the number of new accessory units and a corresponding increase in apartment building units.

**4. In Tables 6,7, and 8 what is the basis for the specific adjustments made to the market-based growth by dwelling type for each of the scenarios and for the specific allocations of growth by dwelling type between the built-up area and designated greenfield area for each of the scenarios?**

The basis for the specific adjustments made to the market-based growth by dwelling type is summarized on page 19 of Appendix B. There are three steps:

- First, a ‘typical’ housing unit mix is set for inside and outside the built boundary. The mix inside the built boundary is focussed on apartments rather than ground-related units and vice versa for the designated greenfield (DGA) and rural area.

The specific housing unit mix is shown near the top of Tables 6 and 7 and broadly comprises an 80/20% split of apartment versus ground-related units inside the built boundary and roughly the opposite in the DGA and rural area, which comprises a 94/6% split of ground-related versus apartment units. This ‘typical’ housing unit mix is maintained for each of the three main LNA scenarios.

- Second, the housing mix for inside and outside the built-up area is applied to the total housing growth from 2021-2051 (110,320 units) in accordance with the intensification target applied to each LNA scenario; which ranges from 50% of new units over the period to 2051 in the *Growth Plan* Minimum scenario to an average of 55% and 60% in the *Increased Targets* and *Ambitious Density* scenarios, respectively.
- Third, the resulting housing forecast, by type, for inside and outside the built-up area is combined to create an overall City-wide housing mix of growth to 2051, with the result that the growth is “shifted” away from ground-related units (under the market-based forecast) towards apartment units to accommodate the mandated *Growth Plan* intensification target or the higher scenario rates.

The specific adjustments to the market-based forecast are shown in Tables 6 and 7:

- As shown in Table 6, under the *Growth Plan* minimum scenario (50% intensification) approximately 20,730 new households that would otherwise occupy ground-related housing are shifted to apartments; and
- As shown in Table 7, under the Current Trends scenario (40% intensification) a lesser shift is required: approximately 12,570 units. The shift to apartments is greater under the *Increased Targets* and *Ambitious Density* scenarios because they are based on higher rates of intensification. These details are not shown in the report but can certainly be provided as necessary. The resulting allocations and City-wide unit mix for the three main scenarios is summarized in Table 8.

**5. In Tables 7, 8 and 9, for ground-related units within the built-up area what is the split between single and semi-detached and row units?**

For Tables 7 and 8, ground-related housing demand in the built-up Area is allocated largely to rows (75% of the total) since a greater proportion of rowhouses and other multiple forms tend to be achieved through intensification than single and semi-detached units. Single and semi-detached units are grouped together for the purposes of the Hemson forecast and draft LNA results, but semis are typically small in number in the Hamilton market at approximately 3% of the total units.

The remaining Rowhouse market is allocated as a residual to the DGA in accordance with the intensification target applied to the analysis. This approach has the effect of allocating a gradually increasing share of greenfield rowhouses within the ground-related category for the *Growth Plan* Minimum, *Increased Targets* and *Ambitious Density* Scenarios. Table 9 does not show supply within the built-up area.

**6. What analysis has been undertaken to confirm that the ground-related dwellings allocated to the built-up area in Tables 7 can be accommodated within the built-up area apart from the analysis presented in Appendix C and Appendix D?**

No specific analysis has been undertaken beyond the material presented in Appendix C and Appendix D. However, it should be noted that a conservative approach was taken to the estimate of ground-related supply since there are many challenges associated with identifying all potential intensification units with accuracy, especially over the extended 30-year planning horizon to 2051. For ground-related units in particular, there is likely to be some intensification beyond the supply potential identified by City staff.

Additional small-scale development opportunities can be expected to arise over time as a source of intensification for ground-related units, especially rows. This type of supply typically includes non-residential lots that may become underutilized or obsolete over time, school or place of worship sites that become available for neighbourhood infill development and other current or future surplus public lands not yet known. While some of these types of opportunities can be reasonably identified in advance, many simply cannot.

**7. For the supply information in Table 9, are the units in registered plans based on units for which building permits have not been issued, units not yet started or units not yet completed.?**

For the Vacant Residential land Inventory (VRLI) the units in registered plans in are based on units where building permits have not yet been issued.

**8. Can you please provide additional details for the supply information in Table 9 similar to the previous response to the 2016 Residential Land Budget (Deloitte)?**

Details are forthcoming. However, there would be relatively little change from the previous details provided in terms of overall supply, with the exception of some additional details for known growth areas such as Waterdown South and Fruitland-Winona.

**9. For Table 10, can you please provide the CMHC data and building permit data that were used to estimate completions from year end 2019 to mid-year 2021 in the DGA?**

For the draft LNA, the City-wide completions over the 2016-2021 period were estimated by Hemson Consulting Ltd. in June 2020. The CMHC data and associated completions estimate is shown on the following page. Summing the total estimated completions by unit type for 2020 and the first half of 2021 (2021F) yields the estimated completions on a City-wide basis from year-end 2019 to mid-year 2021 that is shown in Table 10.

<b>Completions to 2016-2021 Estimated</b>							
	<b>2016S</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021F</b>	<b>TOTAL</b>
Single	376	719	509	522	607	243	2,976
Semi	90	94	14	44	64	25	331
Row	448	735	839	1,002	1,056	423	4,503
Apt	219	348	0	5	727	347	1,645
	1,133	1,896	1,362	1,573	2,454	1,038	9,456
<b>Add 1,500 accessory units and total used is:</b>					<b>9,456</b>	<b>1500</b>	<b>10,956</b>

Source: Hemson Consulting Ltd. 2020

Since the CMHC data are not disaggregated between the built-up and designated greenfield area, the estimated share of DGA completions to mid-year 2021 is based on City of Hamilton building permit data for the first half of 2020 (to the end of June). The information by dwelling type and policy area is summarized in the table below.

<b>2020 Residential Activity: Jan-June 2020</b>			
<b>Dwelling Type</b>	<b>Built Boundary</b>	<b>DGA</b>	<b>Total</b>
Single Family Dwelling	48	122	170
Semi-Detached Dwelling	18	10	28
Townhouses	29	124	153
Apartments	771	257	1,028
<b>Total</b>	<b>866</b>	<b>513</b>	<b>1,379</b>

Source: City of Hamilton 2020

This information indicates a share of approximately 66% single and semi-detached units, 81% rowhouse and 25% apartments within the DGA during the first half of 2020. The shares are rounded for the purposes of the DGA supply adjustment:

- The single and semi-detached share is rounded to 70%;
- The townhouse (Rows) share is rounded to 80%; and
- The apartment share is maintained at 25%.

The application of the rounded shares to the City-wide estimate completions from year-end 2019 to mid-year 2021 yields the adjusted DGA unit supply potential shown in Table 10. These figures will be updated given the availability of more recent housing market information since the original estimates were prepared for June 2020.

**10. Can you please provide any supporting documentation to support the net-to-gross ratio of 50% applied in Tables 14-17?**

The net-to-gross ratio of 50% was based on a sample of large new residential communities in the DGA. Residential and non-residential land areas for the sample communities is provided below and shows an average ratio of approximately 50% which is the rate applied in the LNA to determine gross (buildable) land need.

Mplan	Hamilton Subdivisions Registered	Year	Gross(ha)	Core(ha)	GrossNet (h	TakeOut (ha)	Net (ha)	% Net to Gross	
1249	Caterini - Phase 1	2018	10.18	0.00	10.18	6	4.18	41%	59%
1252	Binbrook Heights Addition Phase 2	2018	3.51	0.00	3.51	0.86	2.65	75%	25%
1255	Cortland	2018	2.93	0.00	2.93	0.98	1.95	67%	33%
1258	50 Albright	2018	5.52	0.00	5.52	0.23	5.29	96%	4%
1250	Central Park	2018	25.13	0.00	25.13	9.85	15.28	61%	39%
1257	Red Hill, Ph.3-4	2018	39.43	12.50	26.93	27.35	12.08	31%	69%
1251	Summit Park - Phase 10, Stage 1	2018	27.09	0.00	27.09	12.83	14.26	53%	47%
1254	Eringate Court	2018	1.90	0.00	1.90	0.43	1.47	77%	23%
1244	Victory Ridge Phase 5A/5B	2017	2.29	0.56	1.73	1.42	0.87	38%	62%
1241	Foothills of Winona, Ph.2/3	2017	13.33	0.00	13.33	3.57	9.76	73%	27%
1239	Ancaster Woodlands, Ph.2	2017	13.57	3.00	10.57	10.01	3.56	26%	74%
1237	Ancaster Meadows, Ph2b	2017	19.13	0.00	19.13	3.75	15.38	80%	20%
1243	Kaleidoscope, Ph.2	2017	2.35	0.00	2.35	1.14	1.21	52%	48%
1245	Ancaster Glen Phase 3	2017	2.36	0.00	2.36	0.3	2.06	87%	13%
1240	198 First Road West, Ph.2	2017	4.64	0.00	4.64	0.65	3.99	86%	14%
1238	Waterdown Bay, Ph.2	2017	35.54	0.00	35.54	14.8	20.74	58%	42%
	<b>TOTAL 2017-2020</b>		<b>208.90</b>	<b>16.06</b>	<b>192.84</b>	<b>94.17</b>	<b>114.73</b>	<b>55%</b>	<b>45%</b>
	<b>Large Subdivisions</b>		<b>183.39</b>	<b>15.50</b>	<b>167.89</b>	<b>88.16</b>	<b>95.23</b>	<b>52%</b>	<b>48%</b>

Source: City of Hamilton 2020

**11. What specific PPU assumptions by dwelling type were used to estimate *Growth Plan* density for the expansion scenarios and what adjustments were used to include non-household population and the undercount?**

The *Growth Plan* density is estimated by applying the PPU factors for new units from the City's 2019 Development Charge (DC) Background Study: 3.405 for low density and 2.437 for medium density units, and adjusted to include non-household population (at a rate of 1.67%) and the undercount (at a rate of 2.86%) based on 2016 Census information.

Apartment unit growth is not included in the estimate of *Growth Plan* density for the purposes of the LNA, meaning that the density figures are somewhat conservative. Population related employment is estimated at a rate of 1 job per 8.0 new residents for the purposes of the LNA which is different from the employment calculated in Appendix E.

- 12. Can you please explain the differences between the estimated total population and employment for the existing designated greenfield area shown in Table 19 and the figures shown in the City's greenfield density analysis (Table 4 in Appendix E): 106,170 versus 114,710 persons? Also, what are the effective dates of the population counts shown for both Tables?**

There is a typographical error in Table 4 of Appendix E. The Draft Approved Population which is noted as 14,400 should read "17,400". The number of units is correct. Correcting the misprint results in a population of approximately 109,000. With the Census net under-coverage (the "undercount") added, the total population in Table 4 Appendix E is consistent with the figure of 114,700 shown in Table 19 Appendix B. The effective date of the population counts is December 2019.

- 13. Can you please explain the differences between the residential supply information shown in Appendix E and the City's year-end 2019 Vacant Residential Land Inventory (VRLI) outside the built boundary. Can you please provide a breakdown and the basis for the total units by dwelling type and for unit counts not based on the 2019 VRLI?**

The residential supply information provided in Appendix E includes an additional component of housing unit potential: 'Other Residential Supply Opportunities' which are not included in the VRLI. The VRLI only considers lands which are vacant and designated for residential development. Other sites within the existing DGA which are not vacant but may represent potential designated supply opportunities include:

- Larger parcels currently developed with a single detached dwelling, but which may offer the potential for severance and future additional residential development; and
- Land assembly opportunities for parcels currently developed with single detached dwellings, which may offer the potential to be developed at a higher density.

These potential supply opportunities do not form part of the VRLI because they are not vacant. However, because these lands are designated for residential development and represent longer-term potential, a portion is included in the ultimate DGA density calculation. The unit breakdown by type for these units is approximately: 300 singles and semi-detached units, 500 townhouses, and 200 apartment units.

These additional units are not included in the LNA because of their uncertain development timing and in accordance with the mandated Provincial method for completing the LNA, which requires that the housing supply potential in the DGA be based on the vacant, designated and available inventory of dwellings by type (p.11 of 21).

**14. Were the PPU's on page 10 of Appendix E used to calculate the population shown in Table 19 in Appendix B and Table 4 in Appendix E? What assumptions were used to adjust the population shown in Table 19 in Appendix B and Table 4 in Appendix E for non-household population and the undercount?**

The PPU's used to calculate population in new units in Table 4 of Appendix E and Table 19 of Appendix B are the same as the PPU's used to estimate *Growth Plan* density and are from the City's 2019 Development Charge (DC) Background Study – 3.405 for low density and 2.437 for medium density units. Apartment units are included at a PPU of 1.663. The total population is adjusted to include non-household population (at a rate of 1.67%) and the undercount (at a rate of 2.86%) based on 2016 Census information.

The PPU's shown on page 10 of Appendix E by unit type are the PPU's used to calculate the population within existing units in the DGA and are based on average household size by unit type and period of construction data provided by Statistics Canada.

The wording in regards to the PPU's in Appendix E will be revised to clarify this distinction.

**15. Can you please explain how the number of jobs were calculated for the existing designated greenfield area shown in Table 19 in Appendix B and Table 4 in Appendix E?**

The number of jobs calculated for the existing DGA is based on the City's employment survey information adjusted to align with the known 2016 Census employment total. The number of jobs in the new DGA is based on the build-out of existing vacant Commercial lands (at 60 jobs per net ha) and Institutional lands (at 38 jobs per net ha).

“Work at home” employment is estimated at 3% of the total DGA population, which has been adjusted for the non-household population and undercoverage at the same rates noted previously. The breakdown is as follows:

- Employment survey (adjusted) – 5,100 jobs;
- Work at home (3% of total population) – 1,740 jobs;
- Vacant commercial potential – 5,180 jobs;
- Vacant institutional potential – 1,250 jobs.

The resulting employment of approximately 13,270 is used to provide the estimated ratio of total DGA employment to population of 1 job per 8.6 residents as shown in Table 19 in Appendix B. This ratio is distinct from the ratio of 1 job per 8.0 persons applied to the estimate of *Growth Plan* density for the various LNA scenarios, as noted previously.

This ratio is also slightly lower for the new DGA (meaning proportionately more population-related jobs) to take into account the potential for increased levels of remote working that are anticipated to arise out of the abrupt changes brought about by the COVID Pandemic. The wording in Appendix E will be revised to clarify this approach.

**16. Can you please explain why stacked townhouse units are included within the row category in Tables 15, 16, and 17 when that is not consistent with the Census of Canada definition of row houses that forms the basis for the forecast of housing by type in Table 4?**

It is acknowledged that the Census definition of rows includes standard street or condo townhouses as well back-to-back townhouses and rowhouses attached to an apartment building. "Stacked" towns, along with similar forms where at least part of a unit is above or below another, is considered an apartment of less than 5 storeys.

Where it can be discerned, the reported Census structure types are not always fully consistent with the definitions, which is understandable recognizing that there are some "grey areas" in the definition as well as some uncertainty in the source data relied upon for these data. Overall, stacked townhouses and rows in apartment buildings make up only a very small part of the housing market and an extremely small part of the total housing stock.

On review, however, it is apparent that the wording in Appendix B suggests that stacked towns will play a significant role in achieving the *Increased Targets* and *Ambitious Density* scenarios. This conclusion was not the intent in the draft LNA.

The intent was to include stacked towns notionally as part of future demand for a broad grouping of higher-density rowhouse forms including smaller lot townhomes, back-to-back units and occasionally side-to-back units that tend to develop at higher densities than traditional street-related or "block" towns. This approach also reflects the expectation that higher density row-like forms will primarily be constructed on lands designated for townhouse development.

Notwithstanding, the forecast of housing by type that is shown in Table 4 is for row houses as defined by the Census. Similarly, the City's VRLI for row houses is for traditional street or block towns and contains no stacked units. The City of Hamilton also considers stacked towns to be multiple dwellings for building permit tracking, official plan and zoning purposes. Accordingly, the wording in the final reporting for the LNA will be clarified to indicate that Stacked Towns are considered apartment units as defined for the Census.

### **Residential Intensification Market Demand Analysis (December 2020) "Appendix C"**

**17. Can you please provide the breakdown of the annual intensification in Hamilton by dwelling type for the 2008-2019 period? Could you also clarify if any of these units are in collective dwellings such as student housing or seniors' residences?**

The breakdown of the annual intensification in Hamilton by dwelling type for the 200-2019 period is shown in the chart below. In some cases, the intensification figures include student housing but only in situations where a new apartment development occurs outside of post-secondary school campuses.

Residential Intensification by Dwelling Type - City of Hamilton												
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<b>Single Family</b>												
InBuiltLine	342	232	280	194	228	185	190	159	119	137	108	95
OutBuildLine	730	443	1,030	712	982	835	672	943	693	375	383	474
<b>Total</b>	<b>1,072</b>	<b>675</b>	<b>1,310</b>	<b>906</b>	<b>1,210</b>	<b>1,020</b>	<b>862</b>	<b>1,102</b>	<b>812</b>	<b>512</b>	<b>491</b>	<b>569</b>
<b>Intense Rate Singles</b>	<b>32%</b>	<b>34%</b>	<b>21%</b>	<b>21%</b>	<b>19%</b>	<b>18%</b>	<b>22%</b>	<b>14%</b>	<b>15%</b>	<b>27%</b>	<b>22%</b>	<b>17%</b>
<b>Semi-Detached</b>												
InBuiltLine	31	18	28	1	9	9	10	13	9	10	2	30
OutBuildLine	10	0	40	17	84	78	102	24	76	84	20	26
<b>Total</b>	<b>41</b>	<b>18</b>	<b>68</b>	<b>18</b>	<b>93</b>	<b>87</b>	<b>112</b>	<b>37</b>	<b>85</b>	<b>94</b>	<b>22</b>	<b>56</b>
<b>Intense Rate Semis</b>	<b>76%</b>	<b>100%</b>	<b>41%</b>	<b>6%</b>	<b>10%</b>	<b>10%</b>	<b>9%</b>	<b>35%</b>	<b>11%</b>	<b>11%</b>	<b>9%</b>	<b>54%</b>
<b>Townhouse</b>												
InBuiltLine	238	100	116	3	222	70	146	57	78	42	14	270
OutBuildLine	616	267	650	366	541	372	661	552	806	970	845	693
<b>Total</b>	<b>854</b>	<b>367</b>	<b>766</b>	<b>369</b>	<b>763</b>	<b>442</b>	<b>807</b>	<b>609</b>	<b>884</b>	<b>1,012</b>	<b>859</b>	<b>963</b>
<b>Intense Rate Towns</b>	<b>28%</b>	<b>27%</b>	<b>15%</b>	<b>1%</b>	<b>29%</b>	<b>16%</b>	<b>18%</b>	<b>9%</b>	<b>9%</b>	<b>4%</b>	<b>2%</b>	<b>28%</b>
<b>Apartments</b>												
InBuiltLine	224	46	242	375	124	354	464	942	401	470	1,146	907
OutBuildLine	19	15	0	34	142	0	0	128	1	477	22	331
<b>Total</b>	<b>243</b>	<b>61</b>	<b>242</b>	<b>409</b>	<b>266</b>	<b>353</b>	<b>464</b>	<b>1,070</b>	<b>402</b>	<b>947</b>	<b>1,168</b>	<b>1,238</b>
<b>Intense Rate Apts</b>	<b>92%</b>	<b>75%</b>	<b>100%</b>	<b>92%</b>	<b>47%</b>	<b>100%</b>	<b>100%</b>	<b>88%</b>	<b>100%</b>	<b>50%</b>	<b>98%</b>	<b>73%</b>
<b>Total Units</b>												
InBuiltLine	835	396	666	573	583	618	810	1,171	607	659	1,270	1,302
OutBuildLine	1,375	725	1,716	1,129	1,749	1,284	1,435	1,647	1,576	1,906	1,270	1,524
<b>Total</b>	<b>2,210</b>	<b>1,121</b>	<b>2,382</b>	<b>1,702</b>	<b>2,332</b>	<b>1,902</b>	<b>2,245</b>	<b>2,818</b>	<b>2,183</b>	<b>2,565</b>	<b>2,540</b>	<b>2,826</b>
<b>Intense Rate Total</b>	<b>38%</b>	<b>35%</b>	<b>28%</b>	<b>34%</b>	<b>25%</b>	<b>32%</b>	<b>36%</b>	<b>42%</b>	<b>28%</b>	<b>26%</b>	<b>50%</b>	<b>46%</b>

Source: City of Hamilton 2020

## Residential Intensification Supply Update (December 2020) “Appendix D”

### 18. For units shown in Table 1 and Table 2, can you please provide a breakdown on the units by dwelling type?

For Tables 1 and 2, the supply potential by dwelling type reflects the location of the residential intensification area in question. The unit breakdowns by location and dwelling type for the identified supply potential are broadly as follows:

- Downtown – 100% high-density apartments, no ground-related units;
- Nodes and Corridors – 90% high-density apartments, 10% ground-related units;
- Neighbourhoods – 80% high-density apartments, 20% ground-related units.

These shares translate into an estimated ground-related supply of approximately 7,500 units based on the figures shown in Table 2 of Appendix D. This supply potential is largely in balance with the future demand for approximately 8,830 units in the *Current Trends* scenario as shown in Table 7 of Appendix B. For higher density LNA scenarios, however, additional ground-related intensification is expected to occur beyond the City-identified supply potential: up to 5,800 units for the *Ambitious Density* scenario. The potential for these additional units has been considered as noted previously in the response to Question #6.

We trust that this memorandum is of assistance. As noted, the City of Hamilton continues to review and revise its base residential and greenfield area land supply and density information as part of the current LNA process, which may affect the results of the analysis. A process of consultation is also underway, including for the LNA, which will have a bearing on the outcomes of the current GRIDS2 and Municipal Comprehensive Review (MCR) Process.

We look forward to discussing the results, implications on overall land need and preferred approach moving forward within the context of the current MCR process.

**Ministry of  
Municipal Affairs and Housing**

**Ministère des Affaires  
municipales et du Logement**

**Ontario Growth Secretariat**

**Secrétariat des initiatives de  
croissance de l'Ontario**

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February 23, 2021

Jason Thorne  
General Manager of Planning and Economic Development  
City of Hamilton

Dear Jason Thorne:

As part of Ontario's COVID-19 economic recovery efforts, this past summer changes were made to A Place to Grow: Growth Plan for the Greater Golden Horseshoe to help increase housing supply, create more jobs, attract business investments, and better align infrastructure while protecting what matters most, including the Greenbelt.

I am writing to you today in follow up to our discussions this past summer regarding the proposed and final changes to the Plan and the upcoming requirements for Municipal conformity. The date by which upper and single-tier municipalities must update their official plans to conform with the policies in A Place to Grow is July 1, 2022. This can be achieved through phasing a series of official plan amendments or a single official plan amendment.

As you know, the Plan's policies require municipalities to designate all land required to accommodate the Schedule 3 growth forecasts to the 2051 planning horizon. We encourage you to work with the Ministry of Municipal Affairs and Housing staff at the various stages as you work towards meeting conformity. As a reminder, Official Plans/Official Plan Amendments must be submitted by end of 2021 or early 2022.

Continued engagement with our Indigenous partners helped inform the changes to A Place to Grow. As part of these changes, a reminder that municipalities have a requirement to work with Indigenous communities in recognition of the unique relationship that all levels of government have with Indigenous Peoples.

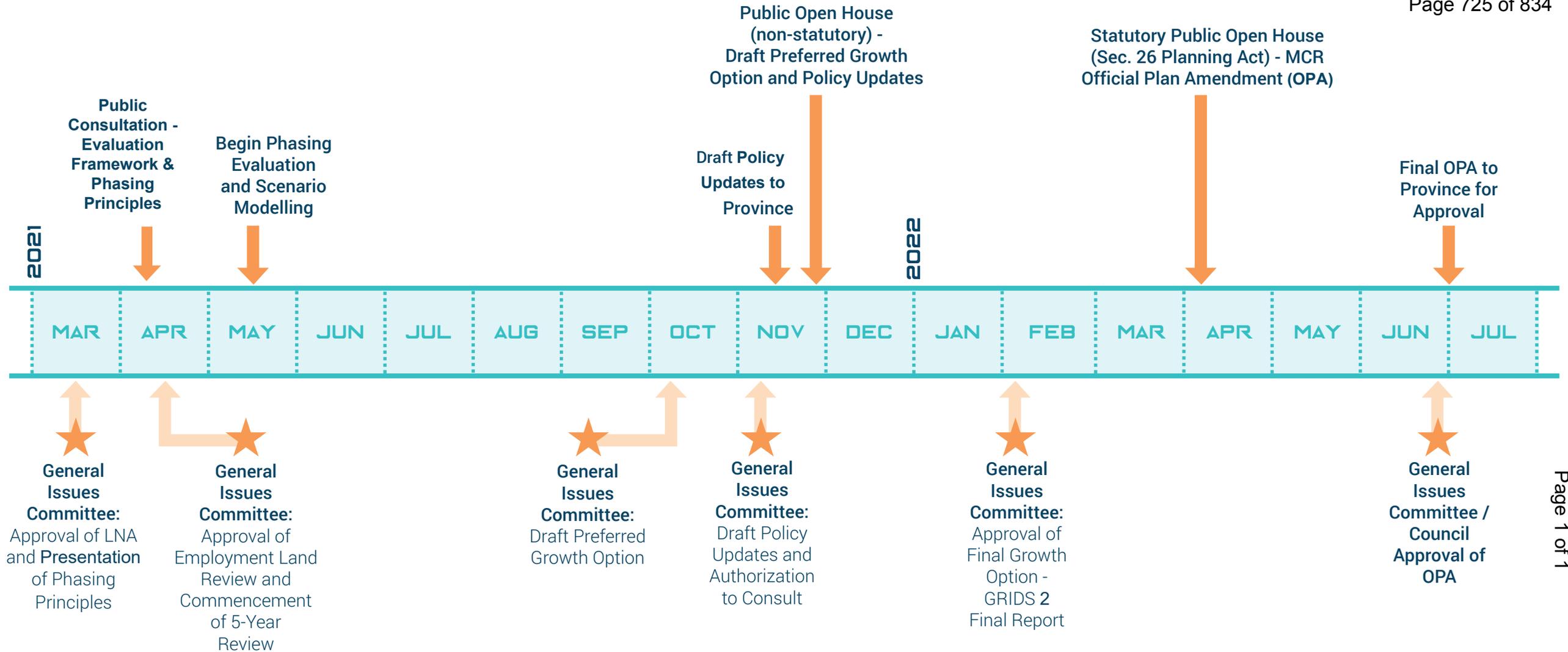
We are committed to continue working with you and our inter-ministerial partners to achieve balance that ensures local decision-making that better reflects local realities. Should you or your staff have any questions about A Place to Grow, its implementation criteria, or matters related to conformity, please feel free to contact the Ontario Growth Secretariat at [growthplanning@ontario.ca](mailto:growthplanning@ontario.ca).

Thank you for your ongoing commitment to your community and for your ongoing collaboration and engagement in support of effective growth management in the Greater Golden Horseshoe.

Sincerely,

A handwritten signature in black ink, appearing to read 'Cordelia Clarke Julien', with a stylized flourish at the end.

Cordelia Clarke Julien  
Assistant Deputy Minister





**General Issues Committee**  
**March 29, 2021**  
**Item 8.1**

# Today's agenda

1. **Joanne Hickey-Evans (Manager, Policy Planning & Zoning By-law Reform)**: an overview of growth management and a view of the City in 2051
2. **Antony Lorius (Lorius & Associates)**: growth context to 2051 and the Land Needs Assessment results
3. **Heather Travis (Senior Project Manager, Growth Management Strategy)**: a review of the LNA public engagement and staff recommendations

# Status of LNAs / Growth Options for municipalities in the Growth Plan Area:

Municipality	Status
Niagara	May 2021 - LNA
Halton	February 2021 – Growth Options (no separate LNA)
Peel	Draft LNA - December 2020 Final LNA - June 2021
York	March 28 - LNA only
Durham	Fall 2021 - LNA only Early 2022 - Growth Options
Waterloo	May 2021 – LNA only Fall 2021 - Growth Options
Simcoe	LNA underway; no specific date set.

# Managing Growth.....



# Looking Forward: Hamilton in 2051

# POPULATION

## BE MORE DIVERSE

Immigration will continue to increase.

## BE MORE POPULATED

Population will increase by 236,000;  
Dwelling units will increase by 110,000.

## HAVE SMALLER HOUSEHOLD SIZES

Persons per unit will decrease from 2.51 (2021) to 2.37 (2051).  
Population will grow by 41% but households will grow by 49%.

IN  
**2051**  
HAMILTON  
WILL...

## HAVE A POPULATION THAT LIVES LONGER

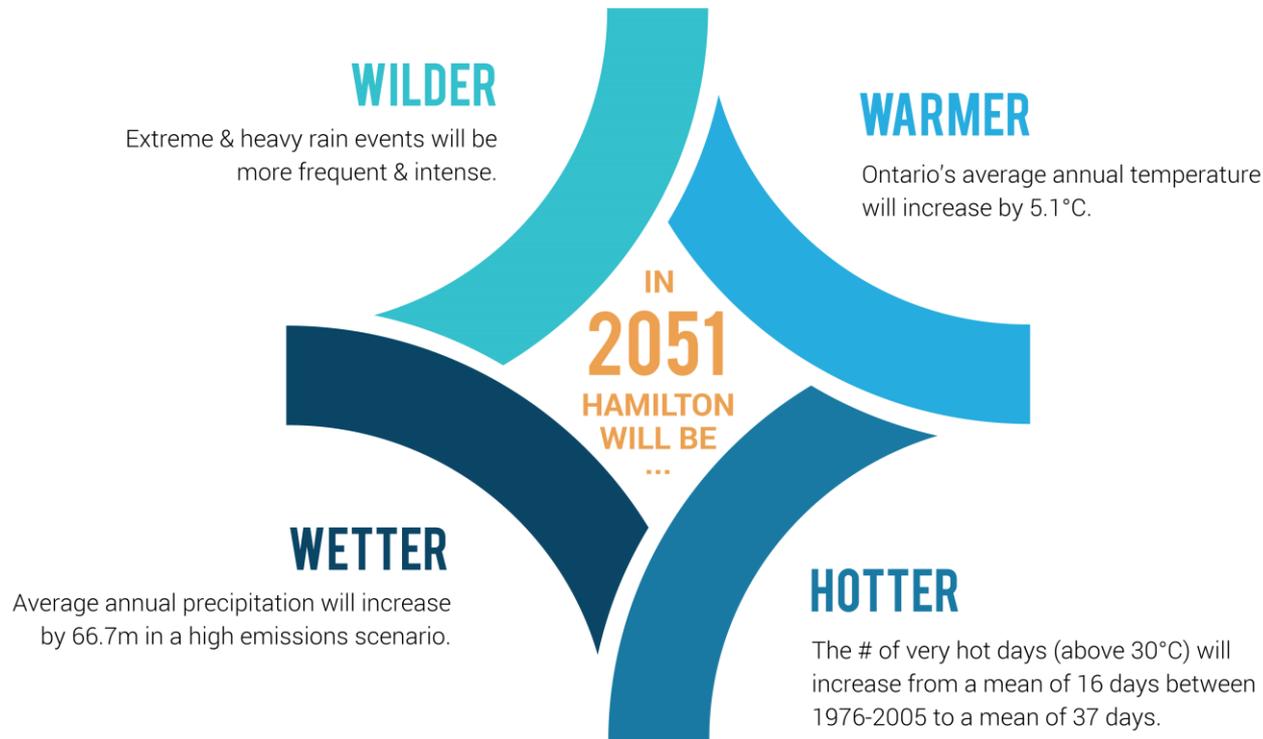
Life expectancy will increase from 84 to 88 for females  
and 80 to 86 for males from 2016 to 2046.

## BE OLDER

Median age will increase from 39.6 in 2021  
to 42.9 in 2051.

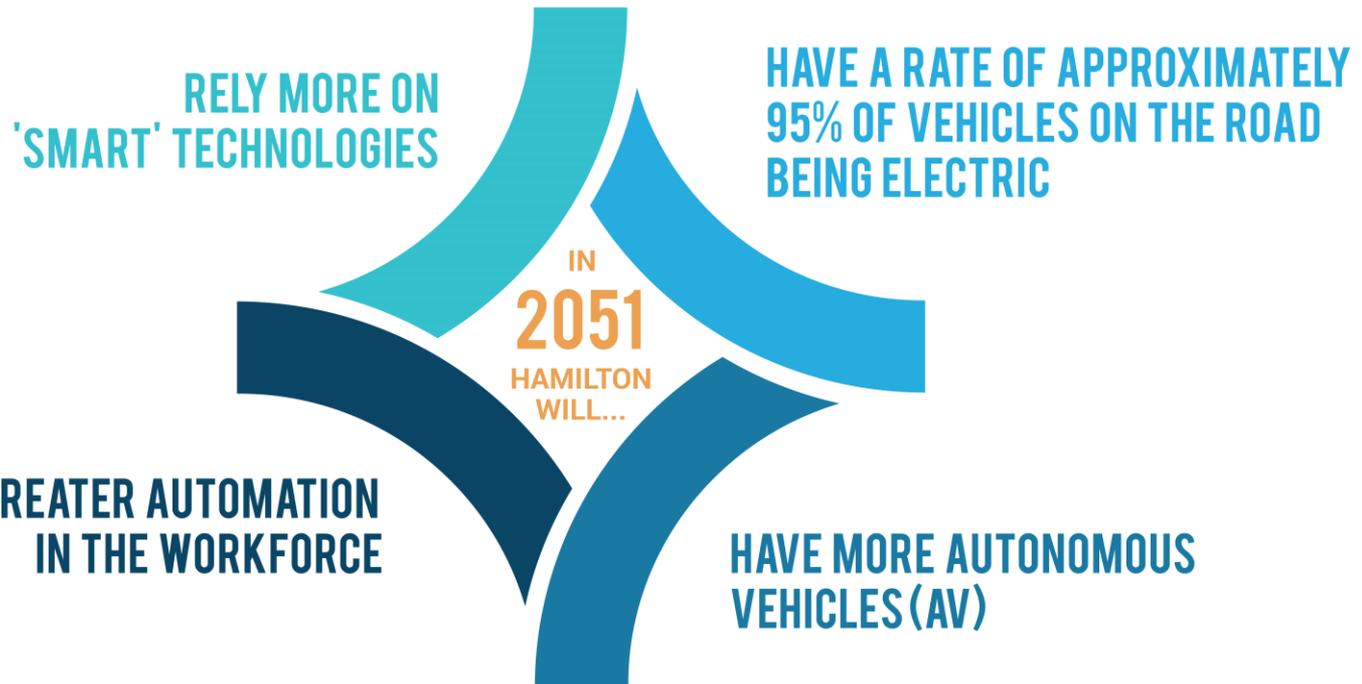
# Looking Forward: Hamilton in 2051

# CLIMATE



# Looking Forward: Hamilton in 2051

# TECHNOLOGY



# The Growth Context to 2051

- The Greater Golden Horseshoe evolving into a **global economic powerhouse**
- **Hamilton set to grow significantly** towards a mature urban state
- **Driven by migration:** especially the level of international migration set annually by the Federal Government
- City has become very **attractive for both** residential and new business investment
- And is **very well-suited to accommodate growth** given its location, urban structure and multi-modal transportation connections



An increase of 236,000 people, for a total population of 820,000 people



An increase of 122,000 jobs, for a total employment of 360,000 jobs

# The Land Need Scenarios

- **Three main scenarios** for Community Area lands



- **“No Expansion Scenario”** does not conform to Provincial planning policy requirements
- For **Employment Area lands**: supply and demand in balance with no new lands required

# Ambitious Density Scenario Details

<i>Growth Plan Policy Area</i>	Single / Semi-Detached Units	Townhouses	All Apartment Units	Total Housing Units ( % )
Built-up Area	3,310	9,930	52,950	66,190 (60%)
Existing DGA	5,570	7,120	2,650	15,330 (14%)
Urban Expansion Area	18,110	10,550	n/a	28,660 (26%)
Rural	140			140 (>1%)
<b>City Total (%)</b>	27,120 (25%)	27,600 (25%)	55,600 (50%)	110,320 (100%)

Apartment units are not shown for the urban expansion area due to the **surplus of apartment sites** within the existing DGA but will be included in secondary planning for the new growth areas to meet complete community policy objectives

# A Balanced Approach Moving Forward

- City is in a **strong position** to shift to more compact forms
- **Land supply is not sufficient** even with significantly increased intensification
- Intensification and greenfield areas are **both required**
- Long-term land **designation does not “create”** the market
- Urban expansion areas are **managed by phasing** of planning approvals, services and financing

Employment Growth:  
especially office in the  
downtown

Investment in the  
Urban Environment:  
infrastructure and  
public services

Planning Tools:  
including financial and  
other incentives



Evaluation of growth  
options in the next  
phase of GRIDS 2

# Public consultation



★ Social media "boosting" was used to promote the posts for an additional 86,000 impressions.

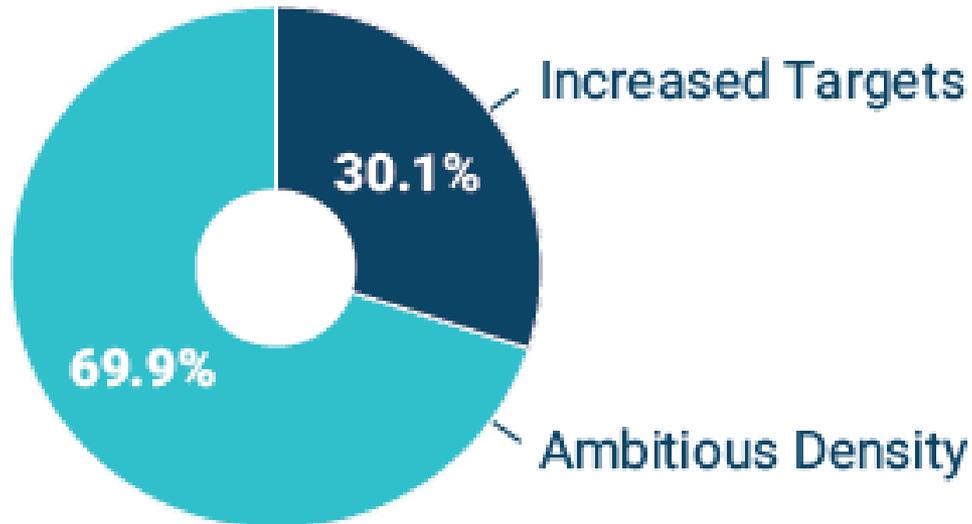
# Engagement Statistics:



# Survey results - intensification

*Which intensification scenario is preferred: the 'Increased Targets' or the 'Ambitious Density' scenario?*

## Preferred Scenario



(Note: 143 responses were received)

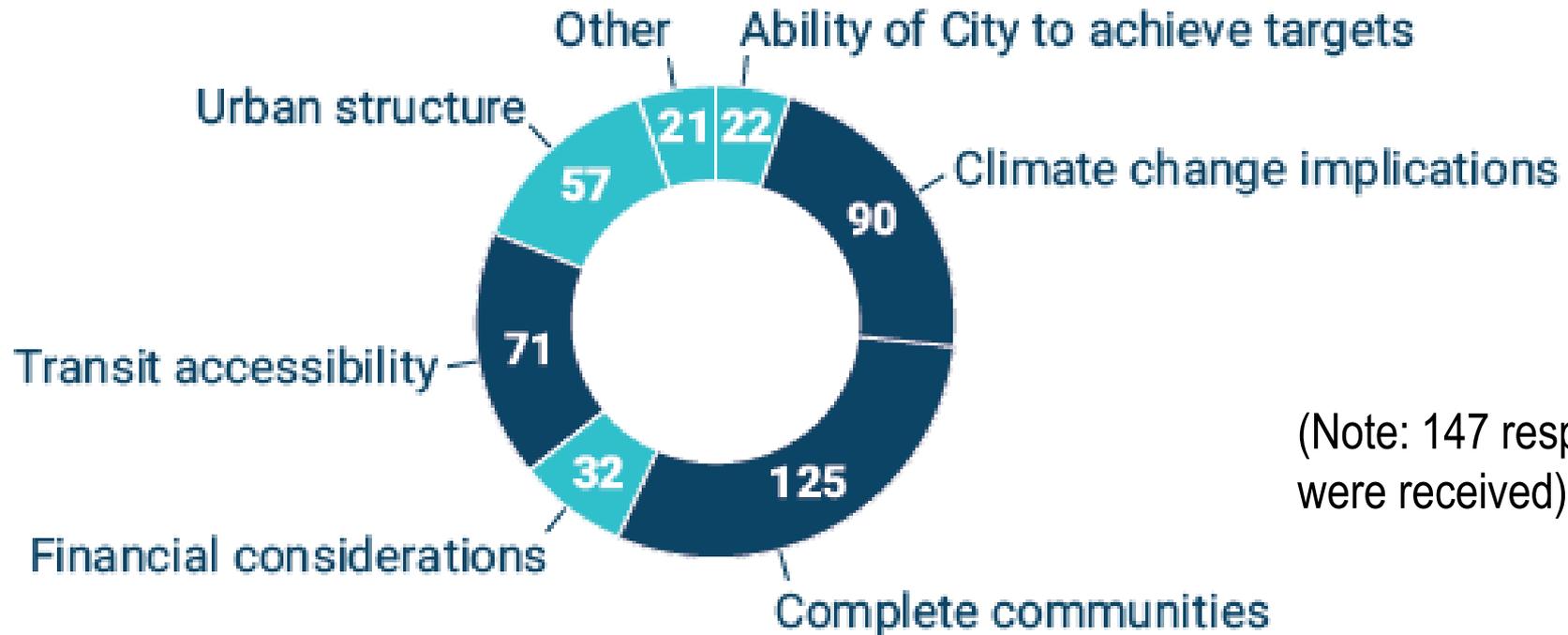
## Comments:

- “Build-up, not out” (20)
- Neither option, or no expansion, preferred (12)
- Protect agricultural land (11)
- Need for a mix of housing types (9)
- Focus most growth in the urban area / downtown (8)

# Survey results - scenarios

*In choosing between the 'Increased Targets' or the 'Ambitious Density' scenario, what factors should be considered?*

## Top 3 Factors

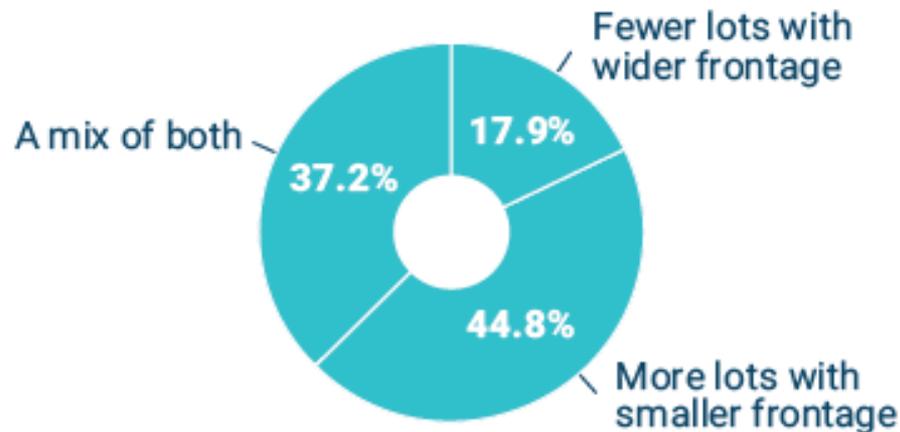


(Note: 147 responses were received)

# Survey results – density of new communities

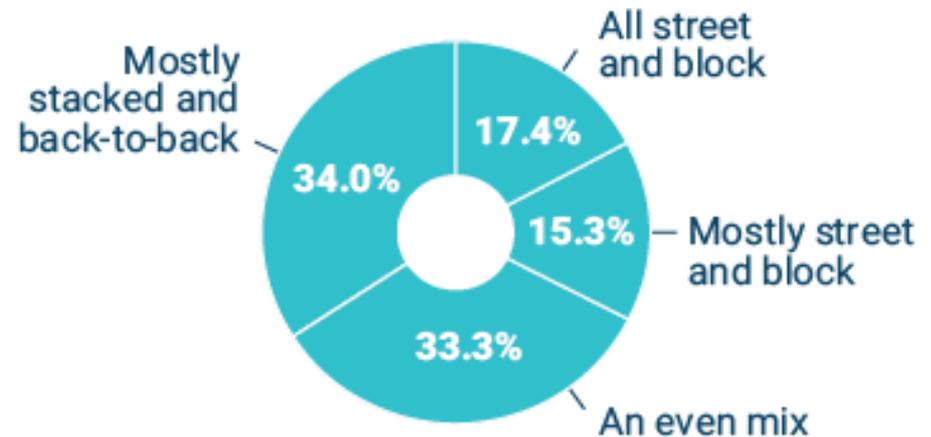
*What mix of lot widths and unit types would you like to see in new designated greenfield areas?*

### Singles and Semis



(Note: 145 responses were received)

### Townhomes



(Note: 144 responses were received)

## What did we hear? Major themes ...

*A 'no urban boundary expansion' option should have been modelled in the LNA and included as an option in the survey.*

Response:

- This option would require an intensification rate of approximately 80% over the next 30 years.
- This rate exceeds the identified market demand for intensification, particularly in the short term.
- Would not result in a market-based range of housing types in accordance with Provincial requirements.

## What did we hear? Major themes ...

*Adding less land to the urban area was generally favoured.  
Concern over urban ‘sprawl’.*

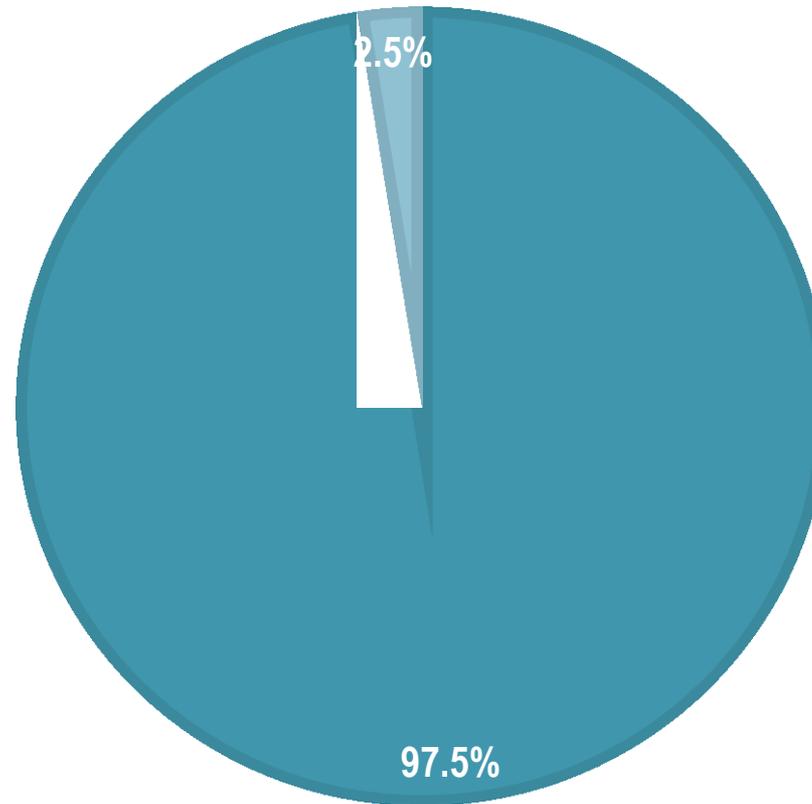
Response:

- Ambitious Density scenario results in the least land need.
  - 1,340 ha is equal to 1.5% of the City’s rural land area.
  - 98.5% of the City’s rural lands will remain part of Rural Hamilton.
- 2.5% of the City’s ‘prime’ agricultural lands may be included in a future urban boundary expansion.

# What did we hear? Major themes ...

## 'PRIME AGRICULTURAL' LANDS

■ Outside the Community Area whitebelt    ■ Inside the Community Area whitebelt



60% of Rural Hamilton, or 53,700 ha, is designated Agriculture or Specialty Crop ('Prime').

Of this 53,700 ha, only 1,355 ha, or approx. 2.5%, is located in the potential Community Area expansion areas.

# What did we hear – major themes?

*Efforts to increase intensification within the urban area need to be a focus, including brownfield and greyfield development*

Response:

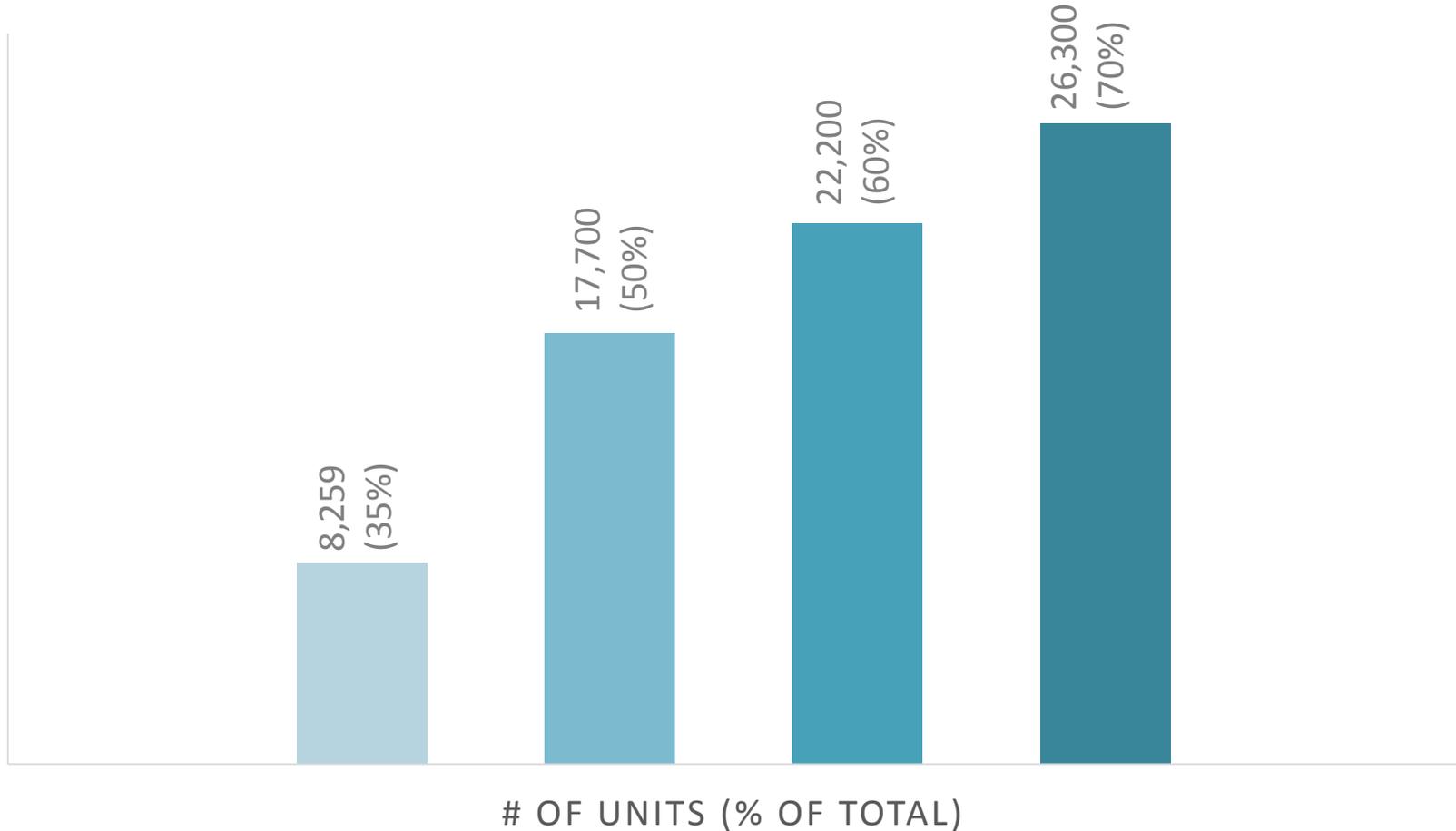
- Assumed in the intensification supply update that brownfield and greyfield redevelopment will occur.
- Planned intensification rates under the Ambitious Density scenario are significantly higher than:
  - the Growth Plan minimum requirement (55,160 units minimum target vs 66,190 units under Ambitious Density);
  - recent rates of intensification in the City (35% average over past 10 years vs 60% average over next 30 years)

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# What did we hear – major themes?

PAST & FUTURE INTENSIFICATION UNITS BY DECADE

■ 2010 - 2019 ■ 2021 - 2031 ■ 2031 - 2041 ■ 2041 - 2051



## What did we hear – major themes?

*The City should not make a decision on the Land Needs Assessment until (1) the Community Energy & Emissions Plan (CEEP) is completed; and (2) in-person engagement can resume*

Response:

- Opportunities for incorporating the modelling of the CEEP into future phases of GRIDS 2 / MCR are supported and being investigated.
- GRIDS 2 must continue to move forward to ensure that other City initiatives, including the Master Plan updates and Development Charges By-law update, are not delayed, and to meet the Provincial conformity deadline.

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# Staff Recommendations

That the **City of Hamilton Land Needs Assessment to 2051 – Technical Working Paper**, prepared by Lorus & Associates, dated March 2021, **be adopted by Council** for the GRIDS 2 / MCR integrated growth management planning process;

That the **following reports be approved by Council**:

- Residential Intensification Market Demand Study, prepared by Lorus and Associates, dated March 2021
- Residential Intensification Supply Update, dated March 2021
- Existing Designated Greenfield Area Density Analysis, dated March 2021

# Staff Recommendations

That **Council adopt the “Ambitious Density” scenario** as the preferred Community Area land needs scenario, and the following be incorporated into the development of growth scenarios:

- A projected household growth of 110,300 households;
- An intensification target of 50% between 2021 and 2031, 60% between 2031 and 2041, and 70% between 2041 and 2051;
- A planned density of 60 persons and jobs per hectare (pjh) in existing Designated Greenfield Areas (DGA) and 77 pjh in new DGA (urban expansion areas);
- A Community Area land need of 1,340 gross developable ha to 2051;
- An Employment Area land need of 0 ha, to be confirmed subject to the finalization of the Employment Land Review report.

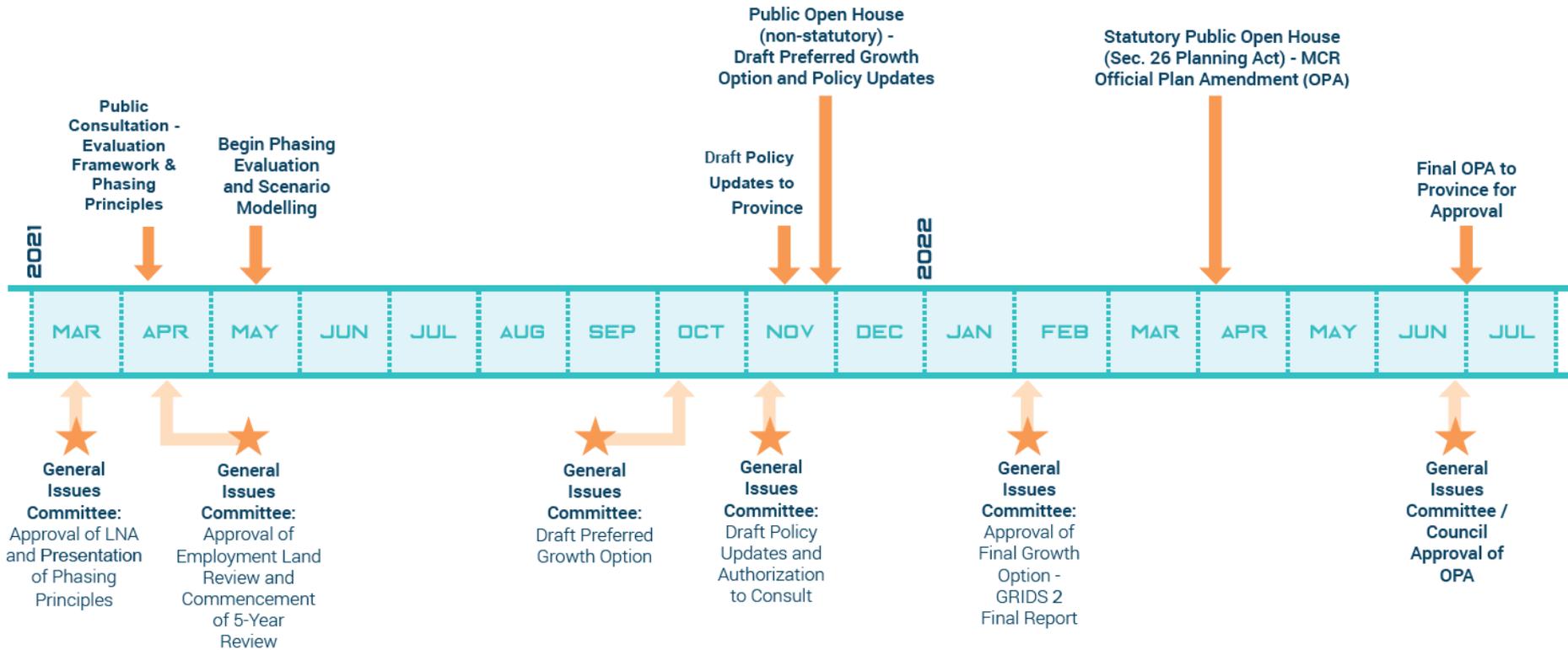
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# Staff Recommendations

That the GRIDS 2 / MCR process and the development and evaluation of scenarios consider **phasing options** that would ensure that any future urban boundary expansions are controlled and phased, including consideration of options for identifying growth needs beyond 2041 without formally designating the land as urban at this time; and,

That at the conclusion of GRIDS 2 / MCR and the final approval of the implementing Official Plan Amendments identifying the land need to accommodate growth to 2051, thereby **setting the City's 'mature state'**, staff prepare a report for Council with respect to the necessary steps for recommending to the Province that **any remaining Community Area whitebelt lands be added to the Greenbelt.**

# Next Steps



# CITY OF HAMILTON MOTION

Special General Issues Committee: March 29, 2021

**MOVED BY COUNCILLOR B. CLARK.....**

**SECONDED BY MAYOR / COUNCILLOR .....**

**Amendment to Report PED17010(i), respecting GRIDS 2 and Municipal Comprehensive Review - Final Land Needs Assessment**

That Report PED17010(i), respecting GRIDS 2 and Municipal Comprehensive Review - Final Land Needs Assessment, be amended by deleting sub-sections (a) through (c) in their entirety and replacing them with the following in lieu thereof, and by re-lettering the balance accordingly:

~~(a) — That the City of Hamilton Land Needs Assessment to 2051— Technical Working Paper, prepared by Lorus & Associates, dated March 2021, attached as Appendix “A” to Report PED17010(i) be adopted by Council for the GRIDS 2/ MCR integrated growth management planning process;~~

~~(b) — That the following reports be approved by Council:~~

~~(i) — Residential Intensification Market Demand Study, prepared by Lorus and Associates, dated March 2021, attached as Appendix “B” to Report PED17010(i);~~

~~(ii) — Residential Intensification Supply Update, dated March 2021, attached as Appendix “C” to Report PED17010(i);~~

~~(iii) — Existing Designated Greenfield Area Density Analysis, dated March 2021, attached as Appendix “D” to Report PED17010(i);~~

~~(c) — That Council adopt the “Ambitious Density” scenario, as identified in the Land Needs Assessment to 2051— Technical Working Paper prepared by Lorus & Associates, dated March 2021, as the preferred Community Area land needs scenario, and the following growth projections, intensification target, planned density of greenfield areas, and Community / Employment Area land needs be utilized and incorporated into the GRIDS 2 / MCR process and the development and evaluation of growth scenarios:~~

- ~~(i) A projected household growth of 110,300 households;~~
  - ~~(ii) An intensification target of 50% between 2021 and 2031, 60% between 2031 and 2041 and 70% between 2041 and 2051;~~
  - ~~(iii) A planned density of 60 persons and jobs per hectare (pjh) in existing Designated Greenfield Areas and 77 pjh in new Designated Greenfield Areas (urban expansion areas);~~
  - ~~(iv) A Community Area land need of 1,340 gross developable ha to 2051; and,~~
  - ~~(v) An Employment Area land need of 0 ha, to be confirmed subject to the finalization of the Employment Land Review report.~~
- (a) ***That staff be directed to conduct a city-wide mail consultation with a survey on the Land Needs Assessment and the Municipal Comprehensive Review that includes the Ambitious Density Scenario, a “no boundary expansion” scenario, and that also allows residents to submit their own alternative scenario, to be funded from the Tax Stabilization Reserve No. 110046 at an estimated cost of \$35,000;***
- (b) ***That, with respect the mailout survey regarding the Land Needs Assessment and the Municipal Comprehensive Review, staff be directed to:***
- (i) include a postage prepaid return envelope as part of the mailout; and,***
  - (ii) give residents 30 days to respond to the survey, respecting the Land Needs Assessment and the Municipal Comprehensive Review;***
- (c) ***That staff be directed to compile the data from the Land Needs Assessment and the Municipal Comprehensive Review survey and provide an Information Report to be presented at a Special General Issues Committee no later than October 2021; and,***
- (d) ***That staff be directed to prepare scenarios for where and how growth would be accommodated under the Ambitious Density Scenario as well as a “no boundary expansion” scenario, and to present these scenarios as well as staff’s recommended land needs assessment, growth targets, and***

***preferred growth scenario at that same Special General Issues Committee to be held no later than October 2021.***

- (e)** That the GRIDS 2 / MCR process and the development and evaluation of scenarios consider phasing options that would ensure that any future urban boundary expansions are controlled and phased, including consideration of options for identifying growth needs beyond 2041 without formally designating the land as urban at this time; and,
- (f)** That at the conclusion of GRIDS 2 / MCR and the final approval of the implementing Official Plan Amendments identifying the land need to accommodate growth to 2051, staff prepare a report for Council with respect to the necessary steps for recommending to the Province that any remaining Community Area Whitebelt lands be added to the Greenbelt.



**CITY OF HAMILTON**  
**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
**Planning Division**

<b>TO:</b>	Chair and Members General Issues Committee
<b>COMMITTEE DATE:</b>	March 29, 2021
<b>SUBJECT/REPORT NO:</b>	GRIDS 2 and Municipal Comprehensive Review – Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria (PED17010(j)) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Heather Travis (905) 546-2424 Ext. 4168
<b>SUBMITTED BY:</b>	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
<b>SIGNATURE:</b>	

### RECOMMENDATION

- (a) That Council receive the GRIDS 2 / MCR – Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria (Whitebelt Lands), attached as Appendix “A” to Report PED17010(j);
- (b) That Council receive the GRIDS 2 / MCR – Draft Screening Criteria and Evaluation Tool (Waterdown and Binbrook), attached as Appendix “B” to Report PED17010(j); and,
- (c) That Council authorize staff to commence public and stakeholder consultation, utilizing both digital and non-digital platforms, on the draft evaluation framework and phasing criteria identified in Appendices “A” and “B” attached to Report PED17010(j), and that staff report back on the results of the consultation prior to final approval of the evaluation framework and phasing criteria.

### EXECUTIVE SUMMARY

Following the final approval of the Land Needs Assessment (LNA), the next phase of GRIDS (Growth Related Integrated Development Strategy) 2 and the Municipal

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**SUBJECT: GRIDS 2 and Municipal Comprehensive Review – Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria (PED17010(j)) (City Wide) - Page 2 of 18**

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Comprehensive Review (MCR) will be the evaluation of where and when the City will grow to the year 2051, as noted on the project timeline attached as Appendix “F” to Report PED17010(j). Staff will commence the process of evaluating the implications of alternative scenarios in terms of where growth could occur as a result of an urban expansion, and to develop and assess alternative models relating to the phasing of development of those expansion lands. All alternative growth options are predicated on the City meeting or exceeding provincially mandated residential intensification and density targets (i.e. intensification targets increasing from 50% between 2021 and 2031, to 60% between 2031 and 2041, and 70% between 2041 and 2051, and a planned density of new designated greenfield areas of 77 persons and jobs per hectare).

The attached GRIDS 2 / MCR – Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria (Whitebelt Lands) and Draft Screening Criteria and Evaluation Tool (Waterdown and Binbrook) have been designed as tools to assist in this evaluation and decision making process.

The framework and principles are reflective of the policy direction of the Provincial Policy Statement, Provincial Growth Plan, and Urban Hamilton Official Plan, the GRIDS 2 10 Directions to Guide Development endorsed by Council, and address important themes relating to climate change, financial implications, complete community building, and infrastructure requirements.

Staff are requesting Council to receive the draft framework and phasing principles, attached as Appendices “A” and “B” to Report PED17010(j) and authorize staff to consult with the public and stakeholders on the materials. Based on the results of the public consultation, staff will report back to Council on any changes or additions to the framework and phasing criteria resulting from the consultation prior to final approval and application of the GRIDS 2 / MCR – Planning for Growth to 2051: Evaluation Framework and Phasing Criteria (Whitebelt Lands) and Screening Criteria and Evaluation Tool (Waterdown and Binbrook) to the growth options.

**Alternatives for Consideration – See Page 17**

**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: N/A

Staffing: N/A

Legal: N/A

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**SUBJECT: GRIDS 2 and Municipal Comprehensive Review – Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria (PED17010(j)) (City Wide) - Page 3 of 18**

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## **HISTORICAL BACKGROUND**

Through GRIDS 2 and the MCR, the City is planning for growth to the year 2051. The Provincial Growth Plan identifies an ultimate 2051 population of 820,000 persons and employment of 360,000 jobs in the year 2051.

In December 2020, Staff presented the GRIDS 2 / MCR draft Land Needs Assessment to General Issues Committee. A Land Needs Assessment (LNA) is a study that identifies how much of the forecasted growth can be accommodated within the City's existing urban area based on inputted targets, and how much growth may need to be accommodated within any potential urban expansion area. Following public consultation on the draft LNA in January 2021, staff are recommending Council approval of the final LNA through Report PED17010(i) in March 2021.

Staff have recommended Council adoption of the "Ambitious Density" scenario in the final LNA. The "Ambitious Density" scenario results in the lowest land need out of the four scenarios modelled in the LNA, and from a climate change policy perspective, represents the preferred option. This scenario identifies a need of approximately 1,340 gross developable ha of Community Area lands and 0 ha of employment lands to the year 2051. The land need of 1,340 gross developable ha is based on a planned intensification target which increases, over time, from 50% between 2021 and 2031, to 60% between 2031 and 2041 and to 70% between 2041 and 2051, and a density of 77 persons and jobs per hectare (pjh) in new growth areas. The GRIDS 2 / MCR – Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria has been developed independent of the LNA and growth scenarios.

Following Council receipt of the Draft Evaluation Framework and Phasing Criteria, the following are the next steps in the GRIDS 2 / MCR process:

<b>Time frame</b>	<b>Key Project Milestones</b>	<b>Status</b>
Spring 2017	MCR Commencement, Employment Land Review call for requests	Completed
May 2017	Growth Plan 2017 released	Completed
May 2018	Land Needs Assessment Methodology released by Province	Completed
May / June 2018	First round of public / stakeholder consultation – focus on urban structure (i.e. where should intensification occur?) and major transit station area planning	Completed

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**SUBJECT: GRIDS 2 and Municipal Comprehensive Review – Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria (PED17010(j)) (City Wide) - Page 4 of 18**

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<b>Time frame</b>	<b>Key Project Milestones</b>	<b>Status</b>
November 2018	Imagining New Communities – information sessions on greenfield density	Completed
May 2019	Growth Plan 2019 released	Completed
April 2021	Public Consultation on Draft Framework and Phasing Criteria	Pending (Pre-planning work has commenced)
April 2021	Approval of Employment Land Review report	Pending
May 2021	Approval for Evaluation Framework and Phasing Criteria	Pending
May to September 2021	Growth Options Evaluation / Scenario Modelling	Pending
October 2021	Public Consultation on Evaluation and Phasing Analysis Results, including Preliminary Preferred Growth Option	Pending
December 2021 / January 2022	Approval of Final Preferred Growth Option	Pending

## **POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

Policies at both the Provincial and local level provide direction on criteria and requirements to be considered in advance of a settlement (urban) area boundary expansion. A complete policy review is included in Appendix “D” to Report PED17010(j).

The Province has advised City staff that the City’s Growth Plan conformity (MCR) is to be completed by July 1, 2022 (see Appendix “E” to Report PED17010(j)).

Key policy considerations are highlighted below.

### **Growth Plan 2019, as amended**

Policies 2.2.8.2 and 2.2.8.3 of the Growth Plan identify a series of comprehensive criteria that must be considered prior to expansion of the urban boundary. Policy

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**SUBJECT: GRIDS 2 and Municipal Comprehensive Review – Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria (PED17010(j)) (City Wide) - Page 5 of 18**

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2.2.8.2 requires a municipality to demonstrate that sufficient opportunities to accommodate projected growth through intensification and existing designated greenfield area lands are not available, based on minimum intensification and density targets of the Plan. This review has been undertaken through the GRIDS 2 / MCR LNA.

Policy 2.2.8.3 outlines that, where the need for a *settlement area* boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the comprehensive application of all of the policies in this Plan, including a list of criteria addressing servicing, financial viability, watershed planning and protection of the natural heritage system, and impacts on the agricultural system, amongst other matters. The GRIDS 2 / MCR – Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria (Whitebelt Lands), attached as Appendix “A” to Report PED17010(j), has been designed to ensure compliance with the above noted matters. Analysis of how each component above has been addressed can be found in the Analysis and Rationale for Recommendation section of this Report.

Policy 2.2.8.3(k) provides particular direction on potential settlement area boundary expansion within the Protected Countryside of the Greenbelt. Policy 2.2.8.3(k) restricts expansions into the Greenbelt Protected Countryside to a minor expansion of up to 10 ha (of which no more than 50% may be used for residential purposes) from a defined Town / Village only (in Hamilton, both Waterdown and Binbrook are considered ‘Towns’ in the Greenbelt Plan). Special consideration to policy 2.2.8.3(k) regarding small expansion into the Greenbelt Protected Countryside is also included in this Report, and the GRIDS 2 / MCR – Draft Screening Criteria and Evaluation Tool (Waterdown and Binbrook), attached as Appendix “B” to Report PED17010(j) responds to this policy direction.

### **Corporate Goals and Areas of Focus for Climate Change**

The City of Hamilton has declared a climate change emergency and set a target to reduce greenhouse gas (GHG) emissions and be carbon neutral by 2050. Land use planning and growth management can play an important role in helping the City achieve that goal. In the City’s Corporate Goals and Areas of Focus for Climate Change Mitigation and Adaptation, Goal #4 is related to planning and aims to ensure that a climate change lens is applied to all planning initiatives to encourage the use of best climate mitigation and adaptation practices. In particular, a climate change lens, as part of the GRIDS 2 / MCR evaluation framework, is one area of focus. This direction is also consistent with Direction #1 of the GRIDS 2 10 Directions to Guide Development. Discussion of the climate change lens as part of the GRIDS 2 / MCR – Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria (Whitebelt Lands) attached as Appendix “A” is included in the Analysis / Rationale for Recommendations section below.

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**SUBJECT: GRIDS 2 and Municipal Comprehensive Review – Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria (PED17010(j)) (City Wide) - Page 6 of 18**

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### **Urban Hamilton Official Plan (UHOP)**

The Urban Hamilton Official Plan contains policies regarding urban boundary expansion and, specifically, the studies and criteria that must be considered prior to the City expanding its urban boundary (all UHOP policies cited in Appendix “D” to Report PED17010(j) remain under appeal).

The UHOP criteria identifies the need to address similar matters as those identified in the Growth Plan, to be completed as part of a secondary plan and municipally initiated comprehensive review, including the completion of a land needs assessment, sub-watershed plan and environmental impact study, agricultural impact assessment and financing policy. These matters are addressed in the GRIDS 2 / MCR – Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria (Whitebelt Lands) attached as Appendix “A” to Report PED17010(j).

### **RELEVANT CONSULTATION**

#### **Public and Stakeholders**

Consultation and public engagement has been a fundamental component of the GRIDS and GRIDS 2 processes. Throughout the GRIDS 2 process, staff have strived to both build awareness about growth management planning in general, and to seek feedback about growth planning in Hamilton, through multiple engagement opportunities throughout the process (both in person and virtual), in addition to extensive information, graphics and videos on the project website.

In staff report PED17010(g) (December, 2020), staff reported on the second round of consultation completed for GRIDS 2 / MCR, which was held in November and December of 2019. As one component of the second round of public consultation, members of the public were asked about what criteria would be important for the City to consider in the evaluation phase of GRIDS 2 / MCR. Several themes emerged from these comments, including climate change impacts, affordable housing, protection of green space and agricultural lands, servicing capability, and the provision of a variety of housing types. These comments were summarized in the Public and Stakeholder Engagement Report attached to Report PED17010(g). Many of the themes identified by members of the public are reflected in Appendix “A” to Report PED17010(j). Further public consultation on the evaluation framework and phasing principles will be undertaken in late March / early April 2021.

A second GRIDS 2 / MCR stakeholder event was held on December 16, 2019 and focussed on how a climate change lens could be used in the future evaluation of growth options. Ideas that emerged from the discussion included the provision of transit, low impact development for stormwater management, active transportation and walkable

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**SUBJECT: GRIDS 2 and Municipal Comprehensive Review – Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria (PED17010(j)) (City Wide) - Page 7 of 18**

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communities, green building standards, protection of natural areas and food security. Consideration of the stakeholder comments has provided input into how a climate change lens can be utilized in the evaluation and phasing of growth. The next phase of public consultation with the public and stakeholders will focus on the GRIDS 2 / MCR evaluation framework and phasing principles. This consultation will occur in April 2021.

### **Long Range Planners of Ontario (LORAPON) workshop**

On February 21, 2020, City of Hamilton staff designed, organized and hosted a workshop on the inclusion of a climate change lens in growth management planning for members of the Long Range Planners of Ontario (LORAPON) to identify and develop capacity and understanding of “best practices”. One of the key discussion topics was the inclusion of a climate change lens in the evaluation of urban expansion areas.

Some of the key themes which emerged from the discussion included:

- Should an urban boundary expansion be undertaken, there are a range of topics and criteria that could be integrated into an evaluation framework using a climate change lens.
- The ability to meaningfully compare the differences between different candidate sites will depend on the granularity of the metrics used and the available data.
- Land fragmentation could be a barrier to the creation of complete communities, for example, due to the need to protect natural heritage systems and the potential impact on the ability to make transportation connections.
- Planning for land use and transportation to prioritize sustainable modes of transportation is one the main opportunities for planners to respond to climate change.
- Prioritizing land use decisions that enable and encourage active modes of transportation and support transit is a key opportunity to reduce greenhouse gas emissions
- Compact built form was largely considered to be a well-accepted key indicator of low-emissions intensification, with a range of potential measures discussed – e.g. the ‘15-minute Neighbourhood’ approach.

### **Staff Review**

Members of the GRIDS 2 / MCR staff working group (including water / wastewater planning, transportation planning, growth management, community planning, public health) have reviewed the draft framework and phasing principles and provided input and commentary on the documents and will continue to be involved in the preparation of the final framework.

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**ANALYSIS AND RATIONALE FOR RECOMMENDATION**

**1. Growth Options and Phasing of Development: Where and When Will the City Grow?**

The next phase of the GRIDS 2 / MCR project, following the approval of the LNA, is the evaluation of where and when the City will grow. The draft LNA has identified a required Community Area land need ranging between 1,300 and 1,600 ha of lands to be added to the urban boundary for the 2021 to 2051 time period.

The Ambitious Density scenario of the LNA (which is being recommended by staff for endorsement in Report PED17010(i)), identifies a required land need of 1,340 ha to 2051. Under the Ambitious Density scenario, a choice will need to be made through the evaluation and phasing analysis regarding which whitebelt lands are added to the urban boundary and which lands will remain rural, and further, when and how will the lands be phased for development.

*Where can the City grow?*

In terms of where the City can grow, as has been previously noted in Report PED17010(h), the City's options for expanding the urban boundary to accommodate population growth are limited. The majority of Rural Hamilton (94%) is within the Greenbelt Plan area. Staff respect and support the Greenbelt Plan and the protections it provides, including the restriction on urban boundary expansion into the Greenbelt Plan area. Staff do not support any removal of lands from the Greenbelt Plan boundary. (The Growth Plan does allow an exception for a minor expansion from Waterdown / Binbrook, which is discussed further below).

Urban boundary expansion is therefore restricted to lands that are referred to as the whitebelt lands (i.e. rural lands that are not within the Greenbelt Plan Protected Countryside). The City has a finite supply of whitebelt lands. The total area of whitebelt lands is approximately 4,320 ha. Of this area, only 2,200 ha can be considered for expansion for Community Area uses due to restrictions from the airport Noise Exposure Forecast contours. Netting out non-developable features, such as natural heritage features, cemeteries and rights-of-way, reduces the developable whitebelt land area for Community Area uses to approximately 1,600 ha. These areas are shown on Appendix "C" to Report PED17010(j). Further delineation of gross developable areas will occur through future planning phases.

The question of 'where' the City will grow will be focussed on the four Candidate Expansion Areas shown on Appendix "C" to Report PED17010(j), including various growth options and combinations related to these lands. Under the Ambitious Density scenario of the LNA, which identifies a required land need of 1,340 ha, the

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City will not require all of the whitebelt lands to be added to the urban boundary for development prior to 2051.

*When will the City grow?*

The question of phasing of development will be a key consideration in planning the City's growth to 2051. While the LNA has identified an ultimate land need to 2051, it is known that not all the lands will be required for development immediately. Based on the Ambitious Density scenario (which is being recommended by staff for endorsement in Report PED17010(i)), the approximate phasing breakdown of land need is as follows:

**Table 1: Approximate Phasing Breakdown of Land Need Under the Ambitious Density LNA Scenario**

Timeframe	Land Need (ha)	Available Community Area Whitebelt Lands (ha)	Remaining Community Area Whitebelt Lands After Urban Expansion (ha)
2021 – 2031	300	1,600	1,300
2031 – 2041	600	1,300	700
2041 - 2051	440	700	260

The analysis of when growth will occur amongst the Candidate Expansion Areas is of equal importance as the where growth will occur. The consideration of phasing has significant impacts on the provision of servicing, transportation, and community services as well as the City's ability to pay for and maintain these services.

Further, as shown in Table 1 above, following the determination of when and where the City will grow to 2051, there will be remnant Community Area whitebelt lands in the approximate amount of 300 ha. A recommended direction on the future of these lands from a planning policy perspective will also be an outcome of the phasing analysis.

## **2. Structure of Feasibility Evaluation and Phasing Framework**

As noted above, the evaluation has two components: where and when the City will grow. Therefore, the GRIDS 2 / MCR – Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria (Whitebelt Lands), that has been developed by the City's consultant team (Dillon Consulting), is premised on a two-stage evaluation approach, outlined below:

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*Stage 1: Feasibility Evaluation of Candidate Expansion Areas:*

The first phase of the evaluation will include a feasibility analysis of each of the Candidate Expansion Areas against a series of considerations based primarily on the Growth Plan criteria identified in Policy 2.2.8.3. The Growth Plan policy provides a detailed list of criteria to be satisfied prior to urban boundary expansion occurring, including servicing, financial, natural heritage, and agricultural impacts to be accounted for. In addition to the Growth Plan criteria, additional considerations / criteria have been identified resulting from the GRIDS 2 10 Directions to Guide Development and the Urban Hamilton Official Plan. A summary of the themes and considerations to be evaluated during Stage 1 is described below.

The feasibility evaluation in Stage 1 will identify any Candidate Expansion Areas that do not meet the provincial and local criteria and therefore would not be screened through to the second stage of evaluation. The Stage 1 feasibility evaluation will not prioritize or rank one area against another, rather each Candidate Expansion Area will be assessed individually.

The overall recommendation as to whether a given Candidate Expansion Area is feasible for expansion will be based on the comprehensive application of all of the criteria and the most appropriate areas will advance to the more detailed Phasing Analysis in Stage 2. A Candidate Area may not be carried forward to the detailed phasing analysis in an instance where the evaluation shows that the area addresses none or very few of the considerations. It is also important to note that from a policy alignment perspective, there are a few considerations which must be addressed in a fulsome manner in order to proceed to the phasing analysis. For example, Growth Plan Policy 2.2.8.3(a) states that there is to be “sufficient capacity in existing or planned infrastructure and public service facilities” to accommodate the expansion. Similarly, Growth Plan Policy 2.2.8.3(b) requires that the “infrastructure and public service facilities needed would be financially viable over the full life cycle of these assets”. These considerations differ from others, such as agriculture, where the Provincial direction is to avoid prime agricultural lands where possible and to minimize and mitigate the impact on the agricultural system where prime agricultural lands can’t be avoided. Accordingly, based on the interpretation of Provincial Growth Plan policies, if any one of the Candidate Areas addresses none of the considerations for Infrastructure Services, Transportation Systems or Municipal Finance, then the Candidate Area would likely not be feasible for expansion.

*Stage 2: Phasing Criteria and Analysis*

The second stage of the evaluation will be focused on determining the preferred order of phasing of future development based on the anticipated land need by decade noted above. The phasing analysis will evaluate a series of growth

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scenarios (anticipated to be 4 – 5) against each other to ultimately determine the preferred scenario. For example, a distributed allocation of growth to all candidate areas or an allocation of a quantum of growth to one or more areas by decade could be considered. The scenarios will be identified following the approval of the final LNA including endorsement of the final land needs scenario. The evaluation of each scenario will be undertaken based on a series of considerations identified in the next section.

Modelling of required infrastructure and transportation upgrades, public service facility needs, and financial impacts will be undertaken as part of Stage 2. Staff are investigating opportunities to model greenhouse gas emissions resulting from each scenario with support from the Community Energy & Emissions Plan. Evaluation of climate change risks / opportunities, agricultural impacts, and complete community considerations will also be undertaken (more details below).

It is important to note the phasing evaluation will consider all themes comprehensively, and the scenario that produces the best results overall will be identified as the preferred option. It is possible for a scenario to perform higher in certain areas compared to the scenario chosen as preferred, but the preferred scenario will represent the option that performs best across the greatest number of themes. The preferred scenario must provide for alignment of land use planning, infrastructure planning, and fiscal impacts of growth.

The GRIDS 2 / MCR – Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria (Whitebelt Lands) is attached as Appendix “A” to Report PED17010(j).

### **3. Feasibility and Phasing Evaluation Themes and Considerations**

Both the Stage 1 – Feasibility Evaluation and the Stage 2 – Phasing Analysis are based on the evaluation of several key themes:

#### *Climate Change*

Climate change is a critical part of both the Stage 1 and Stage 2 evaluations. While climate change is identified as its own theme in both stages, it is noted that climate change considerations are embedded within many of the other themes as well. Many of the themes / considerations in both stages are complementary and inter-related to each other. Both mitigation and adaptation considerations are addressed in the evaluation framework and phasing criteria.

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Climate change considerations in Stage 1 relate to opportunities to reduce GHGs and private automobile use through built form, district energy opportunities, infrastructure resiliency, tree canopy protection and hazard land planning.

Through Stage 2, the phasing analysis will consider opportunities and risks from a climate change lens resulting from the different phasing scenarios. Further, staff are investigating the inclusion of GHG emissions modelling through the Community Energy & Emissions Plan to investigate the impact on GHG emissions resulting from the phasing of whitebelt development.

### *Complete Communities*

Complete communities refer to areas that allow people of all ages and abilities to conveniently access the necessities of daily living, including jobs, stores and services and a full range of housing and transportation options. Consideration of how a Candidate Expansion Area can be developed as a complete community, or can contribute to the completeness of the surrounding community is an important factor. Considerations to be evaluated in Stage 1 include the ability of each area to function as a standalone complete community, provision of a range of housing options, access to existing or planned community facilities, and the degree of contiguity with the existing urban area.

Stage 2 will also include an evaluation of complete communities as part of the phasing analysis, including whether or not the phasing scenario contributes to the development of complete communities, responds to market needs and what infrastructure is required to support a complete community.

### *Servicing Infrastructure*

Evaluation of servicing requirements to support growth will be a key component of the evaluation of both Stage 1 and 2. GRIDS 2 is an integrated strategy that is being informed by updates to the City's Infrastructure Master Plans (Water / Wastewater and Stormwater). The Master Plans will, in turn, be updated to the year 2051 based on the identification of the preferred growth option through GRIDS 2 / MCR. Stage 1 of the evaluation will include high level assessment of the capacity in existing and planned water and wastewater distribution and treatment systems to accommodate growth, ability of a growth area to maximize existing capacity within the water / wastewater systems, required expansions or extensions to trunk infrastructure, capacity in existing or planned stormwater management systems, and capacity in existing or planned waste management systems.

Stage 2 will include modelling of the phasing scenarios to identify if the phasing scenario allows for efficient servicing based on existing or planned water,

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wastewater and stormwater infrastructure. Efficient servicing can generally mean maximizing existing infrastructure, not needing to build significant new infrastructure, cost effective solutions to accommodate development, and other matters.

### *Transportation System*

Evaluation of the impacts of expansion on the transportation system will be undertaken as part of Stage 1 and 2, and will include an evaluation of existing and planned road, transit, sidewalk, and cycling infrastructure. The Stage 1 evaluation will include analysis of each Candidate Expansion Area in relation to existing and planned transit routes / stops and pedestrian / cycling networks. Further, the analysis will review capacity in the existing street network to accommodate the proposed population and job increase. Connection to surrounding street and active transportation networks will also be considered. Staff in the City's Transportation Planning Section will undertake modelling of the proposed growth areas to determine impacts on the transportation infrastructure.

The phasing evaluation in Stage 2 will consider how phasing of growth areas could prioritize areas that are connected to the BLAST network or planned transit, alignment with the existing road and active transportation network, and phasing impacts on street network capacity.

### *Municipal Finance*

Financial impacts resulting from future growth and development is a key consideration in the evaluation of where and when the City will grow. Does the Candidate Expansion Area and / or the proposed phasing of growth have an unreasonable or unanticipated financial impact on the City? The Growth Plan criteria identify the requirement that municipal infrastructure and public service facilities required to support growth must be financially viable over the full life cycle of the assets. The information provided by the modelling and identification of required infrastructure upgrades, transportation improvements and new or expanded public service facilities will be used to inform the completion of a Fiscal Impact Assessment (FIA) to be completed as part of GRIDS 2 / MCR by Watson & Associates. The FIA will inform evaluation of both Stage 1 and 2.

In accordance with Council direction approved at the January 15, 2020 GIC meeting, the FIA being completed by Watson & Associates will also evaluate options for the timing of construction and financing of infrastructure related to both intensification / redevelopment, the completion of existing communities and greenfield development (urban expansion). Informed by a best practices review, options to consider will include front ending the cost of infrastructure and facilities by the City and / or developers.

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*Agriculture*

The vast majority of the City's rural lands area located within the Greenbelt Plan area which provides long term protection of the City's agricultural land base. Impact on the agricultural system, including the agricultural land base and the agri-food network, will be considered as part of both the Stage 1 and Stage 2 evaluation. The Growth Plan requires that expansion into prime agricultural areas should be avoided where possible, and if avoidance is not possible, alternative locations will be evaluated and prioritized based on minimizing and mitigating impacts on the agricultural system. The City will be completing an Agricultural Impact Assessment (AIA) to supplement existing information on the Agricultural System within the whitebelt areas. Each Candidate Expansion Area will be evaluated in relation to prime and non-prime agricultural lands, potential impacts on the agricultural system, including the agri-food network, presence of agricultural assets, and compliance with Minimum Distance Separation formula.

As part of the Stage 2 phasing analysis, the AIA will evaluate the proposed phasing scenarios in relation to prioritizing development of non-prime agricultural lands, as well as prioritizing development of areas that contain fewer existing agricultural and livestock operations, and minimizing land fragmentation.

*Natural Heritage and Water Resources*

Consideration of impacts on the natural heritage and water resource system and the ability to demonstrate avoidance or the minimization / mitigation of impacts will be evaluated as part of Stage 1. As per the direction of the Growth Plan, evaluation of impacts on watershed conditions, key hydrologic areas, and the diversity, connectivity and long term ecological function of the natural heritage system will be considered for each Candidate Expansion Area.

*Cultural Heritage*

Consideration of cultural heritage and archaeological resources will take place as part of the Stage 1 evaluation and will consider the presence of significant cultural heritage resources and significant archaeological resources within the potential expansion areas, and the ability for these resources to be conserved.

*Natural Resources*

Natural resources, including mineral aggregate resources and active or abandoned gas / petroleum wells are to be considered in the evaluation as per the direction of the Growth Plan. While it is not anticipated that any of the expansion areas contain

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significant resources, this evaluation will be undertaken as part of Stage 1 to identify any areas that require protection or avoidance.

#### **4. Greenbelt Protected Countryside – Waterdown and Binbrook**

As noted above in the policy review section, the Provincial Growth Plan includes a special provision for a minor expansion of up to 10 ha into the Greenbelt Protected Countryside from lands identified as a Town or Village within the Greenbelt Plan. Within Hamilton, both Binbrook and Waterdown are identified as ‘Towns’ in the Greenbelt Plan. Therefore, a consideration could be given to permit a 10 ha expansion from each of Waterdown and Binbrook.

If an expansion from one of these areas is to occur, the Growth Plan requires that the expansion be limited to no more than 10 ha in size, and further, that no more than 50% of the expansion area be used for residential purposes. Other criteria identified in the Growth Plan which must be satisfied for such an expansion to occur are the requirement for the expansion to support the achievement of a complete community or support the local agricultural economy, demonstration that the proposed use cannot be reasonably accommodated within the urban boundary, servicing by existing water and wastewater systems, and prohibition of expansion into the Natural Heritage System.

It should be noted that there is no requirement for the City to expand the urban boundary from these two areas, and consideration of such an expansion will only be undertaken if there is a need for a logical rounding out of the boundary or a recognition of existing uses. Further, as the Growth Plan policy restricts the expansion area in not only size but also in use, with a restriction on a maximum of 50% of the expansion area to be used for residential purposes, the City must be satisfied of a need and / or use for the remaining 50% of the lands (non-residential portion) prior to consideration of expansion.

Staff have prepared a modified framework for the evaluation of any requests for expansion from Binbrook or Waterdown; it is based on the criteria identified in Growth Plan policy 2.2.8.3(k), in conjunction with some of the criteria identified in the Evaluation Framework and Phasing Criteria for the whitebelt lands. A two phase process is proposed.

Phase one will include the evaluation of all expansion requests from Waterdown and Binbrook against a set of screening criteria based on Growth Plan policy 2.2.8.3(k). These criteria are mandatory, and an expansion area will only be screened through to the second phase of evaluation if the mandatory screening criteria are all satisfied.

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The second phase will evaluate each proposed expansion area that remains against a series of criteria which represent local and provincial planning priorities, including the GRIDS 2 10 Directions to Guide Development. The criteria identified in the GRIDS 2 / MCR – Draft Screening Criteria and Evaluation Tool (Waterdown and Binbrook) were selected to ensure that, in addition to the mandatory criteria identified in the Growth Plan, other local priorities are also evaluated and considered in the decision-making process, including logical expansion, agricultural, fiscal and transportation impacts. Certain criteria that are included in the whitebelt evaluation framework are not appropriate for the evaluation of the small expansion requests for Waterdown and / or Binbrook due to the size restriction, Growth Plan policy direction, and the existing conditions in these areas.

Each expansion area will be evaluated against the criteria in phase 2 and identified as fully addressing, mostly addressing, partially addressing or not addressing the criteria. Following the evaluation, the areas will be ranked against each other, and the expansion area that best satisfies the criteria will be identified as the preferred expansion option. If no expansion requests are put forward which meet the criteria, no expansion from either of these areas will be recommended.

A direction on implementation of the proposed expansion, including requirements for future studies and appropriate land use designations and controls to limit development on the non-residential portion of the lands will also be recommended.

Staff are aware of a number of interested landowners in the Waterdown area that are requesting consideration of lands for inclusion in the urban boundary. To date, no expressions of interest from Binbrook have been received. The evaluation of requests in the Waterdown area (and Binbrook if any are received) will take place concurrently with the evaluation in the whitebelt lands.

The GRIDS 2 / MCR – Draft Screening Criteria and Evaluation Tool (Waterdown and Binbrook) is attached as Appendix “B” to Report PED17010(j).

## **5. User-Friendly Format**

To ensure that members of the public can participate meaningfully in the next phase of GRIDS 2 / MCR and understand the process and results of the evaluation and phasing analysis, the GRIDS 2 / MCR – Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria (Whitebelt Lands) have been designed to be a user-friendly, easy to understand and graphically pleasing document. The purpose of this tool is to provide a logical and understandable format for evaluating expansion requests against planning priorities to ensure that council, applicants / land owners, members of the public and outside agencies can easily understand the performance of Candidate Expansion Areas as suitable growth areas, and the

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preferred phasing order of the growth. The framework has been designed to graphically display complicated information in an accessible manner. Background information and technical reports that inform the evaluation framework will also be available for public review, if interested, but the framework will provide a snapshot of all information in an easy to use format.

## **6. Next Steps**

Public and stakeholder consultation on the framework will take place in the month of April. Staff will report back to Committee with a final framework for endorsement following the consultation period.

The two phase evaluation process will occur over the spring and summer of 2021, concluding in the fall of 2021 with the identification of a preliminary preferred growth scenario. High level evaluation of each whitebelt Candidate Expansion Area in Stage 1 of the evaluation process will be undertaken immediately following the approval the Urban Boundary Expansion - Evaluation and Phasing Criteria (Whitebelt Lands).

## **ALTERNATIVES FOR CONSIDERATION**

Do not endorse the evaluation framework and phasing principles. This option would also have the risk of delaying the GRIDS 2 / MCR process.

## **ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**

### **Economic Prosperity and Growth**

*Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.*

### **Clean and Green**

*Hamilton is environmentally sustainable with a healthy balance of natural and urban spaces.*

### **Built Environment and Infrastructure**

*Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.*

## **APPENDICES AND SCHEDULES ATTACHED**

Appendix “A” – GRIDS 2 / MCR – Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria (Whitebelt Lands)

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- Appendix “B” – GRIDS 2 / MCR – Draft Screening Criteria and Evaluation Tool (Waterdown and Binbrook)
- Appendix “C” – Community Area whitebelt growth options
- Appendix “D” – Policy Review
- Appendix “E” – Letter from Ministry of Municipal Affairs and Housing (Ontario Growth Secretariat)
- Appendix “F” – Updated GRIDS 2 / MCR Project Timeline

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# **CITY OF HAMILTON GRIDS 2/MCR – PLANNING FOR GROWTH TO 2051: DRAFT EVALUATION FRAMEWORK AND PHASING CRITERIA (WHITEBELT LANDS)**

PREPARED BY DILLON CONSULTING LIMITED



## URBAN BOUNDARY EXPANSION WHITEBELT LANDS

Where it has been determined that planned growth cannot be accommodated within the existing urban area, then an urban boundary expansion may be considered. An urban boundary expansion means that whitebelt lands may be added to the urban area, if appropriate and feasible. **Figure 1** shows community area and employment area whitebelt lands.

Urban boundary expansions require justification to satisfy a number of Provincial and local policy tests. The land needs assessment for GRIDS 2 provides the overall justification for additional greenfield lands from a land needs perspective and as a next step there is a requirement to assess the feasibility of potential Candidate Expansion Areas to determine which lands are suitable for new urban designation. The Province and the City outline very specific feasibility criteria to be assessed for an urban boundary expansion.

Specifically, Policy 2.2.8.3 of the Growth Plan outlines the policy tests for assessing the feasibility of lands for urban boundary expansion. The City's Urban Hamilton Official Plan and the GRIDS 10 Directions to Guide Development complement and support the policies outlined in 2.2.8.3 of the Growth Plan.

The overall approach for assessing Candidate Expansion Areas is a two-step process:

1. Evaluation to determine which whitebelt lands are feasible for expansion based on provincial and local criteria; and,
2. Phasing analysis, including more detailed technical analysis and modelling to determine which areas are most suitable for expansion and the associated timing for development.



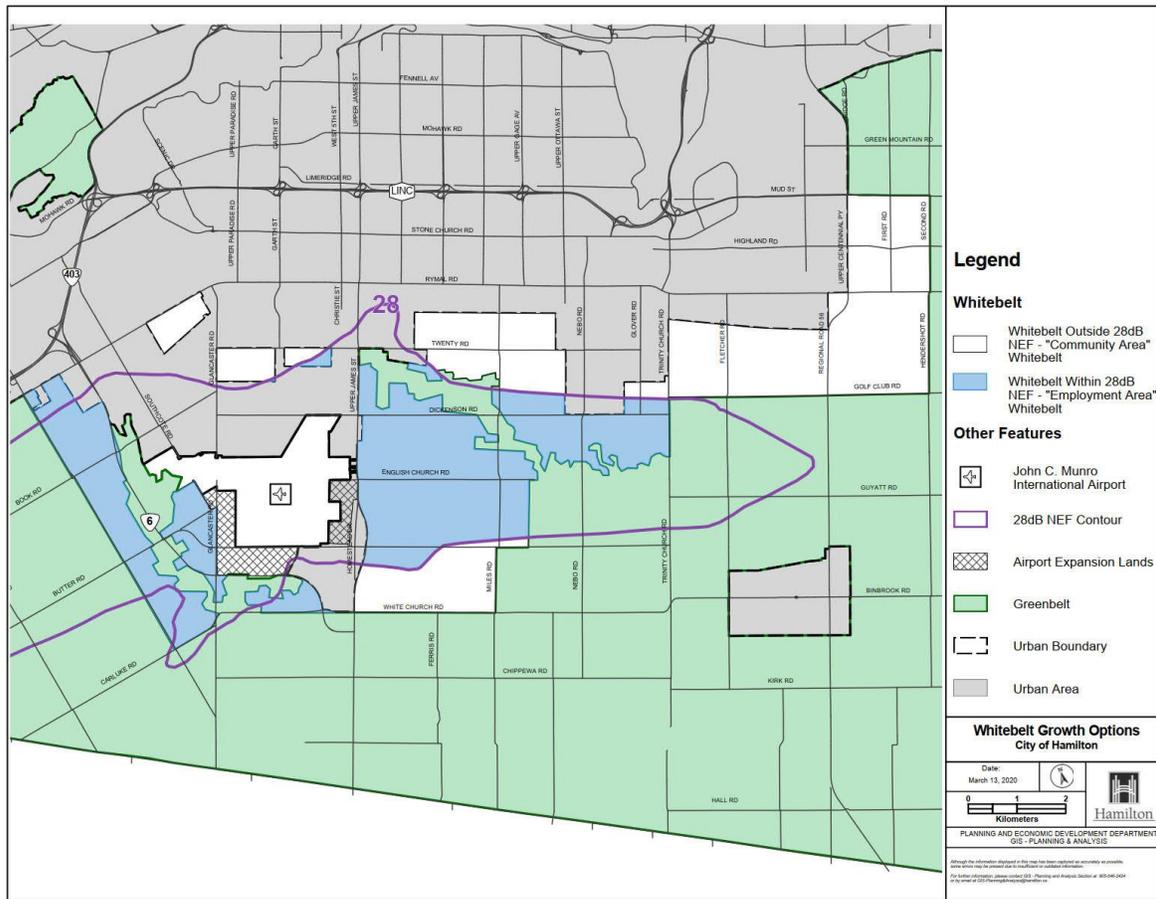


FIGURE 1: WHITEBELT LANDS IN HAMILTON



## **PART 1: EVALUATION APPROACH FOR WHITEBELT LANDS**

This first part of the document presents the approach to step 1, the evaluation of whitebelt lands. The evaluation criteria outlined in this document will be used to assess the four Candidate Expansion Areas in Hamilton’s whitebelt area. For ease of understanding, the urban boundary expansion evaluation criteria are organized around nine major themes (following page). While the themes have been identified as distinct items for simplicity, it is important to note that they are complementary and sometimes overlap. For example, prioritizing public transit as part of the consideration of the transportation system also supports climate change mitigation.

## Evaluation Criteria Themes



### 1. Climate Change



### 2. Municipal Finance



### 3. Servicing Infrastructure



### 4. Transportation Systems



### 5. Natural Heritage and Water Resources



### 6. Complete Communities



### 7. Agricultural System

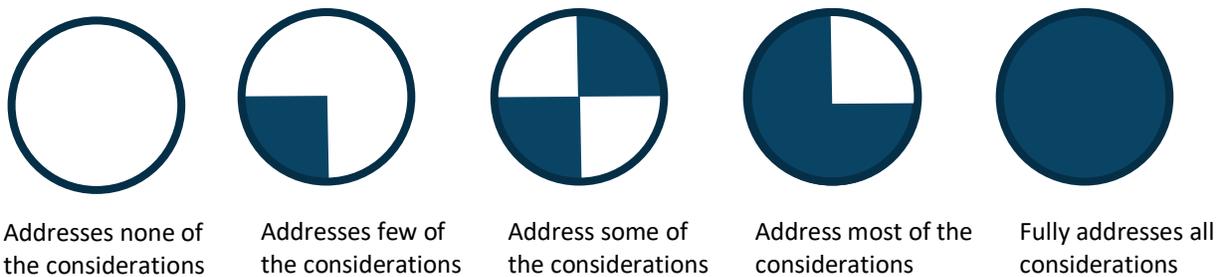


### 8. Natural Resources



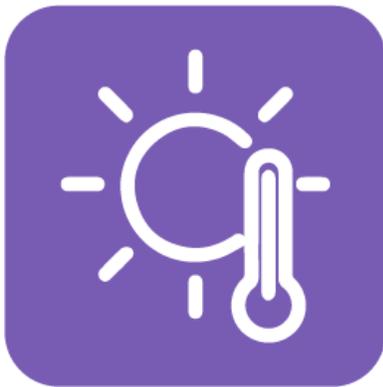
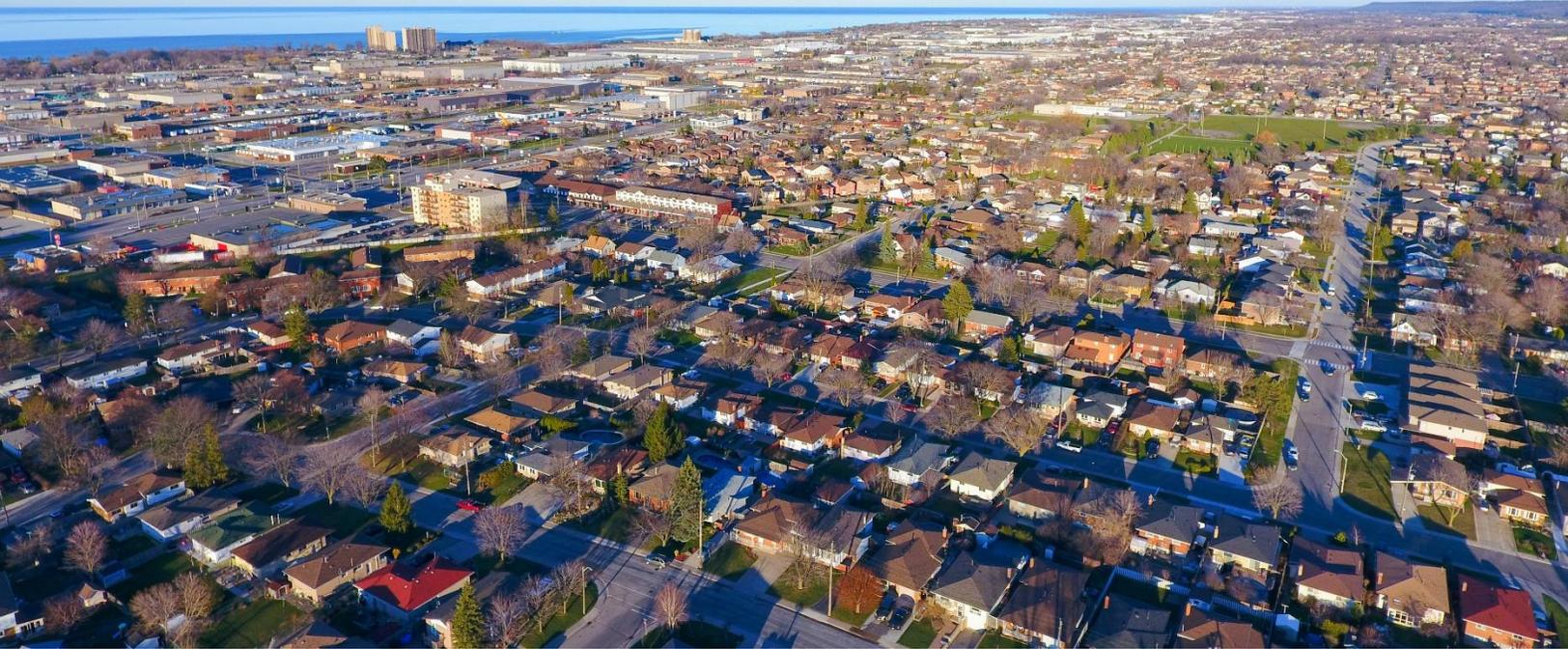
### 9. Cultural Heritage

Each of the evaluation criteria themes includes multiple key considerations. The key considerations are connected to the policy tests outlined in the Growth Plan, Urban Hamilton Official Plan and the GRIDS-2 10 Directions to Guide Development. To assess each consideration, the analysis will draw upon a number of information sources to test the feasibility of each Candidate Expansion Area. The evaluation results will be documented in a detailed Technical Appendix, showing the line-by-line findings for each theme and the associated considerations. A theme-level summary will also be provided to help communicate how well each Candidate Expansion Area addresses the key considerations. Based on the balance of considerations, each Candidate Area will receive a theme-level assessment according to the following categories:



The overall recommendation as to whether a given Candidate Expansion Area is feasible for expansion will be based on the comprehensive application of all of the criteria and the most appropriate areas will advance to a more detailed Phasing Analysis in Part 2. A Candidate Area may not be carried forward to the detailed phasing analysis in an instance where the evaluation shows that the area addresses none or very few of the considerations.

It is also important to note that from a policy alignment perspective, there are foundational considerations which must be addressed in a fulsome manner in order for a growth option to proceed to the next steps, including a phasing analysis. For example, Growth Plan Policy 2.2.8.3(a) states that there is to be “sufficient capacity in existing or planned infrastructure and public service facilities” to accommodate the expansion which includes (but is not limited to) consideration of sewage and water systems, transit and transportation corridors and facilities, police and fire protection, and health and educational programs. Similarly, Growth Plan Policy 2.2.8.3(b) requires that the “infrastructure and public service facilities needed would be financially viable over the full life cycle of these assets”. These considerations differ from others, such as agriculture, where the Provincial direction is to avoid prime agricultural lands where possible and to minimize and mitigate the impact on the agricultural system where prime agricultural lands cannot be avoided. Accordingly, based on the interpretation of Provincial Growth Plan policies, if any one of the Candidate Areas addresses none of the considerations for Infrastructure Services, Transportation Systems or Municipal Finance, then the Candidate Area would likely not be feasible for expansion.



## Climate Change

Climate change has the potential to have a range of impacts on the City including on infrastructure, the natural environment, and on existing and future residents and their communities. This demands consideration of climate change in the context of long range planning, recognizing both the risks and opportunities for climate change mitigation and climate change adaptation.

### What are the key considerations?

#### Reduced GHGs and Sustainable Transportation

- Does the Candidate Expansion Area have the ability to promote a community form that reduces reliance on private automobiles helping to reduce transportation GHG's?

#### District Energy

- Does the Candidate Expansion Area provide an opportunity for district energy?

### How will we measure this?

- Level of connectivity of Candidate Expansion Area to existing or planned transit and active transportation network

- Input from City staff and electrical distribution providers

**What are the key considerations?**

**How will we measure this?**

<p><b>Infrastructure Resiliency</b></p> <ul style="list-style-type: none"> <li>• Is there sufficient capacity in existing stormwater management systems to manage potential changes in weather patterns and increased climate variability?</li> <li>• Does the proposed stormwater management provide resiliency and consider climate change adaptability?</li> <li>• Does the proposed stormwater management consider Low Impact Development Best Management Practices</li> </ul>	<ul style="list-style-type: none"> <li>• Capacity in existing stormwater management system based on population and employment forecast</li> <li>• Input from City staff</li> </ul>
<p><b>Prioritizing Tree Canopy Protection/Enhancement</b></p> <ul style="list-style-type: none"> <li>• Does the Candidate Expansion Area support the maintenance and enhancement of the existing tree canopy?</li> </ul>	<ul style="list-style-type: none"> <li>• Assessment of existing tree canopy and potential for maintenance and enhancement should a boundary expansion occur</li> <li>• Based on input from City with reference to available mapping and data.</li> </ul>
<p><b>Avoid Natural Hazardous Lands</b></p> <ul style="list-style-type: none"> <li>• Does the Candidate Expansion Area contain any natural hazards?</li> </ul>	<ul style="list-style-type: none"> <li>• Assessment of identified hazardous lands including but not limited to flood plains and other CA regulated areas</li> <li>• Based on input from City and Conservation Authority staff with reference to available mapping and data</li> </ul>



## Municipal Finance

Municipal Finance involves managing existing and future financial impacts on the City, to ensure that the costs associated with growth are financially viable over the long term.

### What are the key considerations?

- Does the Candidate Expansion Area have an unreasonable or unanticipated financial impact on the City?
- Would the municipal infrastructure (water, wastewater and transportation) and public service facilities needed be financially viable over the full life cycle of the assets?

### How will we measure this?

- High level assessment of potential financial impacts for Candidate Expansion Areas
- Based on input from City staff with reference to the Financial Impact Assessment
- Relative assessment of new infrastructure costs



## Servicing Infrastructure

Servicing Infrastructure includes the physical structures that form the foundation for development and generally include water and wastewater systems, stormwater management systems and waste management systems. Transportation systems are addressed in the following section.

### What are the key considerations?

#### Water Infrastructure

- Is there sufficient capacity in existing or planned water distribution and treatment systems?
- Does the Candidate Expansion Area maximize existing capacity within the available water distribution systems?

### How will we measure this?

- High level assessment of new infrastructure requirements
- Assessment of capacity in existing and planned water/wastewater systems

**What are the key considerations?**

**How will we measure this?**

<ul style="list-style-type: none"> <li>• Are significant extensions / expansions beyond planned/budgeted trunk infrastructure required in order to service this area?</li> </ul>	<ul style="list-style-type: none"> <li>• Based on input from City staff and with reference to Water/Wastewater Master Plan</li> </ul>
<p><b>Wastewater Infrastructure</b></p> <ul style="list-style-type: none"> <li>• Is there sufficient capacity in existing or planned wastewater distribution, collection and treatment systems?</li> <li>• Does this option maximize existing capacity within the available wastewater collection systems?</li> <li>• Are significant extensions / expansions beyond planned/budgeted trunk infrastructure required in order to service this area?</li> </ul>	<ul style="list-style-type: none"> <li>• High level assessment of new infrastructure requirements</li> <li>• Assessment of capacity in existing and planned water/wastewater systems</li> <li>• Based on input from City staff and with reference to Water/Wastewater Master Plan</li> </ul>
<p><b>Stormwater Management</b></p> <ul style="list-style-type: none"> <li>• Is there sufficient capacity in existing or planned stormwater management systems based on current stormwater management criteria?</li> </ul>	<ul style="list-style-type: none"> <li>• Assessment of capacity in existing and planned stormwater management systems</li> <li>• Assessment of new infrastructure requirements and costs</li> <li>• Based on input from City staff and with reference to existing master plans and related documents.</li> </ul>
<p><b>Integrated Waste Management Planning</b></p> <ul style="list-style-type: none"> <li>• Is there sufficient capacity in existing waste management facilities?</li> <li>• Is there sufficient capacity in planned waste management facilities?</li> </ul>	<ul style="list-style-type: none"> <li>• Assessment of capacity in existing and planned waste management facilities</li> <li>• Based on input from City waste management staff and with reference to the Solid Waste Management Master Plan</li> </ul>



## Transportation System

Transportation Systems support the movement of residents and goods within the city as well as establishing a connection to the wider regional transportation network. Transportation Systems are comprised of facilities, corridors and rights-of-way and include roads, transit stops and stations, sidewalks, cycle lanes, bus lanes, HOV lanes, rail facilities, park and ride lots and a host of other transportation facilities.

### What are the key considerations?

#### Prioritizing Public Transit

- Does the Candidate Expansion Area contain an existing City transit route or stops?
- Is the Candidate Expansion Area adjacent to an existing City transit route or stops?

### How will we measure this?

- Assessment of the location of existing HSR transit routes/stops and planned or funded transit (BLAST) within 800 metres of Candidate Expansion Areas
- Based on reference to applicable UHOP, RHOP, and master plan mapping.

**What are the key considerations?**

- Can the Candidate Expansion Area be connected to a planned City transit route or stop in a way that is financially viable?

**Comprehensive Active Transportation Network**

- Does the Candidate Expansion Area contain an existing or planned pedestrian or cycling networks?
- Can the Candidate Expansion Area be connected to existing or planned pedestrian or cycling networks?

**Connected Street Network**

- Is there sufficient reserve capacity in the existing street network (with consideration to the proposed street network) to accommodate the proposed increase in population and/or employment?
- Is the proposed or potential street network within the Candidate Expansion Area a logical extension of the existing street network? Does it connect the Candidate Expansion Area to surrounding areas and key destinations?

**How will we measure this?**

- Based on reference to the Financial Impact Assessment

- Proximity to existing or planned pedestrian or cycling network
- Based on reference to applicable UHOP, RHOP, and master plan mapping.

- Assessment of potential street connectivity and block size
- Based on input from City staff and with reference to the existing street network and applicable UHOP, RHOP, and master plan mapping.



## Natural Heritage and Water Resources

A Natural Heritage System includes natural heritage features and areas, such as wetlands, woodlands, and wildlife habitat and the linkages that provide connectivity to support various natural processes. Water Resources are a system of features, such as groundwater features and surface water features, as well hydrologic functions which sustain healthy aquatic and terrestrial ecosystems and human water consumption.

### What are the key considerations?

#### Protect Water Resource System

- Does the Candidate Expansion Area demonstrate an avoidance and/or mitigation of potential negative impacts on watershed

### How will we measure this?

- Assessment of indicators of hydrologic function
- Based on input from City and Conservation Authority staff

**What are the key considerations?**

**How will we measure this?**

<p>conditions and the water resource system including quality and quantity of water?</p>	
<p><b>Avoid Key Hydrological Areas</b></p> <ul style="list-style-type: none"> <li>• Does the Candidate Expansion Area avoid key hydrologic areas including significant ground water recharge areas, vulnerable aquifers, surface water contribution areas, and intake protection zones?</li> </ul>	<ul style="list-style-type: none"> <li>• Assessment of Impacts to key hydrological areas</li> <li>• Based on input from City and Conservation Authority staff with reference to available mapping and data</li> </ul>
<p><b>Connected and Protected Natural Heritage System</b></p> <ul style="list-style-type: none"> <li>• Does the Candidate Expansion Area avoid and protect Natural Heritage Systems as identified by the City and the Growth Plan?</li> </ul>	<ul style="list-style-type: none"> <li>• Assessment of the location of Natural Heritage System</li> <li>• Based on input from City and Conservation Authority staff with reference to available mapping and data</li> </ul>
<p><b>Mitigate Impact on Natural Heritage</b></p> <ul style="list-style-type: none"> <li>• Does the Candidate Expansion Area maintain, restore, or improve the functions and features of the area including diversity and connectivity of natural features, the long-term ecological function and biodiversity of natural heritage systems?</li> </ul>	<ul style="list-style-type: none"> <li>• Assessment of existing natural heritage features such as significant woodlots, wetlands, and species at risk wildlife habitat.</li> <li>• Based on input from City and Conservation Authority staff with reference to available mapping and data</li> </ul>



## Complete Communities

Complete Communities are places within a community that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities of daily living, including an appropriate mix of jobs, local stores, services, a full range of housing, transportation options and public service facilities.

### What are the key considerations?

### How will we measure this?

<p><b>Complete Community</b></p> <ul style="list-style-type: none"> <li>Can the Candidate Expansion Area function as a complete community including an appropriate mix of jobs, stores, services, housing, transportation options, and public service facilities for all ages and abilities?</li> </ul>	<ul style="list-style-type: none"> <li>Assessment of the Candidate Expansion Area’s ability to be designed as a complete community</li> </ul>
<p><b>Proximity to Existing Community Services and Amenities</b></p> <ul style="list-style-type: none"> <li>Based on identified gaps in specific geographies, does the Candidate Expansion Area contribute to the surrounding community’s completeness?</li> <li>Is the Candidate Expansion Area contiguous to the existing settlement area boundary?</li> </ul>	<ul style="list-style-type: none"> <li>Consideration of ability to contribute to walkability and access to transit, amenities and park space of adjacent built up area</li> <li>Assessment of proximity of Candidate Expansion Area to existing settlement area and any development constraints</li> </ul>
<p><b>Diverse Range of Housing and Affordable Housing</b></p> <ul style="list-style-type: none"> <li>Can the Candidate Expansion Area provide a diverse range and mix of housing options including affordable housing?</li> </ul>	<ul style="list-style-type: none"> <li>Assessment of Candidate Expansion Area’s ability to physically accommodate a mix of housing options and affordable housing</li> </ul>
<ul style="list-style-type: none"> <li>Does the Candidate Expansion Area have access to existing community facilities? Are there any gaps in the types of facilities currently available?</li> </ul>	<ul style="list-style-type: none"> <li>Assessment of proximity to existing parks, public facilities</li> <li>Potential need for additional community facilities based on relative size of the expansion area</li> </ul>
<ul style="list-style-type: none"> <li>Does the Candidate Expansion Area have access to planned community facilities?</li> </ul>	<ul style="list-style-type: none"> <li>Input from City staff</li> </ul>



## Agricultural System

The agricultural system is the land base used for the purposes of growing food and the raising of livestock, providing a source of food and employment to a community, as well as the agri-food network. The agricultural land base includes prime agricultural areas and specialty crop lands and the agri-food network refers to the elements that support the viability of sector, such as farm buildings, farm markets, distributors, processing facilities and transportation networks.

### What are the key considerations?

### How will we measure this?

<p><b>Avoid Prime Agricultural Land / Mitigate Impact on Agricultural System</b></p> <ul style="list-style-type: none"> <li>Does the Candidate Expansion Area avoid prime agricultural areas?</li> <li>Does the Candidate Expansion Area provide an opportunity to mitigate or minimize impacts on the Agricultural System?</li> </ul>	<ul style="list-style-type: none"> <li>Assessment of prime agricultural areas and soil classes</li> <li>Based on input from City staff with reference to an Agricultural Impact Assessment and available mapping and data</li> </ul>
<p><b>Minimize Agri-food Network, Agricultural Operations, and Agricultural Systems Impacts</b></p> <ul style="list-style-type: none"> <li>Does the Candidate Expansion Area avoid or minimized and mitigate any adverse impacts on the agri-food network, including agricultural operations?</li> </ul>	<ul style="list-style-type: none"> <li>Assessment of agricultural operations within and in proximity to the Candidate Expansion Area</li> <li>Based on input from City staff with reference to the Agricultural Impact Assessment and OMAFRA’s guideline.</li> </ul>
<p><b>Minimize Impact on Existing Agricultural Assets</b></p> <ul style="list-style-type: none"> <li>Does the Candidate Expansion Area contain existing agricultural operational assets such as barns or processing facilities?</li> </ul>	<ul style="list-style-type: none"> <li>Qualitative assessment of location of existing agricultural assets</li> <li>Based on information provided by the City and available through OMAFRA</li> </ul>
<p><b>Compatibility with Existing Livestock Operations</b></p> <ul style="list-style-type: none"> <li>Is the Candidate Expansion Area in compliance with the minimum distance separation formulae?</li> </ul>	<ul style="list-style-type: none"> <li>Assessment of the distance between the Candidate Expansion Area and existing agricultural operations</li> <li>Based on the Minimum Distance Separation (MDS) Formula with reference to OMAFRA’s guideline</li> </ul>



## Natural Resources

Natural resources are to be managed wisely and include mineral aggregate and petroleum resources.

### What are the key considerations?

#### Aggregate Resources and Petroleum Resources

- Does the Candidate Expansion Area include any known mineral aggregate resource areas or petroleum resources?
- Are there any active mineral aggregate operations within or adjacent to the Candidate Expansion Area?
- Does the Candidate Expansion Area contain any active or abandoned gas and petroleum wells?

### How will we measure this?

- Assessment of aggregate resource areas and petroleum resource areas
- Assessment of active mineral aggregate operations
- Assessment of active or abandoned gas and petroleum wells



## Cultural Heritage

Cultural heritage resources and archaeological resources that have been determined to have cultural heritage value or interest are to be conserved in order to foster a sense of place and benefit communities.

### What are the key considerations?

### How will we measure this?

<p><b>Cultural Heritage Resources</b></p> <ul style="list-style-type: none"> <li>Does the Candidate Expansion Area contain significant cultural heritage resources including designated heritage properties and can they be conserved?</li> </ul>	<ul style="list-style-type: none"> <li>Assessment of existing cultural heritage resources</li> <li>Consideration of Policy Framework</li> <li>Based on input from City staff with reference to RHOP and UHOP mapping.</li> </ul>
<p><b>Archeological Resources</b></p> <ul style="list-style-type: none"> <li>Does the Candidate Expansion Area contain significant archaeological resources and can they be conserved?</li> </ul>	<ul style="list-style-type: none"> <li>Assessment of potential archaeological resources</li> <li>Consideration of Policy Framework</li> <li>Based on input from City staff with reference to RHOP and UHOP mapping.</li> </ul>



## **PART 2: PHASING CRITERIA, WHITEBELT LANDS**

Phasing is about timing of development and determining the appropriate order of development over time. While the Province does not outline specific phasing criteria, both the Growth Plan and the Provincial Policy Statement provide policy direction on efficient development patterns and use of infrastructure in addition to requiring integrated planning to implement the Growth Plan. It is anticipated that the City will require all or a portion of its whitebelt lands to accommodate forecast community growth to 2051. Not all of the lands will be required for development immediately. The use of phasing criteria will allow the City to identify the timing of development for new greenfield areas. It is anticipated that a portion of the expansion lands will be required for development prior to 2031, additional lands between 2031 and 2041, and the remaining lands between 2041 and 2051.

Once the candidate area urban boundary expansion feasibility assessment is complete, all feasible expansion areas will be subject to a phasing analysis based on the criteria outlined in the following pages. To assist with the analysis, the City will identify a variety of alternative phasing scenarios. Each scenario will be tested and ranked based on a scale ranging from Most Preferred to Least Preferred. Detailed technical analysis of future population and employment is required to understand the implications for each scenario.

THEME	PHASING CRITERIA	SCENARIO 1	SCENARIO 2	SCENARIO 3	SCENARIO 4
<b>Climate Change</b> 	Does the phasing scenario present any significant opportunities associated with climate change?				
	Does the phasing scenario present any significant risks associated with climate change?				
<b>Municipal Finance</b> 	What are the cost estimates associated with the phasing scenario?				
	Are there any significant municipal financial risks associated with the scenario?				
	What is the impact on municipal debt load/capacity?				
<b>Servicing Infrastructure</b> 	Does the phasing scenario allow for efficient servicing based on existing or planned water infrastructure?				
	Does the phasing scenario allow for efficient servicing based on existing or planned wastewater infrastructure?				

THEME	PHASING CRITERIA	SCENARIO 1	SCENARIO 2	SCENARIO 3	SCENARIO 4
<p><b>Transportation System</b></p> 	<p>Does the phasing scenario allow for efficient stormwater management based on existing or planned stormwater master plans/Subwatershed studies?</p>				
	<p>Are there options which optimize the timing and delivery of servicing infrastructure to reduce the City's financial exposure?</p>				
	<p>Does the phasing scenario prioritize development of areas that would be connected to the planned BLAST network or existing transit?</p>				
	<p>Does the phasing scenario align well with existing and planned road network and existing and planned active transportation network?</p>				
	<p>What are the impacts of the phasing scenario on the capacity of the road network?</p>				
	<p>Are there options which optimize the timing and delivery of transportation infrastructure to reduce the City's financial exposure?</p>				

THEME	PHASING CRITERIA	SCENARIO 1	SCENARIO 2	SCENARIO 3	SCENARIO 4
<p data-bbox="228 296 444 380"><b>Complete Communities</b></p> 	<p data-bbox="492 296 760 428">Does the phasing scenario support the creation of a complete community?</p>				
<p data-bbox="237 590 435 674"><b>Agricultural System</b></p> 	<p data-bbox="492 590 748 753">Does the phasing scenario prioritize development of areas that are non-prime agricultural?</p>				
	<p data-bbox="492 800 748 1026">Does the phasing scenario prioritize development of areas that have fewer existing agricultural operations or active livestock operations?</p>				
	<p data-bbox="492 1073 756 1163">Does the phasing scenario minimize land fragmentation?</p>				

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**GRIDS 2 / MCR – DRAFT SCREENING CRITERIA  
AND EVALUATION TOOL**

**(WATERDOWN AND BINBROOK)**

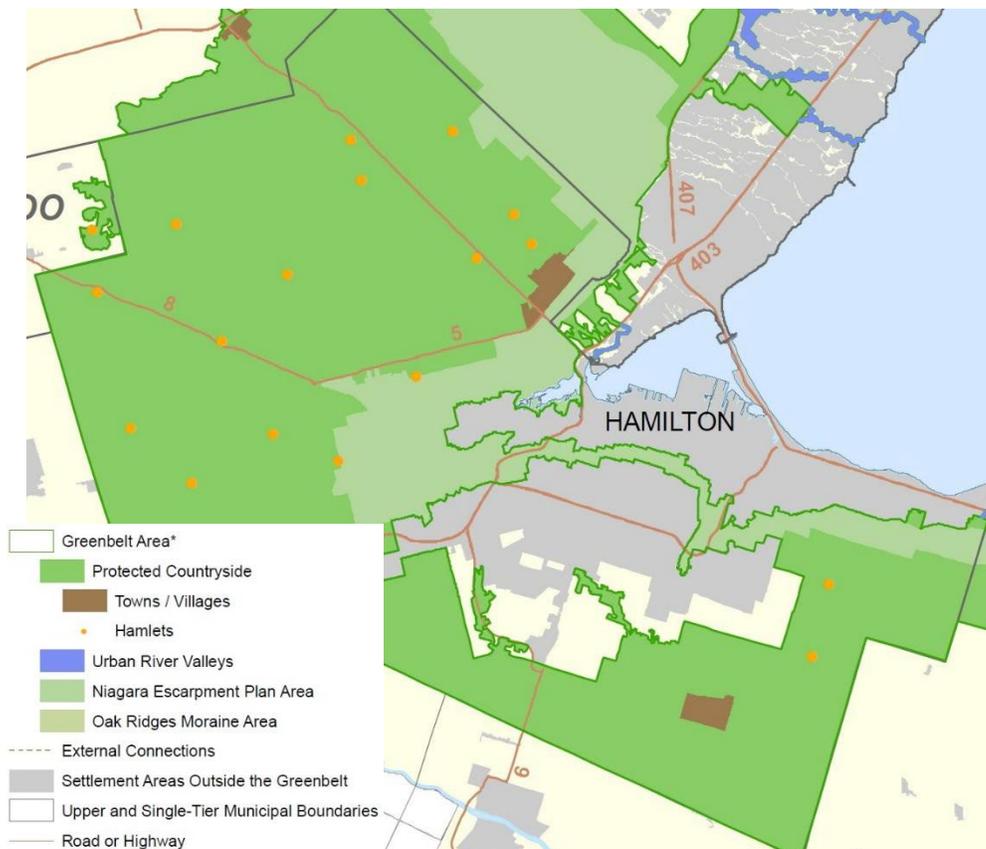
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## URBAN BOUNDARY EXPANSION EVALUATION – WATERDOWN AND BINBROOK

The Provincial Growth Plan 2019, as amended, allows for minor expansions of a settlement area boundary into the Greenbelt Plan Protected Countryside from areas that are identified as a Town or Village in the Greenbelt Plan. Within the City of Hamilton, both Waterdown and Binbrook are classified as ‘Towns’ within the Greenbelt Plan.

The expansion permitted by the Growth Plan policy in these areas, as noted below, is minor in size, being restricted to only 10 ha of land in total, with a maximum of 50% of that area permitted to be used for residential development. Because of the size restriction on expansions from these areas, the City has developed a special evaluation tool to be used for the consideration of expansions from Binbrook or Waterdown.



Source: Province of Ontario, Greenbelt Plan, 2017

The tool is a scaled down version of the GRIDS 2 / MCR Planning for Growth to 2051: Evaluation Framework and Phasing Criteria being used as part of the evaluation of the City’s whitebelt growth areas. Certain criteria that are included in the whitebelt evaluation are not appropriate for the evaluation of the small expansion requests from Waterdown and / or Binbrook due to

the size restriction, including the restriction on residential development, the Growth Plan policy direction, and the existing conditions in these areas.

Policy 2.2.8.3 (k) of the Growth Plan 2019, as amended, identifies the following criteria for the consideration of settlement area boundary expansion within the Greenbelt Plan area:

- k. within the Protected Countryside in the *Greenbelt Area*:
  - i) the *settlement area* to be expanded is identified in the Greenbelt Plan as a Town/Village;
  - ii) the proposed expansion would be modest in size, representing no more than a 5 per cent increase in the geographic size of the *settlement area* based on the *settlement area* boundary delineated in the applicable official plan as of July 1, 2017, up to a maximum size of 10 hectares, and residential *development* would not be permitted on more than 50 per cent of the lands that would be added to the *settlement area*;
  - iii) the proposed expansion would support the achievement of *complete communities* or the local agricultural economy;
  - iv) the proposed uses cannot be reasonably accommodated within the existing *settlement area* boundary;
  - v) the proposed expansion would be serviced by existing *municipal water and wastewater systems* without impacting future *intensification* opportunities in the existing *settlement area*; and
  - vi) expansion into the Natural Heritage System that has been identified in the Greenbelt Plan is prohibited

To assist the City with evaluation requests to expand the urban boundary in Waterdown and / or Binbrook, the evaluation framework on the following pages will be used.

The first phase of the evaluation is a screening tool. Each proposed expansion area will be evaluated against screening criteria based on the Growth Plan policy 2.2.8.3(k). Any expansion areas that cannot meet the screening criteria will not be considered further for expansion.

Expansion requests that pass the screening criteria will be evaluated in phase two against a series of criteria representing both provincial and local priorities to identify the preferred expansion option, if any.

It is noted that there is no requirement for the City to expand the urban boundary from Waterdown and / or Binbrook. Consideration of such an expansion will only be undertaken if there is a demonstrated need for the expansion (eg. logical rounding out of the boundary or recognition of existing uses), including an identified need for the non-residential portion of the expansion area.

## PHASE ONE: INITIAL SCREENING:

All potential expansion areas from Waterdown and Binbrook will be screened against the Growth Plan criteria identified in Policy 2.2.8.3(k).

Any areas that do not pass ALL of the screening criteria will be excluded from consideration in the second phase of the evaluation.

This phase of the evaluation is an individual evaluation of each potential expansion area.

## PHASE ONE: SCREENING CRITERIA:

THEME	SCREENING CRITERIA	AREA 1	AREA 2	AREA 3
<b>Size / Use</b>	Is the proposed expansion area less than 10 ha in size?	✓	✓	✗
	Is residential development restricted to a maximum of 50% of the expansion area?			
	Is there a demonstrated use / need for the non-residential portion of the expansion area?			
<b>Complete Communities</b>	Does the proposed expansion support the creation of a complete community or the local agricultural economy?			
	Has it been demonstrated that the proposed uses cannot be reasonably accommodated within the existing urban boundary?			
<b>Servicing Infrastructure</b>	Can the proposed expansion area be serviced by existing water / wastewater systems without impacting future intensification opportunities in the existing urban area?			
<b>Natural Heritage</b>	Does the proposed expansion area avoid the natural heritage system?			

## PHASE TWO: EVALUATION CRITERIA AND IDENTIFICATION OF PREFERRED EXPANSION OPTION

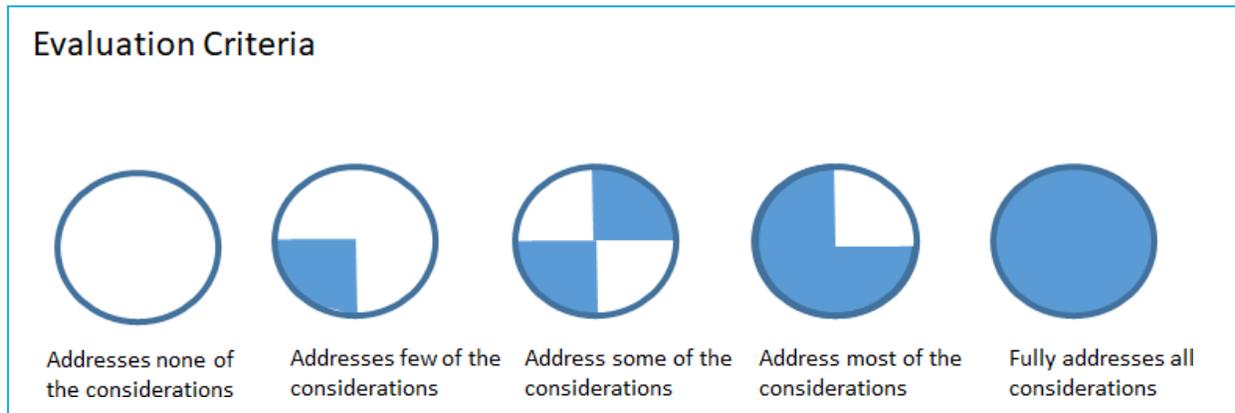
The second phase of the evaluation will evaluate each proposed expansion area that remains after the initial screening against a series of criteria which represent local and provincial planning priorities, including the GRIDS 2 10 Directions to Guide Development.

Each expansion area will be evaluated against the criteria and identified as fully addressing, mostly addressing, partially addressing or not addressing the criteria. Following the evaluation, the areas will be ranked against each other, and the expansion area that best satisfies the criteria will be identified as the preferred expansion option. If deemed necessary, proposed expansion areas may be divided into smaller areas for the purposes of evaluation.

If no expansion areas perform well against the criteria (i.e. only partially address or do not address all or most of the criteria), no areas will be identified as the preferred expansion area.

Only one expansion may take place from each of Waterdown and Binbrook.

The following is an example of the proposed evaluation tool:

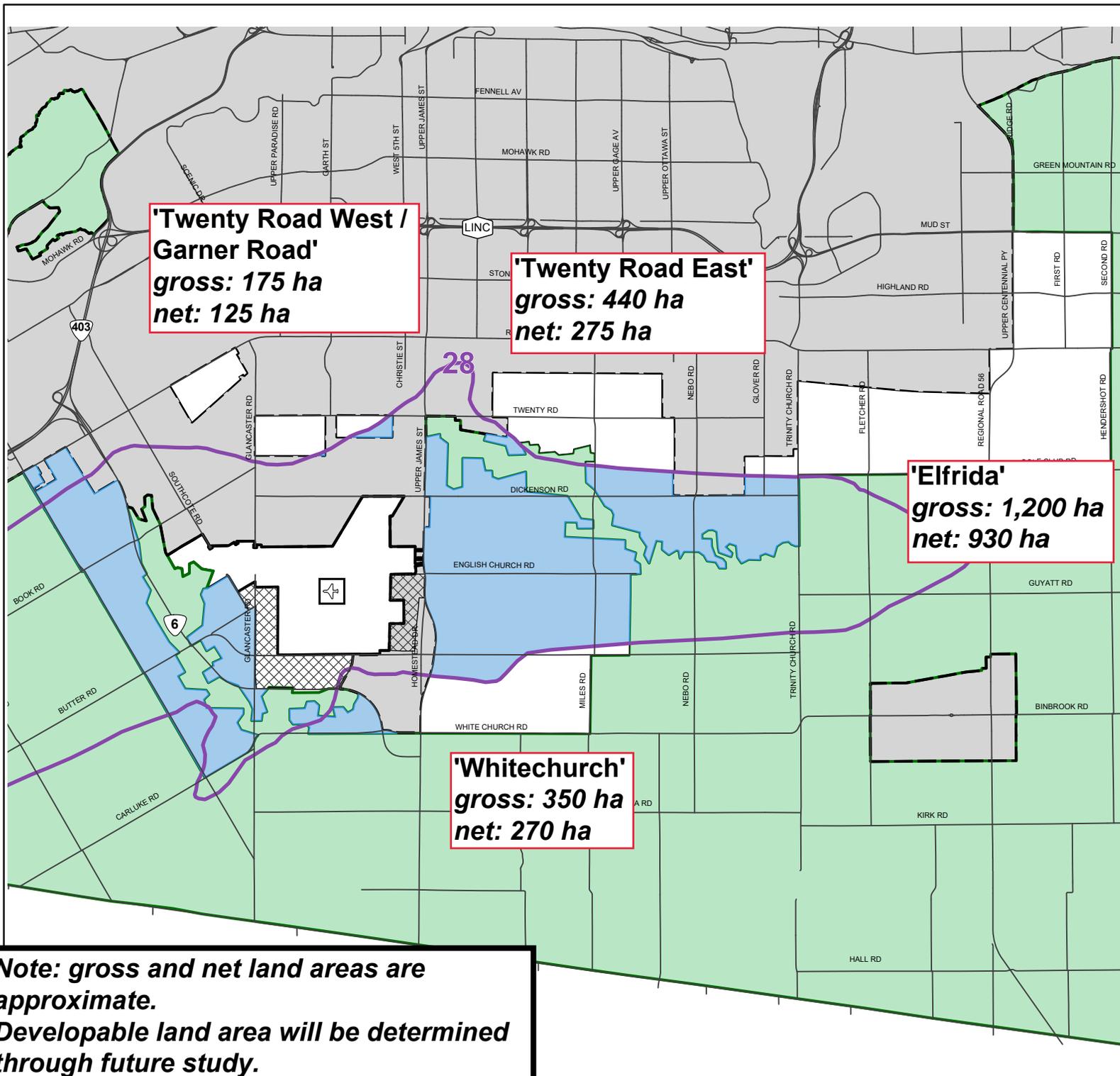


The chart on the next page summarizes the criteria to be considered in relation to the Phase 2 evaluation of expansion areas from Waterdown and Binbrook.

PHASE 2 EVALUATION CRITERIA:

Theme	Criteria	Area 1	Area 2	Area 3
<b>Efficient Servicing</b> 	Can the expansion area be efficiently serviced based on existing water / wastewater and stormwater infrastructure?			
<b>Transportation</b> 	Does the expansion area align well with existing and planned road and active transportation networks?			
	What is the impact of the expansion area on the capacity of the road network?			
<b>Complete Communities</b> 	Does the expansion area contribute to the surrounding area's completeness?			
	Does the expansion area represent a logical rounding out of the urban boundary and / or recognize existing uses?			
<b>Climate Change</b> 	Does the expansion area present any significant opportunities or risks associated with climate change?			

Theme	Criteria	Area 1	Area 2	Area 3
<p><b>Natural Heritage and Water Resources</b></p> 	<p>Does the expansion area demonstrate avoidance and / or mitigation of potential negative impacts on watershed conditions?</p>			
	<p>Does the expansion area avoid key hydrologic areas?</p>			
	<p>Does the expansion area maintain, restore or improve the functions and features of the area including diversity and connectivity of natural features?</p>			
<p><b>Agriculture</b></p> 	<p>Does the expansion area minimize / mitigate impacts on the agricultural system, including the agri-food network?</p>			
	<p>Does the expansion area minimize land fragmentation?</p>			
	<p>Is the expansion area in compliance with MDS guidelines?</p>			
<p><b>Finance</b></p> 	<p>Does the expansion area have an unreasonable or unexpected financial impact on the City?</p>			



**'Twenty Road West / Garner Road'**  
 gross: 175 ha  
 net: 125 ha

**'Twenty Road East'**  
 gross: 440 ha  
 net: 275 ha

**'Elfrida'**  
 gross: 1,200 ha  
 net: 930 ha

**'Whitechurch'**  
 gross: 350 ha  
 net: 270 ha

**Note: gross and net land areas are approximate. Developable land area will be determined through future study.**

**Legend**

**Whitebelt**

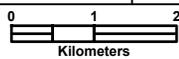
-  Whitebelt Outside 28dB NEF
-  Whitebelt Restricted to Employment Only

**Other Features**

-  John C. Munro International Airport
-  28dB NEF Contour
-  Airport Expansion Lands
-  Greenbelt
-  Urban Boundary
-  Urban Area

**Whitebelt Growth Options  
 City of Hamilton**

Date: March 13, 2020



PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT  
 GIS - PLANNING & ANALYSIS

Although the information displayed in this map has been captured as accurately as possible, some errors may be present due to insufficient or outdated information. For further information, please contact GIS - Planning and Analysis Section at 905-546-2424 or by email at GIS.Planning@analysis@hamilton.ca

## **Provincial Policy Statement, 2020**

The Provincial Policy Statement (PPS) provides direction on the considerations that a municipality must undertake prior to expanding a settlement area (urban area) boundary:

“1.1.3.8 A planning authority may identify a *settlement area* or allow the expansion of a *settlement area* boundary only at the time of a *comprehensive review* and only where it has been demonstrated that:

- a) sufficient opportunities to accommodate growth and to satisfy market demand are not available through *intensification*, *redevelopment* and *designated growth areas* to accommodate the projected needs over the identified planning horizon;
- b) the *infrastructure* and *public service facilities* which are planned or available are suitable for the development over the long term, are financially viable over their life cycle, and protect public health and safety and the natural environment;
- c) in *prime agricultural areas*:
  1. the lands do not comprise *specialty crop areas*;
  2. alternative locations have been evaluated, and
    - i. there are no reasonable alternatives which avoid *prime agricultural areas*; and
    - ii. there are no reasonable alternatives on lower priority agricultural lands in *prime agricultural areas*;
- d) the new or expanding *settlement area* is in compliance with the *minimum distance separation formulae*; and
- e) impacts from new or expanding *settlement areas* on agricultural operations which are adjacent or close to the *settlement area* are mitigated to the extent feasible.

In undertaking a *comprehensive review*, the level of detail of the assessment should correspond with the complexity and scale of the settlement boundary expansion or development proposal.”

The PPS requires municipalities to assess availability of infrastructure and public service facilities including financial viability, and impacts on agricultural lands, prior to expansion of the urban boundary.

### **Growth Plan 2019, as amended**

The Growth Plan identifies a series of comprehensive criteria that must be considered prior to expansion of the urban boundary:

"2.2.8.2 A *settlement area* boundary expansion may only occur through a *municipal comprehensive review* where it is demonstrated that:

- a) based on the minimum intensification and density targets in this Plan and a land needs assessment undertaken in accordance with policy 2.2.1.5, sufficient opportunities to accommodate forecasted growth to the horizon of this Plan are not available through *intensification* and in the *designated greenfield area*:
  - i. within the upper- or single-tier municipality, and
  - ii. within the applicable lower-tier municipality;
- b) the proposed expansion will make available sufficient lands not exceeding the horizon of this Plan, based on the analysis provided for in policy 2.2.8.2 a), while minimizing land consumption; and
- c) the timing of the proposed expansion and the phasing of development within the *designated greenfield area* will not adversely affect the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan."

2.2.8.3. Where the need for a *settlement area* boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the comprehensive application of all of the policies in this Plan, including the following:

- a) there is sufficient capacity in existing or planned *infrastructure* and *public service facilities*;
- b) the *infrastructure* and *public service facilities* needed would be financially viable over the full life cycle of these assets;
- c) the proposed expansion would be informed by applicable water and wastewater master plans or equivalent and *stormwater master plans* or equivalent, as appropriate;
- d) the proposed expansion, including the associated water, wastewater and stormwater servicing, would be planned and demonstrated to avoid, or if

avoidance is not possible, minimize and mitigate any potential negative impacts on watershed conditions and the *water resource system*, including the *quality and quantity of water*,

- e) *key hydrologic areas* and the *Natural Heritage System for the Growth Plan* should be avoided where possible;
- f) *prime agricultural areas* should be avoided where possible. To support the *Agricultural System*, alternative locations across the upper-or single-tier municipality will be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the *Agricultural System* and in accordance with the following:
  - i. expansion into *specialty crop areas* is prohibited;
  - ii. reasonable alternatives that avoid *prime agricultural areas* are evaluated; and
  - iii. where *prime agricultural areas* cannot be avoided, lower priority agricultural lands are used;
- g) the *settlement area* to be expanded is in compliance with the *minimum distance separation formulae*;
- h) any adverse impacts on the *agri-food network*, including agricultural operations, from expanding *settlement areas* would be avoided, or if avoidance is not possible, minimized and mitigated as determined through an *agricultural impact assessment*;
- i) the policies of Sections 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the PPS are applied;
- j) the proposed expansion would meet any applicable requirements of the Greenbelt, Oak Ridges Moraine Conservation, Niagara Escarpment, and Lake Simcoe Protection Plans and any applicable source protection plan; and
- k) within the Protected Countryside in the *Greenbelt Area*:
  - i. the *settlement area* to be expanded is identified in the Greenbelt Plan as a Town/Village;
  - ii. the proposed expansion would be modest in size, representing no more than a 5 per cent increase in the geographic size of the *settlement area* based on the *settlement area* boundary delineated in the applicable official plan as of July 1, 2017, up to a maximum size of 10 hectares, and residential *development* would not be permitted on

more than 50 per cent of the lands that would be added to the *settlement area*;

- iii. the proposed expansion would support the achievement of *complete communities* or the local agricultural economy;
- iv. the proposed uses cannot be reasonably accommodated within the existing *settlement area* boundary;
- v. the proposed expansion would be serviced by existing *municipal water and wastewater systems* without impacting future *intensification* opportunities in the existing *settlement area*; and
- vi. expansion into the Natural Heritage System that has been identified in the Greenbelt Plan is prohibited.”

The criteria identified in the Growth Plan requires a municipality to consider a wide range of potential impacts of urban boundary expansion including servicing, financial viability, watershed planning and protection of the natural heritage system, and impacts on the agricultural system, amongst other matters. The draft Urban Boundary Expansion - Evaluation and Phasing Criteria (Whitebelt Lands), attached as Appendix “A” to Report PED17010(j), has been designed to ensure compliance with the above noted matters. Analysis of how each component above has been addressed can be found in the Analysis and Rationale for Recommendation section of this Report. Special consideration to policy 2.2.8.3(k) regarding small expansion into the Greenbelt Protected Countryside is also included in this Report, and the draft Screening Criteria and Evaluation Tool (Waterdown and Binbrook), attached as Appendix “B” to Report PED17010(j) responds to the policy direction above.

### **Urban Hamilton Official Plan (UHOP)**

The Urban Hamilton Official Plan contains policies regarding urban boundary expansion and, specifically, the studies and criteria that must be considered prior to the City expanding its urban boundary. Note that all policies cited below remain under appeal, and policies noted in bold or strikethrough are the subject of Ministry modifications to the UHOP.

- ~~B.2.2.22.2.1~~** The exact limits of the lands to be included as part of the *urban boundary* expansion shall be determined as part of a *municipally initiated comprehensive review* and secondary plan.
- ~~B.2.2.32.2.2~~** No *urban boundary* expansion shall occur until a *municipally initiated comprehensive review* and secondary plan have been completed.
- ~~B.2.2.42.2.3~~** Prior to the initiation of an *urban boundary* expansion, the City shall undertake a *municipally initiated comprehensive review* and secondary

plan, in accordance with the policies of the Growth Plan for the Greater Golden Horseshoe. As part of these processes, the City shall complete background studies and conduct community planning and public consultation events including the establishment of a community liaison committee. The background studies and consultation processes shall assist in identifying the layout of future land uses, determining more precise needs, land supply and infrastructure requirements, and development of community growth management policies and designations. More specifically, a *municipally initiated comprehensive review* and secondary plan shall include the following elements:

- a) a comprehensive review and land budget analysis is required to determine the need for an *urban boundary* expansion, which includes an assessment of occupied and vacant urban land, brownfield availability, greenfield densities, and *intensification* targets **to determine if sufficient opportunities to accommodate forecasted growth contained in Policy A.2.3.1 and Policy A.2.3.2 are not available [Mod 4(b)];**
- b) a *sub-watershed plan* to address storm water infrastructure and natural heritage system impacts, in accordance with Section F.3.1.6 – Watershed and Sub-watershed Plans;
- c) Environmental Impact Statement(s) pertaining to the natural heritage system, as required by applicable Official Plan and provincial policies;
- d) ~~an assessment of agricultural capability which considers directing urban growth onto those lands which are or are not on lower priority lands, which are designated Agriculture in prime agricultural areas, the lands do not comprise specialty crop areas, there are no reasonable alternatives that avoid prime agricultural areas and there are no reasonable alternatives on agricultural lands [Mod 4(c)];~~
- e) demonstrating that impacts from new or expanding *urban areas* on agricultural operations which are adjacent or close to the *urban areas* are mitigated to the extent feasible; and,
  - i) the designation of appropriate land uses and policies pertaining to the design and density of such uses;
  - ii) completion of Class Environmental Assessments for major urban servicing infrastructure deemed to be essential for commencement or completion of *development* of all or part of the lands; and,

iii) an urban *development* staging, phasing or implementation strategy in keeping with City-wide master plan priorities and secondary plan objectives.

***iv) the timing of the urban boundary expansion and the phasing of development within the greenfield areas shall not adversely affect the of the residential intensification target and Greenfield density targets [Mod 4(d)].***

f) completion of a financing policy for urban services and other community infrastructure; and,

g) other studies and policies which the City deems necessary for the development of the future urban growth district as a sustainable transit oriented urban community.

**h) the *urban boundary expansion makes available sufficient lands for a time horizon not exceeding 20 years, based on the analysis provided for in Policy ~~B.2.2.4 a) B.2.2.3 a) [Mod 4 (e)]~~***

The UHOP criteria identifies the need to address similar matters as those identified in the Growth Plan, to be completed as part of a secondary plan and municipally initiated comprehensive review, including the completion of a land needs assessment, sub-watershed plan and environmental impact study, agricultural impact assessment and financing policy. These matters are addressed in the draft Urban Boundary Expansion - Evaluation and Phasing Criteria (Whitebelt Lands) attached as Appendix "A" to Report PED17010(j).

**Ministry of  
Municipal Affairs and Housing**

**Ontario Growth Secretariat**

777 Bay Street, 23<sup>rd</sup> Floor, Suite 2304  
Toronto ON M7A 2J3  
Tel: 416 325-1210  
Fax: 416 325-7403

**Ministère des Affaires  
municipales et du Logement**

**Secrétariat des initiatives de  
croissance de l'Ontario**

777, rue Bay, 23<sup>e</sup> étage, bureau 2304  
Toronto ON M7A 2J3  
Tél. : 416 325-1210  
Télééc. : 416 325-7403



February 23, 2021

Jason Thorne  
General Manager of Planning and Economic Development  
City of Hamilton

Dear Jason Thorne:

As part of Ontario's COVID-19 economic recovery efforts, this past summer changes were made to A Place to Grow: Growth Plan for the Greater Golden Horseshoe to help increase housing supply, create more jobs, attract business investments, and better align infrastructure while protecting what matters most, including the Greenbelt.

I am writing to you today in follow up to our discussions this past summer regarding the proposed and final changes to the Plan and the upcoming requirements for Municipal conformity. The date by which upper and single-tier municipalities must update their official plans to conform with the policies in A Place to Grow is July 1, 2022. This can be achieved through phasing a series of official plan amendments or a single official plan amendment.

As you know, the Plan's policies require municipalities to designate all land required to accommodate the Schedule 3 growth forecasts to the 2051 planning horizon. We encourage you to work with the Ministry of Municipal Affairs and Housing staff at the various stages as you work towards meeting conformity. As a reminder, Official Plans/Official Plan Amendments must be submitted by end of 2021 or early 2022.

Continued engagement with our Indigenous partners helped inform the changes to A Place to Grow. As part of these changes, a reminder that municipalities have a requirement to work with Indigenous communities in recognition of the unique relationship that all levels of government have with Indigenous Peoples.

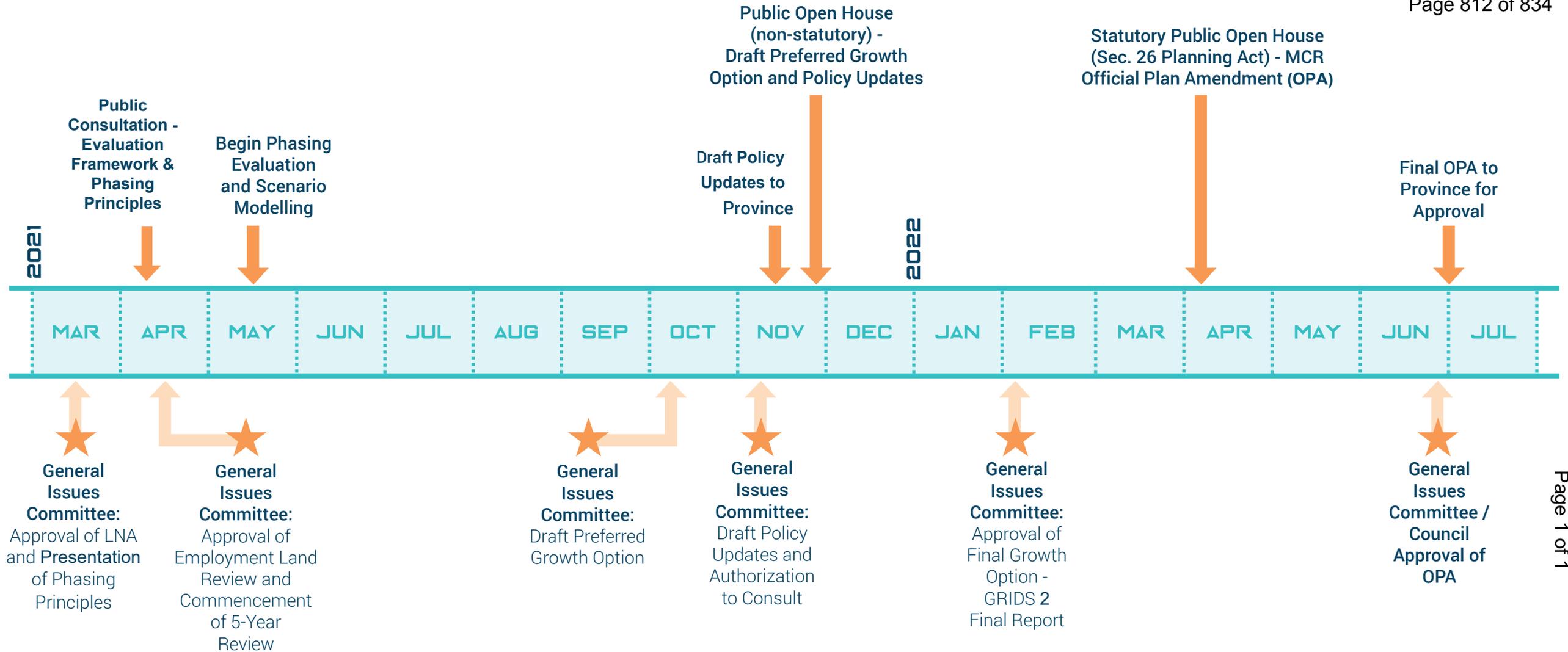
We are committed to continue working with you and our inter-ministerial partners to achieve balance that ensures local decision-making that better reflects local realities. Should you or your staff have any questions about A Place to Grow, its implementation criteria, or matters related to conformity, please feel free to contact the Ontario Growth Secretariat at [growthplanning@ontario.ca](mailto:growthplanning@ontario.ca).

Thank you for your ongoing commitment to your community and for your ongoing collaboration and engagement in support of effective growth management in the Greater Golden Horseshoe.

Sincerely,

A handwritten signature in black ink, appearing to read 'Cordelia Clarke Julien', with a stylized, flowing script.

Cordelia Clarke Julien  
Assistant Deputy Minister



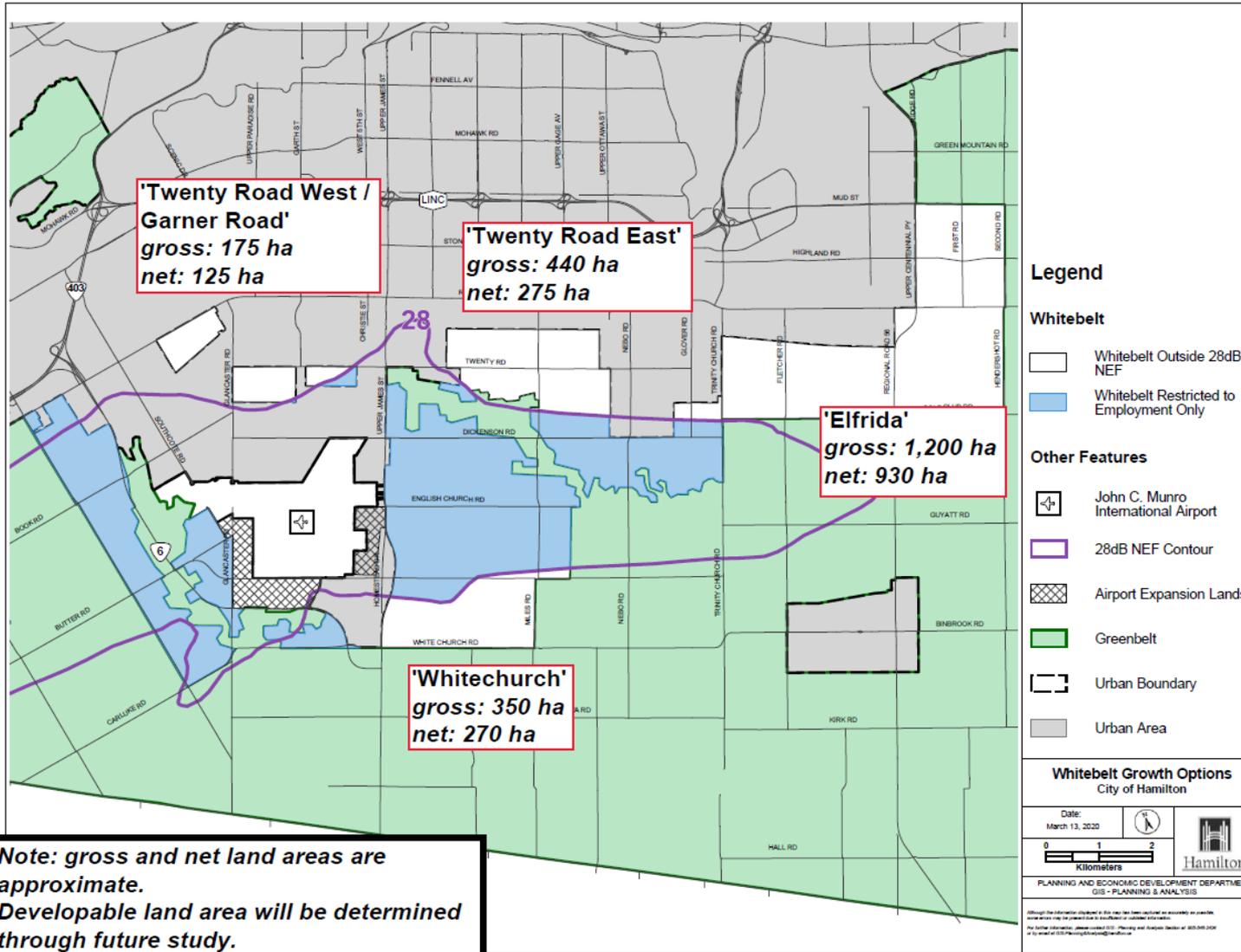


**General Issues Committee**  
**March 29, 2021**  
**Item 8.2**

# Where and When will the City grow?

- The next phase of the GRIDS 2 / MCR project is the evaluation of where and when the City will grow.
- The question of where and when lands will be added to the urban boundary will be the subject of significant evaluation and analysis.

# Where will the City grow?



**Note: gross and net land areas are approximate. Developable land area will be determined through future study.**

Appendix C - Report Cover (1/1)

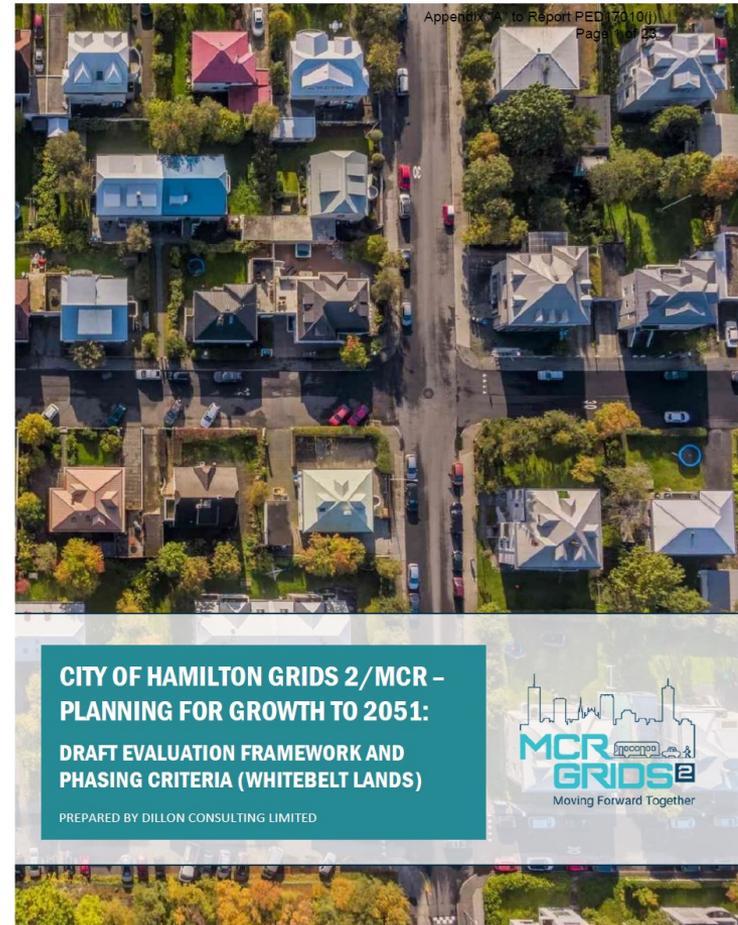
# When will the City grow?

## Approximate Phasing Breakdown of Land Need Under the Ambitious Density LNA Scenario

Timeframe	Land Need (ha)	Available Community Area Whitebelt Lands (ha)	Remaining Community Area Whitebelt Lands After Urban Expansion (ha)
2021 – 2031	300	1,600	1,300
2031 – 2041	600	1,300	700
2041 - 2051	440	700	260

# Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria (Whitebelt Lands)

Dillon Consulting has prepared an evaluation tool to assist with this assessment: GRIDS 2 / MCR – Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria (Whitebelt Lands)



# 2 stage evaluation approach

## Stage 1

Evaluation to determine which Candidate Expansion Areas are feasible for expansion based on provincial and local criteria.

Candidate Expansion Areas that meet the criteria will be screened through to Stage 2.

## Stage 2

Phasing analysis, including more detailed technical analysis and modelling to determine which areas are most suitable for expansion and the associated timing for development.

# Stage 1 – Feasibility Evaluation

## Evaluation Criteria Themes



**1. Climate Change**



**2. Municipal Finance**



**3. Servicing Infrastructure**



**4. Transportation Systems**



**5. Natural Heritage and Water Resources**



**6. Complete Communities**



**7. Agricultural System**

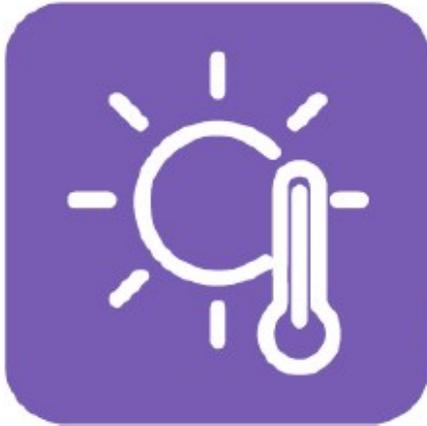


**8. Natural Resources**



**9. Cultural Heritage**

# Stage 1 – Feasibility Evaluation



## Climate Change

Climate change has the potential to have a range of impacts on the City including on infrastructure, the natural environment, and on existing and future residents and their communities. This demands consideration of climate change in the context of long range planning, recognizing both the risks and opportunities for climate change mitigation and climate change adaptation.

### What are the key considerations?

#### Reduced GHGs and Sustainable Transportation

- Does the Candidate Expansion Area have the ability to promote a community form that reduces reliance on private automobiles helping to reduce transportation GHG's?

#### District Energy

- Does the Candidate Expansion Area provide an opportunity for district energy?

### How will we measure this?

- Level of connectivity of Candidate Expansion Area to existing or planned transit and active transportation network

- Input from City staff and electrical distribution providers

# Stage 1 – Feasibility Evaluation

## What are the key considerations?

## How will we measure this?

### Infrastructure Resiliency

- Is there sufficient capacity in existing stormwater management systems to manage potential changes in weather patterns and increased climate variability?
- Does the proposed stormwater management provide resilience and consider climate change adaptability?
- Does the proposed stormwater management consider Low Impact Development Best Management Practices

- Capacity in existing stormwater management system based on population and employment forecast
- Input from City staff

### Prioritizing Tree Canopy Protection/Enhancement

- Does the Candidate Expansion Area support the maintenance and enhancement of the existing tree canopy?

- Assessment of existing tree canopy and potential for maintenance and enhancement should a boundary expansion occur
- Based on input from City with reference to available mapping and data.

### Avoid Natural Hazardous Lands

- Does the Candidate Expansion Area contain any natural hazards?

- Assessment of identified hazardous lands including but not limited to flood plains and other CA regulated areas
- Based on input from City and Conservation Authority staff with reference to available mapping and data

# Stage 2 – Phasing Criteria

## Servicing Infrastructure



Does the phasing scenario allow for efficient servicing based on existing or planned water infrastructure?

Does the phasing scenario allow for efficient servicing based on existing or planned wastewater infrastructure?

## Municipal Finance



What are the cost estimates associated with the phasing scenario?

Are there any significant municipal financial risks associated with the scenario?

What is the impact on municipal debt load/capacity?

# Stage 2 – Phasing Criteria

## Transportation System



Does the phasing scenario prioritize development of areas that would be connected to the planned BLAST network or existing transit?

Does the phasing scenario align well with existing and planned road network and existing and planned active transportation network?

What are the impacts of the phasing scenario on the capacity of the road network?

Are there options which optimize the timing and delivery of transportation infrastructure to reduce the City's financial exposure?

## Agricultural System



Does the phasing scenario prioritize development of areas that are non-prime agricultural?

Does the phasing scenario prioritize development of areas that have fewer existing agricultural operations or active livestock operations?

Does the phasing scenario minimize land fragmentation?

# Stage 2 – Phasing Criteria

## Climate Change



Does the phasing scenario present any significant opportunities associated with climate change?

Does the phasing scenario present any significant risks associated with climate change?

## Complete Communities



Does the phasing scenario support the creation of a complete community?

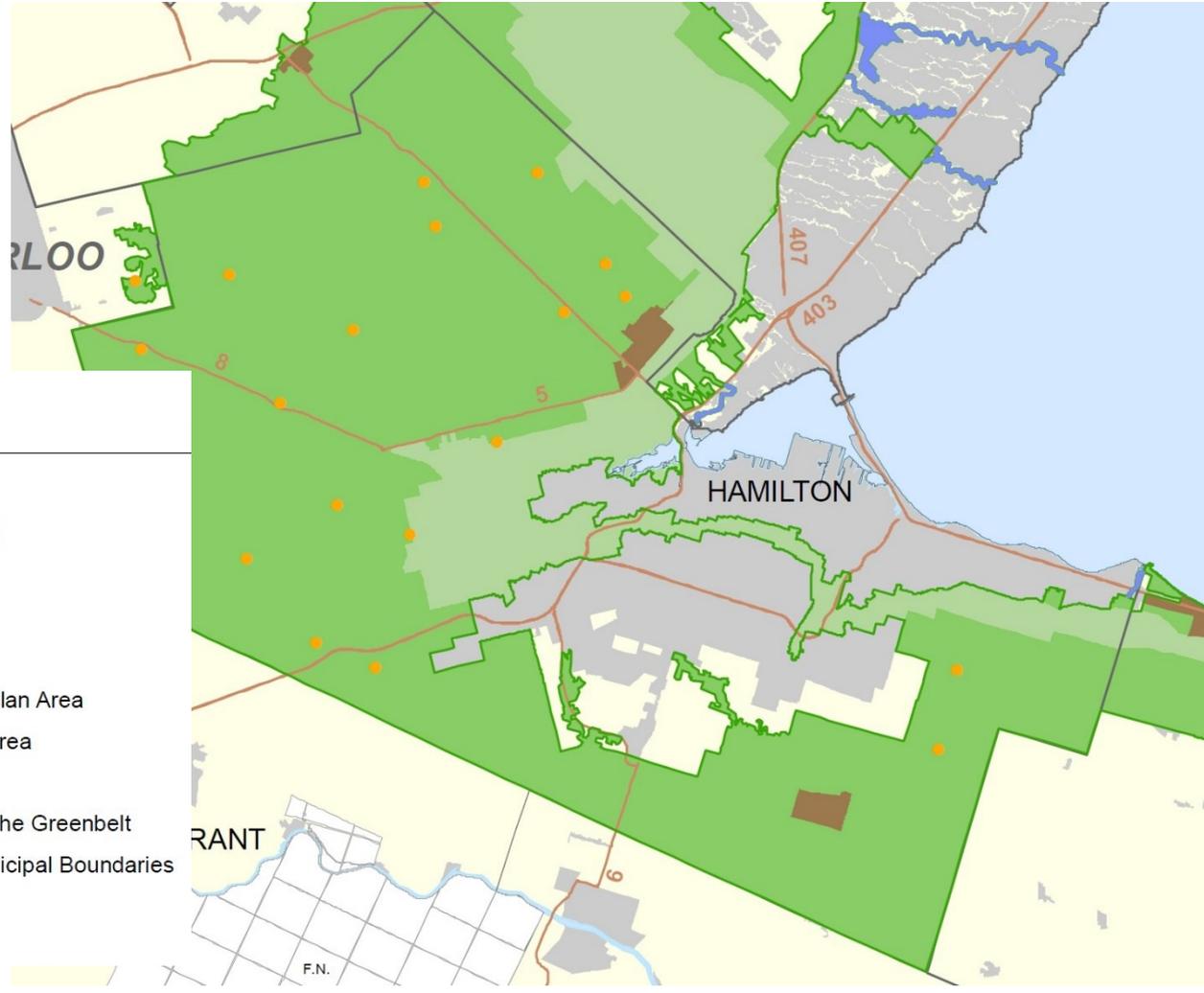
# Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria (Whitebelt Lands)

- User-friendly tool to aid in meaningful public participation in the next phase of GRIDS 2 / MCR
- Designed to graphically display complicated information in an accessible manner
- Background information and technical reports that inform the evaluation framework will also be available for public review, if interested

# GRIDS 2 / MCR – Draft Screening Criteria and Evaluation Tool (Waterdown / Binbrook)

- Growth Plan allows a provision for a minor expansion (up to 10 ha) from a “Town / Village” in the Greenbelt Plan.
- Waterdown and Binbrook are classified as “Towns” in the Greenbelt Plan.
- Staff have prepared a modified framework for the evaluation of any requests for expansion from Binbrook or Waterdown; a two phase process is proposed.

# Waterdown and Binbrook – Greenbelt Plan



## LEGEND

- Greenbelt Area\*
- Protected Countryside
- Towns / Villages
- Hamlets
- Urban River Valleys
- Niagara Escarpment Plan Area
- Oak Ridges Moraine Area
- External Connections
- Settlement Areas Outside the Greenbelt
- Upper and Single-Tier Municipal Boundaries
- Road or Highway
- F.N. First Nations

# Draft Screening Criteria and Evaluation Tool (Waterdown & Binbrook) – Phase 1

- Phase 1 is the evaluation of all requests against a set of screening criteria based on Growth Plan policy 2.2.8.3(k). These criteria are mandatory and must be satisfied to move to Phase 2.
- Phase 1 criteria include:
  - Maximum size of expansion of 10 ha, with a restriction on the maximum amount of residential land area to 50%
  - Demonstrated need for the remaining 50% of the lands
  - servicing by existing water and wastewater systems
  - prohibition of expansion into the Natural Heritage System
  - Complete communities

# Draft Screening Criteria and Evaluation Tool (Waterdown & Binbrook) – Phase 2

- Modified version of the whitebelt lands evaluation framework and phasing criteria
- Each candidate expansion area will be evaluated against the Phase 2 criteria. Following the evaluation, the areas will be ranked, and the area that best satisfies the criteria will be identified as the preferred expansion option.

# Draft Screening Criteria and Evaluation Tool (Waterdown & Binbrook) – Phase 2

**Complete Communities**



**Efficient Servicing**



**Finance**



**Natural Heritage and Water Resources**



**Climate Change**



**Transportation**



**Agriculture**



# Next Steps

- Public and stakeholder consultation – April 2021
- Report back to Council with any changes recommended by consultation and seek adoption of the framework
- Evaluation and modelling of growth options – spring to fall 2021

# CITY OF HAMILTON

## NOTICE OF MOTION

Special General Issues Committee: March 29, 2021

**MOVED BY COUNCILLOR B. CLARK.....**

**Request to Delay Submission of Growth Plan Conformity Official Plan  
Amendment, Suspension of the Timetable for Municipal Conformity to the Growth  
Plan and an Extension the Deadline for Growth Plan Conformity**

WHEREAS, the Province of Ontario has mandated the City of Hamilton to conduct a Municipal Comprehensive Review (MCR) of its Official Plan; whereby, decisions must be made as to how all of the population and employment growth is to be accommodated in the local municipalities for the years 2031 to 2051;

WHEREAS, since June 2019, the Province has amended a number of Provincial Statutes and policies that impact how municipalities plan for growth including the following:

- Provincial Policy Statement;
- A Place to Grow: The Growth Plan for the Greater Golden Horseshoe;
- *Development Charges Act*,
- *Planning Act*,
- *Environmental Assessment Act*; and.
- *Conservation Authorities Act*,

WHEREAS, these significant Provincial changes include:

- reduced density targets in new greenfield development from 80 persons and jobs per hectare to 50 persons and jobs per hectare;
- reduced intensification targets from 60% beyond 2031 to 50%;
- setting minimum population and employment growth forecasts that can be exceeded, subject to Provincial approval;
- extended the planning horizon from 2041 to the year 2051;
- introduced market demand as a consideration in determining the housing mix; and,
- revisions to how municipalities fund growth;

WHEREAS, these Provincial changes signal an abrupt shift from the emphasis on creating compact and complete communities to a planning regime that facilitates lower density and car dependent communities;

WHEREAS, the City of Hamilton has declared a climate change emergency and must consider the role of land use planning in their strategies to reduce their greenhouse gas emissions;

WHEREAS, these Provincial changes create pressure to convert more class 1, 2 and 3 farmlands in Hamilton to urban uses than would otherwise be necessary, which is contrary to Hamilton's Official Plan;

WHEREAS, ensuring that Ontarians have access to healthy safe food in the future requires thoughtful consideration of the long-term impact of converting thousands of acres of prime agricultural lands in the Hamilton area to urban uses;

WHEREAS, the change of the planning horizon to 2051, by the Province, means that future municipal councils and the public will have little power to change decisions where they will grow after 2031 to the 2051 planning horizon;

WHEREAS, in the rural areas, internet service is often poor or non-existent, making it difficult for rural residents to engage in virtual public consultations;

WHEREAS, the City of Hamilton's current timelines project an Official Plan Amendment by January 2022, seven months before the current Provincial Deadline of July 2022;

WHEREAS, the desired outcome of the City of Hamilton's Strategic Plan, under the Community Engagement and Participation Priority is..."Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community.";

WHEREAS, the current pandemic is making effective, in person public consultation impossible at a time when robust, informed public consultation is needed more than ever; and,

WHEREAS, the nature of work has evolved in response to the pandemic, which may cause long-term changes to the assumptions underlying the province's Land Needs Assessment.

THEREFORE, BE IT RESOLVED:

- (a) That the Mayor correspond with the Honourable Premier Doug Ford and the Honourable Steve Clark, Minister of Municipal Affairs and Housing, to request the Province allow the City of Hamilton to delay its submission of its Growth Plan conformity Official Plan Amendment until proper, in person, informed consultation with the public has been conducted on the growth concepts and the preferred growth concepts;
- (b) That the Province be requested to suspend the timetable for municipal conformity to the Growth Plan to ensure that the public can fully participate in the process of planning their communities for the growth planning period covering 2031 to 2051;

- (c) That the Province be requested to extend the deadline for Growth Plan conformity in order to allow municipalities time to better understand and reflect the impacts of COVID as it relates to real estate markets, housing demand, commercial and office development impacts, and overall land needs; and,
- (d) That this resolution be copied to the Association of Municipalities of Ontario, the leaders of the Provincial opposition parties, Hamilton's MPP's, and the neighbouring municipalities.