



City of Hamilton
GENERAL ISSUES COMMITTEE
REVISED

Meeting #: 21-015
Date: August 4, 2021
Time: 9:30 a.m.
Location: Due to the COVID-19 and the Closure of City Hall (CC)

All electronic meetings can be viewed at:

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<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

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 respecting Report PED17010(I) - GRIDS 2 and Municipal Comprehensive Review - Consultation Update and Evaluation Framework and Phasing Principles

Recommendation: Be received and referred to consideration of Item 8.1.

- 5.1.a. Gabriel Nicholson
(Referred from the May 26, 2021 Council meeting.)
- 5.1.b. Linda Chenoweth
(Referred from the May 26, 2021 Council meeting.)
- 5.1.c. Rose Janson and Family
(Referred from the June 9, 2021 Council meeting.)
- 5.1.d. Denise Baker, WeirFoulds, on behalf of the Twenty Road East Landowners' Group (Final Land Needs Assessment)
(Referred from the June 9, 2021 Council meeting.)
- 5.1.e. Denise Baker, WeirFoulds, on behalf of the Twenty Road East Landowners' Group (Draft Evaluation Framework and Phasing Criteria)
(Referred from the June 9, 2021 Council meeting.)
- 5.1.f. Sue Markey
(Referred from the June 9, 2021 Council meeting.)
- 5.1.g. Elvis Mizzau
- 5.1.h. Rick Johnson
- 5.1.i. John Bullock
- 5.1.j. Iris Tesch
- 5.1.k. Evelyn Greenwood
- 5.1.l. Susan F. Pegg
- 5.1.m. Norman Forrester
- *5.1.n. Marguerite Page
- *5.1.o. Vanessa Hall
- *5.1.p. Tanya Darby
- *5.1.q. Don Sephton

- *5.1.r. Ruth Woods
- *5.1.s. Carmen Cuming
- *5.1.t. Tracy Mewhort-Buist
- *5.1.u. David Sunday, Gowlings WLG, on behalf of 1507565 Ontario Limited, otherwise known as the Frisina Group, respecting GRIDS 2 and the Municipal Comprehensive Review – Land Needs Assessment and Technical Background Reports
- *5.1.v. Gord McNulty, Hamilton Naturalists' Club
- *5.1.w. Grant Rinalli
- *5.1.x. Ian Branston and Angela Fabe
- *5.1.y. Marie Covert
- *5.1.z. Gail Moffatt
- *5.1.aa. Nancy Dingwall
- *5.1.ab. Reverend Daniela Mertz, Reverend Thomas Mertz, Reverend Loretta Jaunzarins, Barbara Alken, and Deborah Lindeman
- *5.1.ac. Stephen Fraser, A.J. Clark and Associates, on behalf of Multi-Area Developments
- *5.1.ad. Sheila O'Neal
- *5.1.ae. Laurie Neilson

6. DELEGATION REQUESTS

- 6.1. Ed Fothergill, Fothergill Planning and Development Inc., respecting Item 8.2 - Report PED17010(k), GRIDS 2 and Municipal Comprehensive Review - Employment Land Review
- *6.2. Nancy Hurst, respecting Item 8.1 - Report PED17010(l), GRIDS 2 and Municipal Comprehensive Review - Consultation Update and Evaluation Framework and Phasing Principles
- *6.3. Summer Thomas, respecting Item 8.1 - Report PED17010(l), GRIDS 2 and Municipal Comprehensive Review - Consultation Update and Evaluation Framework and Phasing Principles

- *6.4. James Webb, Webb Planning Consultants, respecting Item 8.2 - Report PED17010(k), GRIDS 2 and Municipal Comprehensive Review - Employment Land Review
- *6.5. Mike Collins-Williams, West End Home Builders' Association, respecting Item 8.1 - Report PED17010(l), GRIDS 2 and Municipal Comprehensive Review - Consultation Update and Evaluation Framework and Phasing Principles
- *6.6. Dave Aston, MHBC Planning respecting Item 8.1 - Report PED17010(l), GRIDS 2 and Municipal Comprehensive Review - Consultation Update and Evaluation Framework and Phasing Principles
- *6.7. Lynda Lukasik, Environment Hamilton, respecting Item 8.1 - Report PED17010(l), GRIDS 2 and Municipal Comprehensive Review - Consultation Update and Evaluation Framework and Phasing Principles
- *6.8. Lynda Lukasik, Environment Hamilton, respecting Item 8.2 - Report PED17010(k), GRIDS 2 and Municipal Comprehensive Review - Employment Land Review
- *6.9. Philip Pothen, Environmental Defence, respecting Item 8.1 - Report PED17010(l), GRIDS 2 and Municipal Comprehensive Review - Consultation Update and Evaluation Framework and Phasing Principles
- *6.10. Don McLean, respecting Item 8.1 - Report PED17010(l), GRIDS 2 and Municipal Comprehensive Review - Consultation Update and Evaluation Framework and Phasing Principles
- *6.11. Michelle Tom, respecting Item 8.1 - Report PED17010(l), GRIDS 2 and Municipal Comprehensive Review - Consultation Update and Evaluation Framework and Phasing Principles
- *6.12. T. Anne Wilcox, respecting Item 8.1 - Report PED17010(l), GRIDS 2 and Municipal Comprehensive Review - Consultation Update and Evaluation Framework and Phasing Principles
- *6.13. Mariam Hanhan, respecting Item 8.1 - Report PED17010(l), GRIDS 2 and Municipal Comprehensive Review - Consultation Update and Evaluation Framework and Phasing Principles
- *6.14. Zoe Green, respecting Item 8.1 - Report PED17010(l), GRIDS 2 and Municipal Comprehensive Review - Consultation Update and Evaluation Framework and Phasing Principles
- *6.15. Caroline Hill Smith, respecting Item 8.1 - Report PED17010(l), GRIDS 2 and Municipal Comprehensive Review - Consultation Update and Evaluation Framework and Phasing Principles

- *6.16. Akira Ourique, respecting Item 8.1 - Report PED17010(l), GRIDS 2 and Municipal Comprehensive Review - Consultation Update and Evaluation Framework and Phasing Principles
- *6.17. Alex Wilson, respecting Item 8.1 - Report PED17010(l), GRIDS 2 and Municipal Comprehensive Review - Consultation Update and Evaluation Framework and Phasing Principles
- *6.18. Lilly Noble, respecting Item 8.1 - Report PED17010(l), GRIDS 2 and Municipal Comprehensive Review - Consultation Update and Evaluation Framework and Phasing Principles
- *6.19. Mike Crough, IBI Group Hamilton, respecting Item 8.1 - Report PED17010(l), GRIDS 2 and Municipal Comprehensive Review - Consultation Update and Evaluation Framework and Phasing Principles
- *6.20. Nathan Savelli, respecting Item 8.1 - Report PED17010(l), GRIDS 2 and Municipal Comprehensive Review - Consultation Update and Evaluation Framework and Phasing Principles

7. CONSENT ITEMS

8. STAFF PRESENTATIONS

- 8.1. GRIDS 2 and Municipal Comprehensive Review - Consultation Update and Evaluation Framework and Phasing Principles (PED17010(l)) (City Wide)

NOTE: Report PED17010(l) and Appendix "A" to that report have been REVISED from time of original publication.

- 8.2. GRIDS 2 and Municipal Comprehensive Review –Employment Land Review (PED17010(k)) (City Wide)

NOTE: This item has been moved up from Item 10.1 to Item 8.2, as there is a presentation to accompany this report.

9. PUBLIC HEARINGS / DELEGATIONS

10. DISCUSSION ITEMS

- 10.1. Update regarding Ontario Land Tribunal (formerly Local Planning Appeal Tribunal) Appeals of Rural and Urban Hamilton Official Plans – Urban Boundary Expansion (LS16029(e)/PED16248(e))

11. MOTIONS

12. NOTICES OF MOTION

13. GENERAL INFORMATION / OTHER BUSINESS

14. PRIVATE AND CONFIDENTIAL

- 14.1. Update regarding Ontario Land Tribunal (formerly Local Planning Appeal Tribunal) Appeals of Rural and Urban Hamilton Official Plans (LS16029(d)/PED16248(d)) (City Wide)

Pursuant to Section 9.1, Sub-sections (e), (f) and (k) of the City's Procedural By-law 21-021 and Section 239(2), Sub-sections (e), (f) and (k) of the *Ontario Municipal Act*, 2001, as amended, as the subject matter pertains to litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and, a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board.

15. ADJOURNMENT

Pilon, Janet

Subject: Boundary Expansion**From:** Gabriel Nicholson**Sent:** May 6, 2021 5:43 PM

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

Subject: Boundary Expansion

"Dear Councillors and Mayor.

I am a resident of Ward 2 and I am writing to express my support for the Urban Boundary Expansion for Hamilton. The Whitebelt farmlands surrounding Hamilton have always been pegged as primary growth driver for conformity to the Growth Plans. Additionally I do support intensification within the existing urban boundary except:

-I live in a house, therefore I really shouldn't be telling everyone else they should live in apartments.

-We've known since at least 2010 that the "population growth in the City of Hamilton is forecast to occur mainly in suburban areas which traditionally have had lower density and limited mixed development patterns, such as Flamborough, Stoney Creek, and Glanbrook, and to a lesser extent, Ancaster and Dundas"

-According to the Planning General Manager in 2015, the transit oriented corridor is only expected to grow by 5000 units, a far cry from the required population of 820,000 people by 2051.

-I find it perplexing that the same people pushing climate emergency are the same people who would gladly spend all the fossil fuels to make better lives for themselves.

-Building more apartments is not the solution to the affordable housing issue. More housing stock will yield better results in the long run.

Thank you Councillor Farr. Everything is an election issue for everyone.

Sincerely, Gabriel Nicholson_____

Pilon, Janet

Subject: No Urban Boundary Expansion Please

From: Linda Chenoweth

Sent: April 25, 2021 11:02 AM

To: Merulla, Sam <Sam.Merulla@hamilton.ca>

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

Subject: No Urban Boundary Expansion Please

Dear Sam

I am a resident of Ward 4.

I writing to express my support for a zero urban boundary expansion for Hamilton.

The Whitebelt farmlands surrounding Hamilton are class 1,2,3 soils and must be preserved as farmland to ensure local food supply and food security for our city. Also, I support intensification within the existing urban boundary for the following reasons;

Building new subdivisions will add to my tax bill

Adding density to existing neighbourhoods in the city will encourage business development and jobs in areas that need it.

We can accommodate population growth with middle density dwellings inside the current urban boundary.

Hamilton has declared a climate emergency and new subdivisions are car dependent and will increase greenhouse gas emissions

Adding more subdivisions will not ensure affordable housing. Homes in new subdivisions are out of reach for most homeowners. Building middle density homes in Hamilton will help bring affordable housing to

This important issue will definitely be an election issue for many Hamiltonians. I am interested in what your position is on freezing the urban boundaries.

Respectfully,

Linda Chenoweth

Pilon, Janet

Subject: EngageHamilton Grids2

From: Rose Janson

Sent: May 26, 2021 3:48 PM

To: Wilson, Maureen <Maureen.Wilson@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>; Nann, Nrinder <Nrinder.Nann@hamilton.ca>; sam.medulla@hamilton.ca; Collins, Chad <Chad.Collins@hamilton.ca>; Jackson, Tom <Tom.Jackson@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; Ward 8 Office <ward8@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; judy.partridge@hamilton.ca; Office of the Mayor <mayor@hamilton.ca>; clerk@hamilton.ca
Subject: EngageHamilton Grids2

Good afternoon, City Councilors

We were invited to give feedback to the web-site EngageHamilton Grids 2.

We found this puzzling, as the site assumes that there will be expansion of our Urban Boundary. Isn't this a question still to be asked in a survey of Hamilton's citizens?

My family used to have an orchard in Flamborough, but now we live in Ward One. We are firmly opposed to any expansion of Hamilton's Urban Boundary, because precious farmland, trees and green space must be protected, for our kids.

It is premature to ask citizens about where new growth and subdivisions should go, as people just don't want that kind of expansion.

So much unused and empty space exists in the city, that could become beautiful family housing, with green public spaces and good transit.

This is the way of progressive cities; Montreal is an excellent example.

Thank you for the work you do on behalf of Hamilton citizens.

Sincerely,

Rose Janson and Family

May 30, 2021

VIA EMAIL

Denise Baker
Partner
t. 416-947-5090
dbaker@weirfoulds.com

File 16056.00008

*Partner through a professional corporation

City of Hamilton
77 Main Street West
Hamilton, Ontario
L8P 4Y5

Attention: Members of the City of Hamilton General Issues Committee

**Re: Input on behalf of the Twenty Road East Landowners' Group GRIDS 2 and
Municipal Comprehensive Review - Final Land Needs Assessment March
29, 2021 Special General Issues Committee Meeting**

Agenda Item 8.1 (PED17010(i))

Dear Madams and Sirs:

Together with my co-counsel, Davies Howe LLP, we are writing on behalf of our client, the Twenty Road East Landowners' Group (the "**TRE Group**") to provide comments on the GRIDS 2 and Municipal Comprehensive Review - Final Land Needs Assessment, (the "**Staff Report**"). The TRE Group has been actively involved in the Urban and Rural Hamilton Official Plan matters since GRIDS 1 and appreciates this opportunity to provide input to the City on the above-noted matter.

In my letter dated December 11, 2020 (copy attached), we provided preliminary comments on the Land Needs Assessment and Technical Background Reports as described in the December 2020 General Issues Committee Staff Report No. PED170010 on behalf of the TRE Group. Those comments continue to be valid and important to your consideration of this Staff Report.

THE TRE GROUP LANDS

The TRE Group consists of approximately 25 landowners collectively owning approximately 480 hectares within the City centred around the intersection of Twenty Road East and Miles Road (the

“TRE Lands”). They are non-prime agricultural area lands within the White Belt and have been colloquially described as a “hole-in-the-donut”, being immediately adjacent to the southern urban boundary of the City and located between two employment areas.

It is without dispute that the TRE Lands can be easily integrated into the urban area through the extension of existing major arterial roads to provide a variety of housing opportunities on non-prime agricultural areas in close proximity to the City’s core, to the City’s future employment areas, to the Airport Employment Growth District and to the Redhill South Business Park, and will optimize the use of existing or planned infrastructure, including transportation infrastructure, in a cost-efficient manner.

The TRE Lands are available and suitable for urban development and it is appropriate to include these Lands within the next urban boundary expansion to accommodate the City’s growth to 2051. Inclusion of TRE Lands in the urban boundary has been recognized as appropriate in the Staff Report. It is our understanding that the boundaries identified in the report are subject to modification based on more detailed information like on the ground identification of natural features, confirmation of NEF contours etc.

SELECTION OF A COMMUNITY AREA LAND NEED SCENARIO

The March 29, 2021 Staff Report on Land Needs Assessment addresses two very important questions which inform where and how the City of Hamilton (the **“City”**) will grow to the year 2051: the intensification rate and the anticipated density for the urban boundary expansion area.

As noted in Table 2 on page 5 of the Staff Report, City Staff have presented four scenarios based upon varying intensification rates and density assumptions which also result in four different amounts of land needed for the City’s next urban boundary expansion. It is important to understand the various assumptions which are made for each of the four scenarios, summarized as follows:

	Scenario	Intensification Rate	New DGA density	Resultant Land Need
1.	Current Trends	40%	53 pjh	3,440 ha
2.	Growth Plan Min.	50%	65 pjh	2,190 ha
3.	Increased Targets	55% avg	75 pjh	1,630 ha
4.	Ambitious Density	60% avg	77 pjh	1,340 ha

The selection of the intensification rate and the density for the new designated greenfield area (the “**New DGA**”) will have significant implications on the height, density, built form and range of housing types for infill and on intensification within the current City boundary going forward. The selection will also have significant implications upon the nature and density of housing to be built in the pending urban expansion area.

City Staff’s recommendation in the Staff Report is to adopt the Ambitious Density Scenario which would see the intensification target average 60% over the planning period to 2051 and see the New DGA area planned at a minimum of 77 people and jobs per hectare (the “**pjh**”).

We believe that the intensification target average 60% and a density of 77 pjh which inform the Ambitious Density Scenario creates an unrealistic and unachievable demand for intensification within the current city boundary, and also creates new communities in the New DGA which are much denser than may be contemplated or desired.

These proposed thresholds are not in the City’s best interests as:

1. Within the City’s current built boundary, the intensification thresholds will require the addition of significant intensification within the existing communities such that existing residents will be forced to accept heights and densities in their own neighbourhoods which they have traditionally objected to, forcing Council to make decisions supporting density which may not be desired by the existing residents.
2. It will produce a majority of high density and medium density residential units, and very few low-density residential units given that infill and redevelopment sites do not normally yield low density housing forms; and

3. It will create communities in the New DGA which contain a significantly higher percentage of medium density housing and a relatively low percentage of low density given the very high density selected of 77 pjh for the New DGA.

These proposed thresholds discourage and may even prevent the construction of much needed single detached dwellings in the City for families, rendering existing supply more unaffordable and forcing existing residents to leave the City in search of housing which they can afford.

Similar concerns were also raised in the City of Hamilton Residential Intensification Market Demand Analysis prepared by Lorius and Associates for the City (the “**Lorius Market Analysis**”). According to the Lorius Market Analysis, there continues to be a strong demand for affordable ground-related starter homes as compared to mid-rise and high-rise housing, and that if the supply of family-sized homes and smaller units is not balanced, there are several risks including, but not limited to, the following:

1. Planning for a level of intensification beyond reasonable market expectations could lead to conflict between the demand for and supply of low-intensity development;
2. Planning for a higher target is unlikely to increase intensification without the market demand and approvals at a local level; and,
3. An overly aggressive target may encourage a more dispersed pattern of urban development by pushing growth further afield, contrary to the objectives of the Growth Plan.

For these reasons, Lorius stated that any scenario based on elevated intensification beyond the minimum Growth Plan requirement and a denser pattern of ground-related housing may be a challenge to achieve within the planning horizon. It is also for these reasons that the Lorius Market Analysis recommended an intensification target of 50% (i.e. the Growth Plan Minimum). We agree with Lorius’ assessment in this regard.

Furthermore, the selection of an aggressive and likely unachievable intensification scenario will also result in an urban boundary expansion which will not be sufficient to accommodate forecasted growth contrary to the requirements of the Growth Plan. Paired with a relatively high

density of 77 pjh for the urban boundary expansion, even less low density and ground related housing products will be available for the City as a whole.

We note that the current Urban Hamilton Official Plan policy provides for a density of 70 pjh for new community lands being brought into the urban boundary, not 77 pjh. It is also our experience that many communities across the Greater Golden Horseshoe have shown that even achieving a target of 70 pjh in a NEW DGA is particularly challenging.

In our opinion, the reliance on an unrealistically high intensification target and a very dense 77 pjh density target is not a balanced or suitable approach on which to determine the extent needed for urban boundary expansion lands. Not only will it underestimate the real market demand but it will also result in a very limited opportunity to accommodate a full range of market-based housing, most particularly ground related housing for which the City's own consultants have identified a need.

It is our opinion that either the Growth Plan Minimum Scenario or the Increased Targets Scenario would be appropriate, achievable, and most importantly provide a balance between higher density infill growth and new community lands growth resulting in the delivery of a balance and range of market-based housing supply as required by Provincial policy.

Finally, we point out that housing affordability is not unilaterally driven by residential unit size – availability of all forms of housing is a key factor of affordability. As noted above, a limited supply of single detached residential units creates a significant and pronounced market shortfall and therefore will create an affordability issue, even with an abundant supply of medium and high density residential units. It has been proven that a large segment of the market will go elsewhere if the type of housing it desires is not provided, rather than purchase housing types that are not desired, and this risk has been noted in the documentation surrounding this current decision.

THE OFFICIAL PLAN AMENDMENT RESULTING FROM THE MCR

As noted in the Staff Report, Provincial policy requires municipalities to designate all land required to accommodate the Growth Plan forecasts to 2051. However, the Staff Report suggests that land needs beyond 2041 not be designated as urban at this time as not all of the land will be required immediately.

However, Provincial policy requires that all of the land resulting from this Land Needs Assessment work must be brought into the City's urban boundary through this Official Plan Amendment. Accordingly, we disagree that the City's proposed approach is appropriate for managing growth or is in conformity with Provincial policy. In addition, we do not agree that Provincial policy permits the City to bring the lands needed to accommodate growth to 2051 into the urban boundary in stages.

It is our experience that other municipalities in the Greater Golden Horseshoe have successfully implemented phasing policies which guide development of lands once they have been added to the urban boundary. Our comments on the Staff Report regarding the Draft Evaluation Framework and Phasing Criteria are found under separate cover.

It is our opinion that the City must bring all lands appropriately required to 2051 into the urban boundary at this time in this MCR Official Plan Amendment, with phasing policies applicable as appropriate once they are included in the urban boundary.

In conclusion, for the reasons noted above, we urge the City to be cautiously realistic in planning for growth in a manner which provides for a full market-based range of housing types and choice. We suggest that the City should not adopt a scenario which has the potential to create a unbalanced and untenable housing market in the City, leading to Council having to make decisions on density and height not desired by existing residents and forcing families to look outside the City for much needed ground related housing.

We thank the City for the opportunity to provide our comments on the Staff Report. Should you have any questions, please do not hesitate to contact the undersigned or Ms. Susan Rosenthal.

Yours truly,

WeirFoulds LLP

A handwritten signature in black ink that reads "DBaker". The signature is written in a cursive, flowing style.

Denise Baker
Partner

DB
cc. Ms. Heather Travis, Senior Project Manager
Mr. Steve Robichaud, Director, Planning and Chief Planner

December 11, 2020

Denise Baker
Partner
t. 416-947-5090
dbaker@weirfoulds.com

**Via Email to stephanie.paparella@hamilton.ca,
clerk@hamilton.ca and GRIDS2-MCR@hamilton.ca**

File

Ms. Stephanie Paparella
Legislative Coordinator
General Issues Committee
City of Hamilton
71 Main Street West, 1st Floor
Hamilton, ON L8P 4Y5

Dear Chair and General Issues Committee Members:

**Re: GRIDS 2 and Municipal Comprehensive Review
Land Needs Assessment and Technical Background Reports
Report No. PED17010(H) (City Wide)**

We, together with Ms. Susan Rosenthal of Davies Howe LLP, are counsel to the group of landowners known as the Twenty Road East Landowners' Group (the "**TRE Group**"). The TRE Group has been actively engaged on the Rural and Urban Hamilton Official Plan matters and welcomes this opportunity to comment on the City's current growth management exercise, GRIDS 2.

We would first like to recognize and thank staff for the work that they have done on the Land Needs Assessment ("**LNA**"). We recognize the LNA as a positive starting point for what we expect to be several on-going discussions, with the overall goal of including the TRE Group lands in the City of Hamilton urban boundary.

To that end, we are providing this submission outlining our initial areas of concern following our preliminary review of the LNA and associated staff report. In addition, we have included some clarifying information as part of this submission, all of which is intended to form the basis of a road map for further discussion between ourselves and staff. Further, it is noted that this submission is made in consideration of the inputs of our consulting team including land use planners, servicing engineers and a land economist.

Getting the Intensification Target Right

The selection of an Intensification Target for the existing built-up area has significant implications to how the City will grow. As the Intensification Target increases, so does the number of households required to live in smaller and more intensive units, while at the same time, the land needed to accommodate future growth is reduced.

The report provides important context informing the selection of the Intensification Target by setting out a scale to help ground the discussion. At the low end of the scale is the “current trends” rate of 40%. While we are advised that this is the rate of intensification that is more recently experienced by the City, we understand the rate over the last ten years to be closer to 35%.

The 50% minimum requirement of the Growth Plan, which the LNA identifies as being at the high end of the range of market demand is, in our submission, a suitable aspirational goal. The staff report further identifies “increased” and “ambitious” targets, which average out to 55% and 60% over the growth period, respectively, which in our opinion would result in a significant departure, not only from what the City has experienced over the last ten years, but is also a considerable departure from forecasted market demand.

The staff report translates the Intensification Targets into more readily understandable terms by correlating them to land needed to accommodate new Community Area. The Growth Plan target of 50% results in the need for about 2,200 ha of land. The averages of 55% and 60% give rise to a need of approximately 1,640 ha and 1,340 ha, respectively. These numbers are understandably preliminary, but nevertheless start to form the picture. We note that we would like a better understanding of whether or not the aforementioned numbers are gross ha or net ha, and we would fur

Going forward, it is our submission that rather than restricting Intensification Target options under consideration to the “increased” or “ambitious” targets, the full range of Intensification Targets from the Growth Plan’s 50% target to the higher averages should be given consideration to ensure that a sufficient amount of land is added to the urban boundary to accommodate the full range and mix of housing contemplated by the Growth Plan, and to ensure that objectives of the provision of affordable housing for young families can be met.

This approach would also be consistent with provincial policy direction to plan for growth on a market basis while not precluding other considerations. This approach also allows for a weighing of the consequences of too high of an Intensification Target, such as development “leap-frogging” Hamilton as a whole, leading to financial negative consequences for the City. Therefore getting the Intensification right is an important input into the LNA to ensure that the appropriate amount of lands is added to the urban boundary and should include full consideration including the minimum target as permitted by the Growth Plan.

Correctly Assessing Lands in the Whitebelt

Properly identifying the area of land available to accommodate new growth is critical to successful implementation of any growth management exercise. Making the right choices about what lands to avoid, for example, prime agricultural lands, is critical to long term prosperity. The whitebelt lands are the lands available to accommodate future growth subject to certain development constraints, though on a finer scale. In terms of constraints on Hamilton’s whitebelt, the Staff Report notes that a large portion of the whitebelt is constrained by the airport Noise Exposure Forecast (NEF) contours and natural heritage features. In applying these constraints, along with the proposed intensification target, Staff have identified approximately 1,600 ha of land available for residential urban boundary expansion.

What was not evident in the Staff Report was the clear need to avoid prime agricultural lands, some of which are located within the whitebelt, when determining the most appropriate location for any proposed expansion. Discussion about the role of prime agricultural areas may have a significant impact on the amount and location of unconstrained whitebelt lands available to accommodate Community Area lands needs.

The Staff Report very helpfully provides a map of the potential whitebelt lands in Appendix “H”. We understand that the assessment is preliminary in nature and that the City intends to complete further “ground-truthing” to better identify the lands; however, we note based on our review of all factors that the amount of land that is available in the Twenty Road East area is larger than the 275 net hectares as shown in Appendix “H”, as they are designated rural and not constrained by way of a prime agricultural lands designation in the same way as some of the other lands in the whilebelt. We look forward to discussing that in greater detail with Staff.

Understanding the Numbers

The staff report states that “[T]he results of the scenarios, together with the City’s constrained whitebelt land supply, identifies that an urban expansion area ranging in size from 1,340 ha to 1,640 ha will be required to accommodate residential (Community Area) growth to the year 2051. We would appreciate clarity in these numbers to understand whether these are gross hectares or net hectares, and what if any, “take outs” were considered in arriving at this number.

Timing and Ordering of Future Development

We understand that once the LNA is finalized, the City will explore phasing of development within the whitebelt. While we recognize that this topic will be covered in much greater detail, we wanted to correct any misunderstanding or uncertainty in the Staff Report regarding the execution of Minutes of Settlement as part of the AEGD Secondary Plan proceeding. The TRE Group was not a signatory to the Minutes of Settlement and as such, the priority of development, including the relative position of various whitebelt areas, remains an outstanding matter which is still before the LPAT.

Concluding Remarks

We encourage the ongoing consideration of three Intensification Targets, including the Growth Plan density target of 50%. We caution that more intense density scenarios may result in a land needs outcome which is not in the City’s long-term best interest.

Further, we urge the City to ensure that it meets the provincial policy mandate to avoid prime agricultural areas in considering lands for urban expansion.

Finally, it is imperative that the City treats all potential whitebelt lands equally as this process unfolds, subject to the applicable prime agricultural constraints as noted above, to ensure the integrity of the Municipal Comprehensive Review process is not otherwise compromised by

favouring one area over any other. Appropriately considering all lands equally will ultimately lead to the best alignment between the market-based need for housing and its availability.

As always please do not hesitate to reach out to me should you have any questions or concerns. We remain available to meet with staff at their convenience to discuss the foregoing.

Yours truly,

WeirFoulds LLP



Per: Denise Baker
Partner

DB
cc. Mr. Steve Robichaud, Director of Planning and Chief Planner
Ms. Heather Travis, Senior Project Manager, Growth Management Strategy
Ms. Susan Rosenthal, Davies Howe LLP
Ms. Maria Gatzios, Gatzios Planning
Client

May 30, 2021

VIA EMAIL

Denise Baker
Partner
t. 416-947-5090
dbaker@weirfoulds.com

File 16056.00008

*Partner through a professional corporation

City of Hamilton
77 Main Street West
Hamilton, Ontario
L8P 4Y5

Attention: Members of the City of Hamilton General Issues Committee

**Re: Input on behalf of the Twenty Road East Landowners' Group
GRIDS 2 and Municipal Comprehensive Review Planning for Growth to
2051: Draft Evaluation Framework and Phasing Criteria
March 29, 2021 Special General Issues Committee Meeting Agenda Item 8.2
(PED17010(j))**

Dear Madams and Sirs:

Together with my co-counsel, Davies Howe LLP, we are writing on behalf of our client, the Twenty Road East Landowners' Group (the "**TRE Group**") to provide comments on the GRIDS 2 and Municipal Comprehensive Review Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria, (the "**Staff Report**"). The TRE Group has been actively involved in the Urban and Rural Hamilton Official Plan matters since GRIDS 1 and appreciates this opportunity to provide input to the City on the above-noted matter.

THE TRE GROUP LANDS

The TRE Group consists of approximately 25 landowners collectively owning approximately 480 hectares within the City, centred around the intersection of Twenty Road East and Miles Road (the "**TRE Lands**"). They are non-prime agricultural area lands within the White Belt and have been colloquially described as a "hole-in-the-donut", being immediately adjacent to the southern urban boundary of the City and located between two employment areas. They are also adjacent

to and proximate to many of the City's Community Infrastructure and Major Activity Centres like the Turner Park Sports Complex, Les Chater YMCA, Turner Park Public Library and Mountain Police Station and are one of the main access points to the Chippewa Rail Trail.

It is without dispute that the TRE Lands can be easily integrated into the urban area through the extension of existing major arterial roads to provide a variety of housing opportunities on non-prime agricultural areas in close proximity to the City's core, to the City's future employment areas, to the Airport Employment Growth District and to the Redhill South Business Park, and will optimize the use of existing or planned infrastructure, including transportation infrastructure, in a cost-efficient manner.

The TRE Lands are available and suitable for urban development, and it is appropriate to include these Lands within the next urban boundary expansion to accommodate the City's growth to 2051. Inclusion of TRE Lands in the urban boundary has been recognized as appropriate in the City's Land Needs Assessment analysis.

With respect to the Draft Evaluation Framework and Phasing Criteria as set out in the Staff Report, our comments are as follows:

THE EVALUATION CRITERIA (Appendix A)

We generally agree that a set of evaluation criteria such as those presented in Appendix A (the "Evaluation Framework") are necessary to determine which lands should be brought into the urban boundary to satisfy the City's growth requirements to 2051.

We are supportive of the Evaluation Framework themes and the general descriptions provided, with the exception of the characterization and description of the Agricultural System theme, and the comments on the availability of infrastructure.

With respect to the theme of the Agricultural System, Growth Plan policy 2.2.8(f) with respect to Settlement Area Boundary Expansions states that:

"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.... 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 (emphasis added);”

To be in conformity with the Growth Plan, the City must treat this Provincial policy requirement as a priority criterion relative to others given the language of the Growth Plan and the significant importance of the matter of preservation of prime agricultural areas.

We believe that the theme of the Agricultural System must be elevated within the Evaluation Framework, and that this criterion should recognize that lands which are not prime agricultural areas are to be given higher overall priority over lands which are prime agricultural areas. This direction and emphasis is evident in, and required by, the Growth Plan language.

With respect to the theme of Servicing Infrastructure, we agree that the noted “high level assessment of new infrastructure requirements” and “assessment of capacity in existing and planned” systems are the appropriate high level of study required at this point in order to ascertain the appropriateness of including particular lands into the urban boundary.

However, we believe that policies should be included in the Official Plan which require the undertaking of more detailed work for lands added to the urban boundary, including subwatershed studies, master environmental servicing plans and secondary plans immediately following their inclusion in the urban boundary.

THE PHASING CRITERIA (Appendix A and E)

We agree and acknowledge that phasing criteria are an important part of establishing and providing for the orderly and efficient implementation of new urban land use designations. However, we note, as per our comments on the Evaluation Criteria above, given the Province’s direction to prioritize non-prime agricultural areas, the Agricultural System criteria should be the priority consideration with respect to phasing.

In addition, we are very concerned that the City is considering using phasing criteria in a manner inconsistent with the Growth Plan by phasing the timing of the inclusion of lands into the urban

boundary over the next 30 years. To that end, it appears Staff are recommending that the phasing criteria should be used to phase the actual inclusion of lands into the urban boundary, suggesting bringing in the lands in ten-year increments to the planning period horizon of 2051 based on the phasing criteria.

However, such an approach is contrary to the Province's clear direction that all of the lands required to accommodate growth to 2051 are to be brought into the urban boundary as part of this Official Plan Amendment. They are not to be added to the City's urban boundary in phases.

The recommended approach in the Staff Report is an incorrect and inappropriate application of phasing criteria to phased urban boundary expansions. It is our experience being involved with urban growth policies in official plans across the Greater Golden Horseshoe, that phasing policies are used to inform the orderly and efficient progression of development of lands after such lands have been brought into the boundary, not to inform their inclusion in phases after the need for all the lands has been determined, in order to accommodate the forecasted growth in the planning period.

The Province's direction is reinforced in its letter to the City dated February 23, 2021 (Appendix "E" to the Staff Report). It reiterates its position that the Growth Plan policies require municipalities to designate all land required to accommodate the growth forecasts to the 2051 planning horizon. It does not suggest in any way that they be phased into the urban boundary based on phasing criteria. This Provincial direction has not been acknowledged in the Staff Report.

In our opinion, the Province's letter confirms what is required of the urban boundary expansion Official Plan Amendment by the Growth Plan: all land needs to 2051 must be brought into the urban boundary at this time.

MAP OF WHITEBELT GROWTH OPTIONS (Appendix C)

According to our calculations, the net land area of the TRE Lands is closer to 330 hectares rather than the 275 hectares indicated on Appendix "C". None of the TRE Lands are prime agricultural area.

Further, according to our calculations, the Elfrida area only contains approximately 125 to 170 hectares of land which are not prime agricultural area, with the balance (approximately 760 to 805 hectares) being prime agricultural area.

CONCLUSION

In summary, the Evaluation Framework provided is generally supportable, save and except for the need to acknowledge the importance of the Agricultural System theme relative to other themes.

While we agree that phasing criteria will be an important component of the official plan policies applicable to lands brought into the urban boundary in ensuring that the progression of development occurs in an orderly and efficient manner, it is contrary to provincial policy to apply these phasing criteria to bringing lands needed to 2051 incrementally into the urban boundary, as is recommended in the Staff Report. As confirmed by the Province in its letter, all lands needed to achieve the 2051 forecasts must be brought into the urban boundary at this time.

Finally, we believe that the City should include policies in each land use designation for new urban areas which require the initiation of the studies necessary for the planning and development of the areas, including subwatershed studies, master environmental servicing plans and various secondary plan level studies.

We thank the City for the opportunity to provide our comments on the Staff Report. Should you have any questions, please do not hesitate to contact the undersigned or Ms. Susan Rosenthal.

Yours truly,

WeirFoulds LLP

A handwritten signature in black ink that reads "DBaker". The signature is written in a cursive, flowing style.

Denise Baker
Partner

DB

cc. Ms. Heather Travis, Senior Project Manager
Mr. Steve Robichaud, Director, Planning and Chief Planner

Pilon, Janet

Subject: Freeze Hamilton's Urban Boundary

From: Sue Markey

Sent: May 31, 2021 11:24 AM

To: 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,
Sue Markey

From: Elvis Mizzau
Sent: June 29, 2021 9:03 AM
To: 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,
Elvis Mizzau

On Jul 15, 2021, at 9:14 PM, Richard Johnson wrote:

Hello Hamilton City Councillors:

I hope that all of you are well and safe. Rather than re-writing my letter below to all of you, I am sending you the copy that I sent to Mr. Jason Thorne today. In this email, which was copied to Councillor Johnson (and a result of previous email conversations with Councillor Johnson), I outlined my very deep concerns regarding the proposed plan for expanding current city boundaries into "whitebelt" lands adjacent to Hamilton as proposed by the City planning committee; in addition, I would like to share with you my concerns with the GRIDS2/MCR survey recently sent out. From the outset, my expectation is that Council will be working toward the establishment of a rich, sustainable, inclusive, diversified and climate resilient city of Hamilton in their deliberations and not a Hamilton that further deepens the many problems that our city currently faces and exacerbates the climate crisis that we are all facing; urban sprawl is not the answer to Hamilton's problems, both now or in the future! As councillors and leaders in our city who have been elected to make sound decisions for all Hamiltonians, I strongly urge you to approach urban planning decisions through the lens of our climate emergency and put a hard stop to the proposed urban boundary expansion which is being proposed by our City planners to deal with rather sketchy, future population growth numbers. We cannot follow the Ford government's example as their approach to land use is one aimed at benefiting Ford government supporters and using the environment for their own benefit whilst totally neglecting the needs of all Ontarians for a healthy environment. Thank you for your attention.

Sincerely,

Rick Johnson

Begin forwarded message:

From: Richard Johnson
Subject: Re: Proposed Boundary Expansion Survey
Date: July 15, 2021 at 12:27:07 PM EDT
To: "Thorne, Jason" <Jason.Thorne@hamilton.ca>
Cc: "Johnson, Brenda" <Brenda.Johnson@hamilton.ca>

Hello Mr. Thorne:

I hope that you and your family are all well. Thank you for your response to my concerns relayed to you via our ward 11 Councillor, Brenda Johnson. I have many concerns with this whole process of proposed boundary expansion to accommodate future growth in Hamilton. There are many issues within this larger issue that do not sit well with me and many others, especially those folks who are concerned with the environmental impact of expansion; it is beyond my comprehension to explain why City Planning appear to have set these environmental issues to the side and proposed a plan which for the most part ignores these critical issues.

The optics of the City plan to expand the boundaries of the current city of Hamilton are not good at all

and certainly not in the best interests of all current city residents. It appears that the City planners are simply proposing to gobble up some 3300 acres of land currently on the edge of today's Hamilton, much of which is prime agricultural land which is and should continue to be a prime food source for local communities. What will replace that food source if this land is developed for housing which may or may not be needed as projected future population figures are questionable in their own right and may or may not occur? As well, it clearly appears in a pronounced way that the land developers and local builders associations stand to accrue large profits from this development; for example, a certain builders association has taken out expensive newspaper ads advocating for boundary expansion where individuals and smaller groups in opposition to this proposed expansion do not have the deep pocketed means to conduct a similar campaign against expansion.

We all know (and when I say "we" that I include city staff) that suburban expansion infrastructure needed never pays for itself and simply drives taxes to current city residents up in a never ending spiral; this is all ludicrous when we have a backlog of critically needed infrastructure improvement and updating facing us and little in the way of financial means to address this backlog in the near future. It is clear that City planning may have overlooked the opportunities to create future housing within the current city boundaries. There are so many locations across Hamilton which could be repurposed or converted to accommodate this alleged population growth; I have recently learned of the term "missing middles" which seems to describe the fact that the City planners may not have considered current city spaces available for growth and see the growth issue in terms of either single detached home survey growth into sensitive environmental areas or large apartment type building growth where there are in fact many 'middle" type housing options that can be added to the mix and don't require expansion; other suitable housing options such as townhousing as well as low rise condo/apartment type buildings that could be built on current space within the current city limits seem to have been ignored. Proposed expansion into farmland areas to accommodate this alleged population growth simply means that these new homeowners will have to drive further and further to get to their jobs thereby accelerating the use of fossil fuels and further contaminating our environment and working against efforts to put an end to our growing climate crisis. Hamiltonians deserve better and that should start with the City Planning Committee re-looking at opportunities within the current city limits to develop and even re-develop existing spaces that lend themselves to intensification of development to provide suitable housing to new residents. This new housing will need to be affordable and in today's real estate and financial climate, it is highly likely that new homes built in new surveys on surrounding farmland will be far too expensive for the majority of buyers today; it is not news that wages have not kept up with the cost of living and the costs of the pandemic will simply add to the exaggerated costs for all new families coming to Hamilton to live. The reasonable answer again is to make any new housing opportunities affordable; the best way to do that is to develop and re-develop current city lands that are already serviced and not by creating new surveys of homes which have not been serviced and will need to be at high cost to any new home owners and current taxpayers. The only winners in all of this will be the advantaged land developers and builders who will reap large profits from the sale of their lands at inflated prices. Newcomers to Hamilton for the most part are not in a position to pay these inflated prices and I see it as the job of City of Hamilton council and planning committees to make satisfactory housing available at the most reasonable cost possible while not adding to the growing climate crisis that we all face!

I appreciate you taking the time to explain the GRID2/MCR (whatever the heck that is - poor optics, in my humble opinion) process to invite comment on the proposed expansion. When I put a sign opposing this expansion into farmland (Stop the Sprawl - HamOnt) on my front lawn, I had numerous neighbours make their way over to my home and ask me what this sign message was all about. They did this

because they knew little or nothing of this whole issue and wanted to know why any City planning committee would propose such a solution for city growth; at that point, it became clear in my mind that the City needed to do better in terms of engaging all Hamiltonians in the process and the postcard type survey did not cut it, obviously! As I had said to Brenda Johnson, I was the only one within 10 homes on my street who got this survey but almost all wanted to know how to get it and respond. One of the reasons was that the survey card was not clearly marked upfront "City of Hamilton" but was more clearly marked GRIDS2/MCR and very few know what that is and one could easily understand how it became possibly viewed as more junk mail. So, what could easily be seen as just more junk mail coming via the means that it did is likely resulting in a very limited number of responses from all Hamiltonians and really not a valid indication of the position on this issue of Hamilton citizens and if the survey does not get a reasonable response then it is not valid and really doesn't do what it was intended to do and that was to get a true picture of what Hamiltonians wanted to see happen with regard to expansion. It seems to me that the City, rather than conducting a personalized mail out to all residents (even if that took considerable time and expense) that would far more accurately measure response, it tried to expedite matters which have or will result in a less than valid response from citizens and certainly not a response that is a true measure of the position of Hamiltonians on boundary expansion! I understand the economics and time concerns of such an approach to determining public opinion but if Council really wants to know what the people think and if they really want to do what is best for the City, then they have to put out an instrument of measurement that gives all Hamiltonians a chance to validly feedback.

Following up on this position, I refer you to the article in the Hamilton Spectator of Monday, July 12, 2021 whose headline reads and I quote "Land use survey has serious design problems." With an issue of this magnitude that Hamiltonians will have to live with forever, this is not what I as a resident want to read! I will leave you to read that article (if you have not already read it) but it is written by two McMaster University professors who are biostatisticians with survey writing experience and it is their position that subtle changes in wording or framing can make a big difference in survey responses and cutting corners in conducting a survey can create bias; further, the professors indicate that "it is all too easy to get the answer that you want by manipulating the design and conduct of a survey." The professors go on to say that they have looked at the GRIDS2/MCR survey and even emailed the City volunteering to help look at how these problems might be dealt with for the collective benefit of Hamilton citizens; at the time of writing (July 12), the professors had not received any response from the City after 4 days and 2 follow up emails. What are the optics of no response by City officials when expert level help is volunteered to make sure that the City finds out what it wants to find out and what it needs to know to do the right things with regard to any possible boundary expansion for future growth? As a resident of Hamilton, I am not happy about this at all and I expect the City team to conduct a survey that truly examines the position of all Hamiltonians. The Spec article goes on to detail the problems regarding the nature of the survey and concludes with the statement, "our concern is the the long term plans for the future of our city may be based on flawed evidence and we hope that the City will do all that it can to mitigate the survey's shortcomings." At this point, it is clear to me that when the experts indicate that the City survey is flawed, then in my mind the results could also be flawed which could lead to a further flawed plan by the City planning team in an attempt to appropriately address the issue of proposed city boundary expansion into environmentally sensitive farmlands and wetlands and existing communities.

In summary, there are a lot of concerns about this proposed boundary expansion that need to be addressed and addressed in a valid, patient and thorough manner. This decision must reflect the opinion of all Hamiltonians, must not be rushed and certainly must not be subject to the lobbying efforts of developers and builders. The process must involve all stakeholders (not just the most influential) and

should certainly take advantage of community experts who are willing to be unbiased participants in the discussion for the betterment of all of Hamilton and it's citizens. Thank you for your time and attention and I am always available to hear what concrete solutions that the City will take to address these issues appropriately so that we arrive at a decision on boundary expansion that meets the needs of all new residents of Hamilton. Be safe and well.

Sincerely,

Rick Johnson

From: John Bullock
Sent: July 18, 2021 2:06 PM
To: 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,
John Bullock

From: Iris Tesch
Sent: Tuesday, July 20, 2021 7:31 AM
To: 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,
Iris Tesch

From: Evelyn Greenwood
Sent: Tuesday, July 20, 2021 10:18 AM
To: 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,
Evelyn Greenwood

From: Susan Pegg
Sent: July 6, 2021 1:36 PM
To: clerk@hamilton.ca
Subject: Dundas Urban Expansion

Your request for comments was short and no time given to respond. Was that intentional?? And there were many who didn't receive the survey so they could submit their opinions.

I would like to be notified of upcoming information and any changes to Urban Expansion in the Dundas and surrounding areas.

Susan F. Pegg

Urban expansion will not support those people who need and want affordable housing. It will only reduce more fertile farmland and satisfy residents of the Toronto areas to move here where they can sell their homes for more and purchase in this area for less!!!

Not everyone is suited living in semi-rural areas.

They don't respect the water supply with a community or private well.

They don't respect the need for excess rainfall run-off (grass and gardens). Instead they pave most of the property with cement, pavement, pools and homes that take up most of the property!!

Your deadline for comments is noted and I respectfully ask that you open up the site where more people can access the information and submit their comments before too much natural habitat is destroyed.

I finally have bats in the area; something I have worked to attract for some time. They need habitat too and help reduce mosquitos.

Regards,
Susan F. Pegg

From: Norman Forrester
Sent: July 20, 2021 1:59 PM
To: 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,
Norman Forrester

From: Marguerite Page
Sent: July 20, 2021 3:57 PM
To: 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,
Marguerite Page

From: Vanessa Hall
Sent: July 22, 2021 10:29 PM
To: 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,
Vanessa Hall

From: Tanya Darby
Sent: July 22, 2021 6:24 PM
To: 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,
Tanya Darby

From: Donald Sephton
Sent: July 22, 2021 6:23 PM
To: 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,
Donald Sephton

From: Ruth Woods
Sent: July 22, 2021 6:22 PM
To: 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,
Ruth Woods

July 22, 2021

Carmen Cuming

Jason Thorne, General Manager

Planning and Economic Development

City of Hamilton

Jason.thorne@hamilton.ca

RE: How Should Hamilton Grow to 2051 - Don't Miss the Survey

Dear Mr. Thorne

I have just received a newsletter by email from my Councillor (Wilson) on July 20, which is 3 days before the deadline to submit our response. I had never received the survey and proceeded to ask my neighbors on Jackson and Pearl and friends on Mountain East and Bay St. North if they had. NONE OF THEM HAD RECEIVED ANY SURVEYS!!! I immediately informed Councillor Wilson about my concern about this seemingly flawed and undemocratic process. I am sorry but this is not good public consultation or participation. The Councillor's assistant reply was:

"I'm very sorry to hear you didn't get a survey. It seems there were quite a few delivery issues in our area. My section of Westdale was left out entirely.

There is no online option, likely due to the ease with which online surveys are often skewed, however if you haven't already you can still participate via email following the suggested guidelines in the newsletter which I'm copying here. Also this way multiple members of a household can send separate responses whereas the paper survey only allows for one response per household.

The deadline for submitting the survey to the city's Planning Department is Friday, July 23, 2021. You can submit your response to grids2-mcr@hamilton.ca."

In the Hamilton Spectator, of July 20, 2021, on pg A4 it was mentioned that "The City says Canada Post delivered 230,000 but acknowledges that some households didn't receive them ..."

My questions are:

1-What percentage of our population was sent the surveys, how do you know who actually got them, number of responses?

2-Where is our present green belt protection boundary? How is it protected and enforced?

3-Why should Hamilton grow to 236,000 more people by 2051?

Pg/ 1/2

I am respectfully requesting that we need more time and proper public consultations to discuss this very important issue.

Some concerns that came to mind were:

- a) We need to save farmland and support local produce
- b) We should improve and revitalize existing urban areas
- c) We can reutilize existing unused built structures.
- d) All previous municipalities (Ancaster, Dundas, Flamborough, Glanbrook, Stoney Creek) should take a share of intensification and not just Hamilton city core “corridors”
- e) We should not have to subsidize, as tax payers, the cost of infrastructure for developers in the unused green land
- f) We don't want to turn Hamilton into Mississauga with destruction of farmland and creation of ugly big box malls and unimaginative housing developments

I am sure there are many more concerns but given short time to respond please accept my present submission

Yours truly

Carmen Cuming

cc clerk@hamilton.ca.

cc maureen.wilson@hamilton.ca;

cc ccpd.generalinquiry@hamilton.ca

cc jason.farr@hamilton.ca;

cc ccgrids2-mcr@hamilton.ca

cc chad.collins@hamilton.ca

cc john-paul.danko@hamilton.ca

cc maria.pearson@hamilton.ca

cc brenda.johnson@hamilton.ca

cc lloyd.ferguson@hamilton.ca

cc judi.partridge@hamilton.ca

cc Lisa.Kelsey@hamilton.ca

2/2

From: Tracy Mewhort-Buist

Sent: July 26, 2021 1:38 PM

To: Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; Bishop, Kathy <Kathy.Bishop@hamilton.ca>

Cc: Mike Pearson <mpearson@hamiltonnews.com>; clerk@hamilton.ca

Subject: No to boundary expansion

Dear Counselor Ferguson,

I am writing to voice my opposition to the proposed boundary expansion, and my support for "Option 2" on the Land Needs Assessment survey. What this city (both Ancaster and the broader Hamilton city) needs is intensification through what is known as "missing middle" housing - short 3-5 story small apartment buildings, row houses, townhouses and the like. The last thing that we need is more urban sprawl boasting million dollar homes which are inaccessible for first-time home buyers. Yes, increasing density puts pressure on infrastructure, but what is needed to solve that problem is efforts to create a more walkable city with improved public transit so that we do not need to rely on so many cars in the first place.

I am a member of a number of community groups on social media, primarily in Ancaster, and there is almost unanimous support for option 2. Furthermore, there have been many calls from our community to improve walkability and accessibility within the community, such as recent requests to improve sidewalk access to the west part of Ancaster over the Wilson Street bridge. More and more it seems that you are not listening to the wishes of your constituents, and, in fact, are working in direct opposition to them. Each time I have written to you about my concerns in the past, you have sent back terse one-line emails to me without a salutation or closing remark. I do not understand why you are so dismissive of the concerns of your Ward 12 constituents, but I assure you, it is being noticed.

Sincerely,

Dr. Tracy Mewhort-Buist
L9G1Z6 - Ward 12



July 30, 2020

Via E-mail (stephanie.paparella@hamilton.ca)

Stephanie Paparella
 Legislative Coordinator
 Office of the City Clerk
 71 Main Street West, 1st Floor
 Hamilton, ON L8P 4Y5

David Sunday
 Direct +1 519 575 7513
 david.sunday@gowlingwlg.com

Dear Ms. Paparella:

**Re: GRIDS 2 and the Municipal Comprehensive Review – Land Needs Assessment and Technical Background Reports (PED17010(h)) (City Wide)
 Our Client: 1507565 Ontario Limited**

We are counsel to 1507565 Ontario Limited, otherwise known as the Frisina Group (“**Client**”), the owners of approximately 106 acres of land located within the Elfrida Community (“**Elfrida**”).

We write further to our letter dated December 11, 2020, our attendances as a delegation at the December 14, 2020 and March 29, 2021 meetings, and the letter of Paul Lowes dated May 30, 2021, in relation to the City’s GRIDS 2 / Municipal Comprehensive Review (“**MCR**”) process. We write with respect to the City’s upcoming General Issues Committee meeting on August 4, 2021.

We have reviewed the *GRIDS 2 and Municipal Comprehensive Review Consultation Update and Evaluation Framework and Phasing Principles (PED17010(l))* and *Update regarding Ontario Land Tribunal (formerly Local Planning Appeal Tribunal) appeals of Rural and Urban Hamilton Official Plans – Urban Boundary Expansion (LS16029(e)/PED16248(e))* reports, prepared by the City’s Planning and Legal departments and wish to thank staff for their efforts in assembling same.

Coordination between GRIDS 1 and GRIDS 2

Our client is a party to the outstanding Rural and Urban Hamilton Official Plan appeals before the Ontario Land Tribunal which relate to the outcome of the GRIDS 1 MCR process dealing with land needs to 2031. By way of its January 17, 2020 decision, the Local Planning Appeal Tribunal, as it then was, has directed that the GRIDS 1 appeals could result in a settlement area expansion in accordance with the 2006 Growth Plan for the Greater Golden Horseshoe to meet 2031 land needs.

City legal counsel have noted in their report to Council that the Ontario Land Tribunal may order such a boundary expansion, independent of the City’s ongoing GRIDS 2 MCR process. The City’s Land Needs Assessment (“**LNA**”) to meet the needs of the City to 2031 has now identified a need for 500 ha in accordance with the 2006 Growth Plan.

Given that the outstanding Ontario Land Tribunal appeals may result in a boundary expansion to meet 2031 land needs and that LNA associated with the City’s GRIDS 2 process deals with land needs including for the period of 2031, 2041 and 2051, we would note that there is a need for the City to



consider how its GRIDS 2 process, to the extent it addresses land needs through to the 2031 planning horizon, will be coordinated with the still outstanding GRIDS 1 appeals.

If City Council's determination is that 500 ha should be brought into the urban boundary to address land needs to 2031, then consideration needs to be given to whether such a determination requires the approval of the Ontario Land Tribunal in the context of the GRIDS 1 appeals. Again, there is a need for the City to consider how any decision it may make with respect to GRIDS 2 will be coordinated with the outstanding GRIDS 1 appeals to ensure that there is no question as to the proper approval and/or implementation of any boundary adjustment relating to the 2031 planning horizon.

Criteria for Evaluation of Growth Options

Our Client's Land Use Planner Paul Lowes, MES, MCIP, RPP, has reviewed the City's Staff Reports on the criteria for the evaluation of growth options and offered the following comments:

I have reviewed the staff report and the Appendix A on the evaluation criteria. I have also compared the criteria to our May 30th letter critiquing the earlier criteria.

The City has now identified the criteria that will be used to evaluate the actual expansion areas and phasing options for the ambitious density scenario and the no growth scenario. The appendix refers to three steps: How to grow? Where to grow? and when to grow?

Step 1: How to Grow?

There are some positive changes to the How to Grow criteria, but some of the concerns that we raised in our May 30th letter were not addressed.

The criteria are not as specific as the previous version. The climate change provision no longer includes specific criteria on district energy and prioritizing tree canopy, which were concerns we raised in our letter. However, staff have deleted the column "How will we measure this?" so it is unclear how the more general criteria will be measured and evaluated.

Staff continue to include a criterion for Natural Hazards which states "Does the growth option direct development away from hazardous lands?" We questioned the value of this criterion in our May 30th letter given that the PPS requires all development to avoid floodplains and other natural hazards. This concern still applies. We also question how it is to be applied in this first step on How to Grow. This step does not to evaluate where to grow so it is unclear how we the City can measure directing development away from hazardous lands, when we they are not looking at any specific geographical area.

Our comments with respect to the natural heritage system are similar to those in relation to hazard lands. It is difficult to understand how the two natural heritage criteria will apply when no specific geographical area is being contemplated.

It is also difficult to understand how the three agricultural criteria will be applied at this level when no specific geographical area is being considered.



The criteria on complete communities require a range of housing options, and expanding convenient access to a supply of open spaces and parks. These are appropriate criteria to include in the evaluation.

Lastly, while we agree with the inclusion of the Provincial Methodology, it is unclear exactly what it will be measuring. We are also surprised that market-based housing is not included as a specific criterion. Given that it is such an important focus in the Growth plan and PPS, it should be specifically noted in the criteria.

Step 2: Where to Grow?

The appendix states that this step is to determine which whitebelt lands are feasible for expansion based on provincial and local criteria. Each candidate expansion area is to be evaluated against these criteria, but the document doesn't identify how the whitebelt is to be broken up into individual candidate expansion areas.

Our May 30th comments on "Prioritizing Tree Canopy" equally apply to the criterion proposed in this step.

We also note that the staff report also indicates that the "avoid natural hazards" criteria will be moved from the climate change criteria to its own section. However, this criterion is still listed under climate change and has also been added it as a new theme. This would seem appear to be an oversight.

Our May 30th comments on integrated waste management planning continue to apply to the proposed criterion.

Our May 30th comments on the Natural heritage system and water resources criteria continue to apply to the proposed criteria.

Step 3: When to Grow?

Appendix A states that the City will identify a variety of alternative phasing scenarios. It is unclear at this point what those alternatives will be.

The municipal finance and servicing criteria are appropriate, however the proposed agricultural criteria should not apply to phasing, as those criteria will have already been applied and resolved by this stage in the process.

General Comments

Elfrida has long been the City's preferred location to accommodate future residential growth. This status flows from the City's GRIDS 1 process dealing with growth to 2031. The GRIDS 2006 study selected Elfrida for very good reasons. The identification was the culmination of a robust 3-year municipal comprehensive review, involving significant public engagement and stakeholder consultation.

The City has also invested many millions of dollars in public infrastructure relating to the future development of Elfrida, including the Upper Centennial Parkway Trunk Sewer and Dickenson Road



Trunk Sewer. We have enclosed a list of the infrastructure projects relating to Elfrida for your reference at Appendix A to this letter.

We appreciate your careful consideration of this submission.

Yours very truly,

Gowling WLG (Canada) LLP

A handwritten signature in black ink, appearing to read "David Sunday", with a stylized flourish at the end.

David Sunday

DS:JD

Encl.

cc: Michael G. Kovacevic - City of Hamilton
Paul Lowes – SGL Planning & Design Inc.
Jonathan Minnes – Gowling WLG (Canada) LLP
Client

ACTIVE_CA\ 46886876\6

Appendix A

Major Capital Project Directly Related to the Elfrida Area

- 1) Upper Centennial Parkway Trunk Sewer - Phase I (Lower Centennial) \$14.5 M Total Cost - conservatively 20% is attributable to Elfrida = \$2.9 M. Phase II (Upper Centennial) \$51 M Total Cost - conservatively 50% is attributable to Elfrida = \$25.5 M for a Total of \$28.4 M
- 2) Dickenson Road Trunk Sewer (Miles Road to Golf Club to Highway #56) - \$44.2 M Total Cost - conservatively 60% is attributable to Elfrida = \$26.52 M

Sub-total = \$54.92.

Projects Approved by City Council and implemented through the current DC By-law

- 1) Wastewater Capital Program - \$30.1 M
- 2) Water Projects - \$51.4 M
- 3) Stormwater Management Projects - \$114.835 M
- 4) Road Projects - \$130.495 M
- 5) Portions of City-Wide Capital Programs Related to Elfrida
 - Woodward WTP - \$35.8 M (10% of total attributable to Elfrida)
 - Transit BLAST Network and new Transit Center - \$5 M (10% of total attributable to Elfrida)
 - Other Soft Service Costs including parks, indoor recreation, library, administrative studies, paramedics, fire, police, waste diversion, LPAT tribunals, Secondary Plan, Watershed Plan and Staff time - Estimated \$30 M

Sub-total = \$397.63 M

GRAND TOTAL = \$452.55 M



P.O. Box 89052
HAMILTON, ONTARIO L8S 4R5

August 1, 2021

Re: GRIDS 2 and Municipal Comprehensive Review – Consultation Update and Evaluation Framework and Phasing Principles

Dear Mayor Eisenberger and members of the General Issues Committee:

The 600-member Hamilton Naturalists' Club is one of the largest and most active naturalist organizations in Ontario and has advocated for nature since 1919.

On behalf of the Club, I reiterate the position that we took at the March 29 GIC meeting when we urged city council to make its best effort to freeze the urban boundary. We supported council's response to an ongoing groundswell of demand for public consultation by deferring a decision for an opinion survey that included a "no boundary expansion" scenario and a mailout. It was a start, at least, in public consultation.

Like many conservation and environmental groups, we're concerned about policies by the provincial government including mandated land use directives to the 2051 planning horizon that favour urban sprawl. The reduced density goals and addition of market demand as justification for planning the housing mix are among many questionable decisions by this government that have produced an unprecedented outcry from conservation and environmental groups in Hamilton and across Ontario.

Former environmental commissioner Diane Saxe has identified urban sprawl as the main cause of increasing carbon emissions at a time when we're facing climate change. Add to that the loss of agricultural land, when local food production is becoming more important, the risk to watersheds with all of the increased residential and commercial run-off, and the costs of extending infrastructure.

We're especially concerned about proposed development in Elfrida. We support the strong opposition to development in this area of the Bird Friendly Cities Hamilton/Burlington team, as outlined in previous letters to the committee, because of irretrievable habitat loss. It's one of the key threats to healthy bird populations.

The fields, streams and woodlots of Elfrida host a significant population of year-round resident birds and support a large number of migratory bird species on their journey from Central and South America to the boreal forest and tundra. In addition, they also support winter resident species and visitors such as Snow Bunting and Snowy Owl.

The welfare of many of these species is of critical concern. In March, American Kestrels returned to the Elfrida lands to breed. These highly valued small falcons are a priority species which control rodent populations but they've experienced a large decrease in population since 1970 because of the loss of

Hamilton Naturalists' Club is a non-profit organization dedicated to the study, appreciation and conservation of our wild plants and animals.

All work is freely done by Directors, Officers and Members.



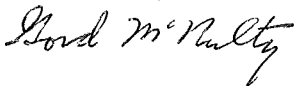
habitat. Killdeer, a plover that has adapted to agricultural lands, also breed in Elfrida but they have suffered a large decrease in population and will also lose their habitat.

Hamilton should aim to be part of the solution, rather than part of the problem, in achieving financially and environmentally sustainable planning. The goal should be to promote a healthier, greener and more attractive city. An emphasis on smart intensification and more compact development would also be more compatible with Hamilton's ongoing Urban Forest Strategy, which we're pleased to work with the city in strengthening.

The HNC urges City Council to underline to the provincial government that it does not agree with mandated land use directives that favour urban boundary expansion. Hamilton and municipalities across Ontario deserve better than more sprawling subdivisions on farmland and forests. This is an opportune time to send a message to the province that it should change course to promote more sustainable growth.

Given the limitations of virtual public engagement, we also urge City Council to consider increased opportunities for public consultation and participation in the evaluation framework and phasing principles.

Thank you for your time and attention.



Gord McNulty

Conservation & Education Director, HNC

From: Grant Ranalli <
Sent: July 31, 2021 11:59 PM
To: clerk@hamilton.ca
Subject: Sprawl and Offsetting

To the City Clerk,
For your information and for the record,
I am copying you on a letter to Counsellor Ferguson that I just emailed.

- - - - -
Dear Councillor Ferguson,

I wish to register my very strong opposition to two ideas of critical importance:

1. Boundary expansion and
2. Offsetting.

1. Boundary expansion -

I believe that there should be absolutely **no more boundary expansion for the City of Hamilton.**

In other words, **I support Option 2 - No Boundary Expansion.**

Why?

Am I an extreme leftist?

Am I speaking as part of a 'No Sprawl' group?

Nope, just an average, tax-paying citizen who cares deeply about our City, our Province, our country and about future generations. If you have children, and grandchildren, maybe you should too.

Is this, to quote you, 'An aggressive push by environmentalists'? (Ancaster News July 25/21)
No more than the aggressive push by monied home builders who constantly lobby and take out full page ads in the local newspaper to browbeat the public into acquiescing to their demands for more.

If this is not the definition of a 'special interest group', I don't know what is.

Your own ad may be characterized as 'fear mongering' and this is backed by some facts.

First, the Provincial government is using some 'slight-of-hand' by looking forward with population projections that are 30 years down the road - vs the usual 20 year 'look ahead'. This is disingenuous and downright sneaky.

Second, almost all population projections are wrong and in fact the previous ones overestimated population growth by up to 100% so relying on those numbers is, in effect, using erroneous data to make very important decisions that will have long term (possibly negative) consequences.

The frequent use of MZOs (Ministerial Zoning Orders), should have raised red flags about the Provincial government's contempt for local government. So as a councillor for our City (i.e. local government) shouldn't you be defending our voices instead of being complicit in this diminishing of our democratic agency?

I am not anti business or anti-development. In fact I would love to see lots of transit oriented development to accompany the proposed LRT lines. As well, there are huge development opportunities to engage in infill or to build the 'missing middle' - that is, townhomes, apartments and 4-6 story residential buildings on PLENTY of vacant, under-utilized land within the present City boundaries. All services and ready to go with a Timmies, library, fire station and grocery store down the street.

So let the builders work on these projects. Maybe the builders will have to be creative and use their imaginations a bit more and maybe their profit margins will be a little smaller than building single family dwellings. So what?

I don't see any builders living hand to mouth or driving old cars. Quite the opposite in fact.

But no, they want what they want and will use bogus data and throw money on expensive ads to get their way.

And you, Councillor Ferguson, appear to be doing their bidding. May I ask, 'Why?'.

There are many things at stake and those pushing for the environment don't have the deep pockets that developers do to try to buy their way free.

My question: How much money is enough?

Lest you think I am just 'jumping on the bandwagon' or am 'late to the party' with my concerns, think again.

As you may recall from my past dealing with City Hall and letters to the editor, that I have been a firm believer in environmental action - from the promotion of a pesticide by-law (passed), to pushing for green bins to be employed in Catholic schools (accepted), as spokesperson for Hamilton Waterwatch - advocating for the end of privatized water and waste water services in Hamilton (done), to the push for and anti-idling by-law (passed) and to the promotion of more cycling infrastructure in schools and in the City generally (still happening).

These are all things that have and will make Hamilton truly a 'better place to raise a child'. And if it is good for children, it is good for aging baby boomers. It should be the best place to raise a child from one to ninety two (as the song goes).

These are REAL actions, not just platitudes and sloganeering or 'greenwashing' - a favourite ploy by some corporations or public figures.

As you well know by now, expanding the boundary will create more infrastructure which first has to be built (and we all know development costs are often deeply discounted by the City). Then infrastructure has to be maintained. That means annual upkeep of even more roads, street lights, traffic lights, sidewalks, water, sewer, transit, fire service, libraries etc.

Does a city with a huge infrastructure deficit really need further expenses that will put us all in a deeper hole?

Revenue generation from property taxes are much higher with 'missing middle' buildings than from single-family dwellings on prime, Class One farmland – of which there is very little left in Ontario.

Finally, with expansion, there will be more commuting which is another blow against nature and will not mitigate the effects of climate change. And if you have watched the news lately, climate change, believe it or not, is happening faster and more dramatically than ever predicted. Costs associated with the damage fires, floods and soaring temperatures have caused are astronomical, but the cost of doing nothing is no longer an option.

A survey was put out by the City but an article in the Spec criticized it for poor methodology. I agreed. It was sloppy and half-baked, but then, many people thought 'the fix was in' because the original proposal by staff did not even give a 'no sprawl' option. The term 'stacked deck' comes immediately to mind. The City did not even make a pretence to listening to other, non-sprawl options. Nevertheless, the many people who did respond to the survey opted for the 'No sprawl' option and these votes should not be discounted.

2. Offsetting = Upsetting

The entire concept of 'offsetting' or physically moving a wetland or other significant feature is ludicrous.

Wetlands, waterfalls or creeks that have taken millennia to form (yes, since the last ice age, not since the last election) should not be moved or 'offset' ('offset' is very poor euphemisms for destruction) so some company can build a warehouse.

Yes, you read that right. A WAREHOUSE. We are so blessed with an abundance of nature in our area. I've take my nieces and nephews to marvel at waterfalls, creeks, forests, ponds and fields.

I have yet to take them to marvel at a warehouse.

Why I ask, does it have to be built smack in the middle of a sensitive wetland when there are acres and acres of land that are not nearly as significant? (within the City boundary of course).

So Counsellor Ferguson, if it appears to you that environmentalists are a bit pushy or aggressive, they have good reason to be and I for one, won't apologize for acting on behalf of my (and your) nieces and nephews and for those not yet born.

We are advocating for a cleaner, greener, more sustainable Earth for our children and our grandchildren.

We all stand to benefit from keeping the boundary where it is and for not paving over significant, sensitive natural features.

Who benefits if we expand the boundary or build a warehouse on sensitive wetlands? You well know the answer. A small, very wealthy group of developers.

The question remains hanging in the air -
When you are tasked with serving the people,
- all the people,

- not just your constituents,
 - not just a few very rich builders
- just who and what are you advocating for, and more importantly, why?

Most sincerely,

Grant Ranalli

From: Ian Branston
Sent: July 31, 2021 10:24 AM
To: clerk@hamilton.ca
Subject: Urban Boundaries

Good Morning Mayor Eisenberger and Members of the General Issues Committee:

in reference to Item 8.1 'GRIDS2 & Municipal Comprehensive Review Consultation Update & Evaluation Framework and Phasing Principles

I am a long term resident of Hamilton, retired from Dofasco. I will not bother you with statistics, simply because you probably have heard enough of them. I am not a scientist but it is fairly obvious that we are in a climate crisis of our own making, I am to blame as much as anyone. We all have a responsibility to do what we can to improve our environment. You as our leaders are tasked with making a very important decision. It is within your power to make a significant impact on our city that will affect future generations. Please say no to an expansion of our urban boundaries.

Regards

Ian Branston and Angela Fabe

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

August 2, 2021

From: Marie Covert

Attention: Members of the General Issues Committee

Subject: Reference to Item 8.1, GRIDS 2 & Municipal Comprehensive Review – Consultation Update & Evaluation Framework & Phasing Principles

Dear Mayor Eisenberger & Members of the General Issues Committee,

This is an unprecedented time in the history of Modern Man. We stand at the crossroads of a monumental decision concerning the Climate Emergency. We all recognize that climate events around the world have gone topsy-turvy with more than 600 forest fires raging in Canada, major flooding in China and Europe, and frosts and snow in South American countries. This is not a fluke; these disasters will not magically disappear. Humans have caused these disasters and only humans can begin to 'undo' the damage.

Previously, scientists predicted that we had until the year 2050 to make the required changes that would save humanity from death by fossil fuel use and green house gas emissions, i.e. global warming. With the recent flooding in Germany, Belgium and the Netherlands, Scientists have noted a 'time-table tilt' in their predictions. **Our new deadline date is 2030. We have less than 10 years to use every tool at our disposal to reduce fossil fuel use and mitigate green house gas emissions before we reach the point of no return.**

As members of the General Issues Committee who will make the critical decisions on how Hamilton will grow, you have an immense responsibility to make the right choices. You must determine that retaining the original urban boundary is the only decision. At this moment, your choice will label you in history as leader or follower. You must lead Hamiltonians with a clear choice of NO Boundary Expansion. Where you lead in Hamilton, other municipalities will follow. Halton has already acknowledged failure with irresponsible builders and we are on the cusp of losing Ancaster. You must lead Hamiltonians on the toughest journey we have ever known. With strength and wisdom you can make the right choices and leave a proud legacy for your children and grandchildren OR you can make the easy choice and lead us on a very uncomfortable journey of toxic air and unclean drinking water. Everyone is watching you and depending on you. Please use science and logic to make the decision that will shape our future forever.

Please review the chart below; you will agree wholeheartedly that there is only ONE choice.

Thank you for your time,
Marie Covert

“How Should Hamilton Grow” Evaluation Criteria

When you view every aspect of municipal governance through the lens of a Climate Emergency, the choice of NO Boundary Expansion is clear.

The world reached **417 in April**. This is the concentration of carbon dioxide in the atmosphere, 417 parts per million (ppm). This level has not been this high in three million years and likely more than 20 million years. When the concentration is so high, our climate system is falling to pieces. It is incredibly hard to pull back from this number. Failure to do so will make the planet uninhabitable for our species.

Evaluation	Criterion	Rationale
✓	Growth Allocation	There are more than enough unused buildings or poorly used sites and parking lots within the urban boundary to house the expected population growth. No expansion is required.
✓	Municipal Finance	By drawing new people into Hamilton proper, the population will grow and so will local businesses. New companies will spring up to support a larger tax base.
✓	Infrastructure & Public Service Facilities	By using the existing infrastructure and services, new ones do not have to be built. This represents major cost savings if new water/sewers, etc. are not expanded into rural areas.
✓	Transportation Systems	Transportation systems already exist for major portions of Hamilton. Drivers will not have to commute to work and fossil fuel emissions can be cut dramatically, if people already live within the urban boundary.
✓	Complete Communities	As the old areas are razed, Urban Planners have the chance to build complete communities with parks, shopping, restaurants, everything at hand. Win! Win!
✓	Agricultural System	Farmlands remain intact, close to the City, Farmers' Markets and locally grown food is readily available. Food Insecurity is lessened.
✓	Natural Heritage and Water Resources	The remaining Natural Heritage and Water Resources can remain untouched, retaining the ability to offer protection against GHG emissions and soaring temperatures. Nature offers a buffer to the climate emergency and every ounce of protection is required as the situation will worsen.
✓	Conformity with Provincial Meth.	By re-using existing urban properties, by planning them properly and creating a vibrant downtown core to attract new home owners, Hamilton will meet the provincial guidelines and provide adequate housing.

Submitted on Tuesday, August 3, 2021 - 10:38am Submitted by anonymous user: 172.70.126.22
Submitted values are:

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: Gail moffatt

Name of Organization: Resident of Ancaster

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: Urban expansion

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

forwarded message:

From: Gail Moffatt

Date: July 30, 2021 at 7:23:29 AM EDT

To: ian moffatt <

Subject: Mayor and Councillors

I would like to introduce myself.

I am Gail Moffatt. I am a new resident of Ancaster, having located to Ancaster in October 2020.

I moved to Ancaster for several reasons. But a primary one was because Ancaster Village offers charm and a small town vibe! These qualities are invaluable; priceless. They can never be replaced. Ancaster is a treasure to be guarded for generations. Do NOT let her die!

Over the last months, my interest in preserving the heritage of Ancaster has expanded to preserving the areas surrounding Hamilton and the Hamilton region.

The lands you are proposing for urban expansion can NEVER be replaced: NEVER duplicated. Farm and wetlands can NEVER be replaced. We depend on these areas for food, for recreation, for protection and preservation of climate and wildlife.

I am not anti-development. I know housing is necessary for the future.

However, I am only supportive of in-fill development that matches/blends with existing neighborhoods!

I believe there are many many areas of brownfield land in Hamilton and believe this should be your target for developing affordable communities. Areas of affordable housing, stores, pharmacies, schools, bike lanes, parks. COMMUNITIES!

These communities, on land already designated for development, if developed intelligently, would not impact climate change as severely as "aggressive urban expansion" (your words).

Climate change is real; climate change is critical to us all-our children, grandchildren, our health, our environment.

PLEASE do NOT vote for urban expansion.

Vote for controlled internal, in fill, development.

Fight against proposed Provincial threats of expansion!

A new government in Ontario parliament in 2022 May have very different goals.

Let,s join together to fight as a united community. We can win. Other communities in Ontario have been victors!

From: nancy dingwall

Sent: August 2, 2021 7:05 PM

To: clerk@hamilton.ca

Subject: Reference to item 8.1 on the agenda Grids 2 and Municipal Comprehensive Review and Consultation Update and Evaluation framework and Phasing principles

August 2nd, 2021

To Mayor Eisenberger and members of the general issues committee

Reference : Item 8.1 on the agenda GRIDS 2 and Municipal Comprehensive Review Consultation, Update and Evaluation framework and Phasing Principles

I feel the "How should Hamilton Grow" evaluation framework has not been subjected to a full and proper public consultation. There should be opportunity for comments on the framework prior to the internal results of urban expansion vs no expansion options is released for public input. I believe the above steps should occur before city staff presents their final recommendations regarding urban growth management to 2051.

I am opposed to any urban boundary expansion and strongly believe we need to protect this valuable farm land. The environmental decisions we make today are the most crucial and once farmland is gone it is lost forever.

Hamilton is struggling to manage its infrastructure as it stands today and is behind in roadwork, sewer and water line repairs and already has a huge deficit in infrastructure.

Please serve the people of Hamilton and not the developers and vote no to urban boundary expansion. Thank you,

Nancy Dingwall

Reverend Daniela Mertz

Reverend Thomas Mertz, Dean of the Bay Ministry Area (ELCIC)

Reverend Loretta Jauzarins

Barbara Alken

Deborah Lindeman

Dear Mayor Eisenberger and Members of the General Issues Committee,

We are writing this letter in reference to Item 8.1 on the agenda: *'GRIDS 2 & Municipal Comprehensive Review – Consultation Update & Evaluation Framework & Phasing Principles'*.

We want to express my deep concern about Hamilton's plans to extend the urban boundaries. City council has declared that Hamilton is in a climate emergency, and we expect council to act and decide accordingly.

As the former Environmental Commissioner of Ontario, Dianne Saxe, notes in an article posted to the Ontario Professional Planners Institute Website, "Contrary to popular belief, more of Ontario's climate pollution (greenhouse gases) comes from individuals than from heavy industry. And the largest single source of that pollution is petroleum fuels used for transportation, like gasoline and diesel. These fuels are Ontario's largest energy sources and the primary sources of its climate and air pollution." (<https://ontarioplanners.ca/blog/planning-exchange/february-en/why-urban-sprawl-is-ontario's-oil-sands>). Urban sprawl would further increase Ontarian's dependencies on car-based modes of transportation and thus create more air pollution as people live further away from their work and commute for longer distances. Urban Sprawl would create lower density areas that would not adequately support public transit options.

The Urban Sprawl would destroy needed farmland and wetlands, the environmental impacts of which would mean increases to the risk of floods and droughts.

Large parts of Hamilton's urban core are still underused and present an opportunity for densification that would revive the inner city and allow people to live closer to work and have access to public transportation.

Respectfully,

Daniela Mertz, Thomas Mertz, Loretta Jaunzarins, Barbara Alken, Deborah Lindeman



A. J. Clarke and Associates Ltd.

SURVEYORS • PLANNERS • ENGINEERS

August 3, 2021

The City of Hamilton
Clerks Department
71 Main Street West, 1st Floor
Hamilton, Ontario
L8P 4Y5

Sent via email to: clerk@hamilton.ca

Attn: Chair and Members of General Issues Committee

**Re: 645 & 655 Barton Street, Hamilton (Stoney Creek) – Ward 10
GRIDS II and Municipal Comprehensive Review – Employment Land Review
Staff Report PED17010(k)**

Dear Chair and Members of General Issues Committee,

On behalf of our Client, Multi-Area Developments Inc., we are submitting this letter to formally support City Staff's recommendation to convert the above-noted lands to a modified District Commercial designation, with a site-specific policy to prohibit sensitive land uses. We have been engaged with relevant City Staff since the outset of this Employment Land Review process and wish to thank Staff for their ongoing hard work and cooperation.

As mentioned in the Staff Report, it is understood that in early 2022, the final recommended Employment Land conversions will be implemented through a future Official Plan Amendment (OPA) submitted to the Province for the MCR. We kindly request to remain included in all correspondence related to the Employment Land Review process.

I trust this is satisfactory for your purposes and thank you for the Committee's consideration in this matter. Should you have any questions or require additional information, please do not hesitate to contact the undersigned.

Yours very truly,

Stephen Fraser, MCIP, RPP
A. J. Clarke and Associates Ltd.

Encl.



Copy via email only: Multi-Area Developments Inc., Attn: Aldo DeSantis, David DeSantis, and Steve Spicer

Ward 10 Councillor, Attn: Councillor Maria Pearson

City of Hamilton Staff, Attn: Heather Travis and Lauren Vraets

From: kirby girl

Sent: August 3, 2021 11:57 AM

To: clerk@hamilton.ca

Subject: 8.1 – GRIDS 2 & Municipal Comprehensive Review – Consultation Update & Evaluation Framework & Phasing Principles

Dear Mayor Eisenberger & Members of the General Issues Committee:

The results from surveys taken should be released to the public sooner rather than October. If not the public may question the transparency of the process.

Words like revitalization, renewal, restoration, reinvestment, healthy neighbourhoods would have shown an interest by the City in the exciting process of restoring areas of the existing urban landscape/community that desperately need it. I don't get a sense of an interest in this from any of the documentation I have briefly read that are associated with this process. The bias in language used is towards expansion onto open lands.

Thank you for your time.

Sheila O'Neal

From: Laurie Nielsen
Sent: August 3, 2021 11:04 AM
To: clerk@hamilton.ca
Subject: RE: 'How Should Hamilton Grow?' Evaluation Framework

Dear Mayor Eisenberger & Members of the General Issues Committee,

This letter is in reference to Item 8.1 on the agenda – '*GRIDS 2 & Municipal Comprehensive Review – Consultation Update & Evaluation Framework & Phasing Principles*'.

The evaluation criteria themes should not be given an equal weight for consideration in the evaluation framework. *Climate Change* should be weighted the heaviest, by far. The city declared a climate emergency in March 2019 but I have yet to see Council use a climate lens on any decision that it's made. Future generations are relying on Council to do this and there is no time to lose. Climate change is going to have the greatest impact on those who have low (or no) income and rely on affordable housing, public transportation, low taxes, access to green space, etc. City staff seem to be most concerned with the last criteria, *Conformity with Provincial Methodology*.

It's time we stopped allowing the developers to control how the city grows. They are concerned with only their own interests and not making Hamilton a city we can be proud of. Their plans are largely to build for people who cannot a house in Toronto. We have seniors in Hamilton who would *like* to move out of the family home (not interested in "aging in place", as staff worded it!) but want to stay in a walkable neighbourhood (preferably their own) and close to public transportation. Those senior residences on Stone Church and Rymal do not meet these needs. The homes that they give up would serve those families who want a house.

The climate crisis has also demonstrated a need to be more independent in sourcing our food as drought impacts many agricultural areas across North America. Unpredictable rain events make it even more important to ensure that our land can adequately deal with the excess water. Paving it is definitely not the way to deal with it. We have land available in the current boundaries to meet our needs, with the infrastructure already in place. Let's not spend money, that we really don't have, to develop housing on farmland.

Best regards,

Laurie Nielsen

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

From: no-reply@hamilton.ca <no-reply@hamilton.ca>

Sent: July 20, 2021 11:33 AM

To: clerk@hamilton.ca

Subject: Form submission from: Request to Speak to Committee of Council Form

Submitted on Tuesday, July 20, 2021 - 11:32am Submitted by anonymous user:
162.158.126.163 Submitted values are:

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: Ed Fothergill

Name of Organization: Fothergill Planning and Development Inc.

Contact Number: 905-577-1077

Email Address: edf@nas.net

Mailing Address:

62 Daffodil Crescent

Ancaster ON L9K 1E1

Reason(s) for delegation request: To speak in support of a
conversion request from Employment to Commercial for a property
at 1280 Rymal Road East and 385 Nebo Road.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Sunday, July 25, 2021 - 9:58am Submitted by anonymous user:
172.70.130.228 Submitted values are:

==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 speak regarding the GRIDS2 -
MCR process and the boundary expansion at the August 4th GIC
meeting. Thank you.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Sunday, July 25, 2021 - 10:04am Submitted by anonymous user:
172.70.130.228 Submitted values are:

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: Summer Thomas

Name of Organization:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: I would like to make comments
about the proposed urban boundary expansion and GRIDS2

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Monday, July 26, 2021 - 5:10pm Submitted by anonymous user:
162.158.126.119 Submitted values are:

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: James Webb

Name of Organization: Webb Planning Consultants

Contact Number: 905 527-7526

Email Address: jwebb@webbplanning.ca

Mailing Address: 244 James Street South Hamilton ON L8P 3B3

Reason(s) for delegation request: Oral submission respecting Item
10.1 - Report PED17010(K), GRIDS 2 and Municipal Comprehensive
Review - Employment Land Review

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

Submitted on Monday, July 26, 2021 - 6:40pm Submitted by anonymous user:
172.70.130.228 Submitted values are:

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: Mike Collins-Williams

Name of Organization: West End Home Builders' Association

Contact Number: 416-435-6757

Email Address: mikecw@westendhba.ca

Mailing Address: 1112 Rymal Road East, Hamilton

Reason(s) for delegation request: Request to speak to August 4th,
2021 General Issues Committee with respect to the GRIDS 2/MCR
Phasing Criteria.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

Submitted on Wednesday, July 28, 2021 - 11:18am Submitted by anonymous user:
162.158.126.163 Submitted values are:

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: Dave Aston

Name of Organization: MHBC Planning

Contact Number: 15194971262

Email Address: daston@mhbcplan.com

Mailing Address: 500 Bingemans Centre

Reason(s) for delegation request: respond to Item 8.1 - as it
relates to 1400 Service Road

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes



MHBC
P L A N N I N G
U R B A N D E S I G N
& L A N D S C A P E
A R C H I T E C T U R E

1400 SOUTH SERVICE ROAD EMPLOYMENT LAND CONVERSION REQUEST

General Issues Committee

August 4, 2021

LAND NEEDS AND MARKET NEEDS ASSESSMENT

- Conversion of the lands is not impacting the land needs conclusion
- City Land Needs Assessment confirmed there is surplus employment land, and residential land is required to accommodate growth to 2051.
- Urban Metrics Report identified that proposed mixed use development will provide for more jobs (417) than the current employment land designation (183-233) and that the lands would be slower to develop
- Conversion of these lands will provide residential units within the urban area and support intensification targets by providing a transit supportive density (276 people and jobs / ha)

CRITERIA FOR CONSIDERATION FOR CONVERSION REQUEST

- Opportunity for mixed use, complete community.
- Employment / commercial uses along the frontage, and maintain jobs.
- Not a Provincially Significant Employment Zone (PSEZ).
- Fragmented from existing industrial uses (Stoney Creek Business Park) and separated by QEW, natural feature, CN corridor and Fifty Road.
- Will support any future transit expansion. Fifty / Barton EA is ongoing.



GATEWAY VISION

- Proposed conversion meets the policies of the Growth Plan as:
 - The conversion will maintain a significant number of jobs
 - The lands are not within a PSEZ
- Proposed development would support more jobs than a typical business park / industrial development
- Subject lands are well positioned to assist with residential needs and intensification
- Conversion will not impact the long term viability of any other employment lands



CONCLUSION

- Proposed conversion does not impact land needs conclusions
- Mix of residential and jobs supports intensification objectives
- Supports establishment of a gateway at Fifty Road into Fruitland-Winona and the eastern City boundary
- Proposed mixed use would be a dynamic comprehensively planned development



COUNCIL RESOLUTION REQUEST

We request the following resolution for the lands at 1400 South Service Road, Stoney Creek:

- That the lands be identified for an Employment Conversion to facilitate the development as a mixed use comprehensively planned site, including residential, commercial and office uses



Submitted on Thursday, July 29, 2021 - 7:19am Submitted by anonymous user: 162.158.126.143
Submitted values are:

==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

Mailing Address:

51 Stuart Street

Hamilton ON

Reason(s) for delegation request: I am requesting delegation status in order to respond to Item 8.1 - GRIDS 2 and Municipal Comprehensive Review - Consultation Update and Evaluation Framework and Phasing Principles (PED17010(I)) (City Wide).

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Thursday, July 29, 2021 - 7:21am Submitted by anonymous user: 162.158.126.143
Submitted values are:

==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

Mailing Address:

51 Stuart Street

Hamilton, ON

Reason(s) for delegation request: I am requesting delegation status in order to speak to Item 10.1 - GRIDS 2 and Municipal Comprehensive Review –Employment Land Review (PED17010(k)) (City Wide) at the August 4th GIC meeting.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Thursday, July 29, 2021 - 7:54pm Submitted by anonymous user: 172.70.126.23 Submitted values are:

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: Philip Pothen, J.D., M.L.A.

Name of Organization: Environmental Defence

Contact Number: 6477065937

Email Address: ppothen@environmentaldefence.ca

Mailing Address: 2600 Danforth Avenue, Toro

Reason(s) for delegation request: Speaking to problems with proposed framework to evaluate climate change impact of Option 1 & Option 2 , MCR and Land Needs Assessment process.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Thursday, July 29, 2021 - 10:12pm Submitted by anonymous user: 172.70.38.131
Submitted values are:

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: Don McLean

Name of Organization: none

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: Speak to item 8.1 on the agenda of the August 4 meeting re: GRIDS 2 and Municipal Comprehensive Review - Consultation Update and Evaluation Framework and Phasing Principles (PED17010(l)) (City Wide)

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Friday, July 30, 2021 - 9:09am Submitted by anonymous user: 162.158.75.186 Submitted values are:

==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: To speak about the methodology for land use planning.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Friday, July 30, 2021 - 10:38am Submitted by anonymous user: 172.70.126.200 Submitted values are:

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: T. Anne Wilcox

Name of Organization: none

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request:

I'm concerned that the option 1 would divert money from improving infrastructure in older neighbourhoods in Hamilton City. I am especially concerned because poor sidewalk and road maintenance, snow removal that isn't prompt with reduced transit will directly impact my ability to live in ward 2 in the future.

I am middle-aged and have a medical physical disability with permanent injuries from my first career [nursing]. I currently use a visible assistive device [forearm crutch]. Likely, I'll need a scooter or electric wheelchair when I'm actually a senior in about 20 years time.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

Submitted on Friday, July 30, 2021 - 11:36am Submitted by anonymous user: 172.70.130.100 Submitted values are:

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: Mariam Hanhan

Name of Organization:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: I am a concerned citizen regarding the 'How Should Hamilton Grow?' evaluation framework and Item 8.1 on the agenda – 'GRIDS 2 & Municipal Comprehensive Review – Consultation Update & Evaluation Framework & Phasing Principles'. I will not be submitting a formal presentation, only commenting. Thank you. Mariam Hanhan.
Will you be requesting funds from the City? No
Will you be submitting a formal presentation? No

Submitted on Friday, July 30, 2021 - 11:45am Submitted by anonymous user: 162.158.126.162
Submitted values are:

==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: GRIDS2-MCR Consultation and
Evaluation Framework update

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Friday, July 30, 2021 - 11:49am Submitted by anonymous user: 172.70.130.115 Submitted values are:

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: Caroline Hill Smith

Name of Organization:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: I am a private citizen request an opportunity to speak on August 4 about the GRIDS 2 and Municipal Comprehensive Review- Consultation Update, Evaluation Framework and Phasing Principles

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Friday, July 30, 2021 - 12:05pm Submitted by anonymous user: 162.158.126.142
Submitted values are:

==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: AUGUST 4th 2021 meeting. I am requesting to delegate to share my opinion on hamilton's urban boundary, and the potential development of the whitebelt.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

Submitted on Friday, July 30, 2021 - 12:58pm Submitted by anonymous user: 162.158.126.143
Submitted values are:

==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:

Item 8.1 on the agenda – ‘GRIDS 2 & Municipal Comprehensive Review – Consultation Update & Evaluation Framework & Phasing Principles’.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Tuesday, August 3, 2021 - 9:57am Submitted by anonymous user: 162.158.126.118
Submitted values are:

==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: To provide input to the 'How
Should Hamilton Grow?' Evaluation Framework.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Submitted on Tuesday, August 3, 2021 - 11:12am Submitted by anonymous user: 172.70.130.114
Submitted values are:

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: Mike Crough

Name of Organization: IBI Group Hamilton

Contact Number: 9055461010

Email Address: mike.crough@ibigroup.com

Mailing Address: 360 James Street North, East Wing, Suite200

Reason(s) for delegation request: To speak to GRIDS 2 and
Municipal Comprehensive Review - Consultation Update and
Evaluation Framework and Phasing Principles (PED17010(I)) (City
Wide)

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

General Issues Committee – August 4, 2021

SCREENING CRITERIA AND EVALUATION TOOL (WATERDOWN AND BINBROOK)



IBI GROUP
Purewal
347 Parkside Drive
August 4, 2021

Delegating on behalf of my client, the Owner of Lands at 347 Parkside Drive in Waterdown

Speaking to Staff report PED17010(I); specifically the GRIDS 2 / MCR – Screening Criteria and Evaluation Tool (Waterdown and Binbrook), attached as Appendix “B”

Have reviewed the staff report and all appendices



Location of 347 Parkside Drive

Support the process to review and consider Waterdown through a separate Screening Criteria and Evaluation Tool

No concerns with proposed Screening Criteria and Evaluation Tool

Have a clear understanding of the approach and the overarching policy framework (i.e. Growth Plan policies re: 10 ha, 50% residential, etc.)

Look forward to making formal submission through staff with a specific expansion request for these lands, and working with Committee and staff on the specific request for these lands and focusing on the Waterdown area

Thank you!

Submitted on Tuesday, August 3, 2021 - 12:43am Submitted by anonymous user: 172.70.130.100
Submitted values are:

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: Nathan Savelli

Name of Organization:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: I wish to share my concerns and feelings as it relates to Item 8.1 - GRIDS 2 & Municipal Comprehensive Review – Consultation Update & Evaluation Framework & Phasing Principles.

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

TO:	Chair and Members General Issues Committee
COMMITTEE DATE:	August 4, 2021
SUBJECT/REPORT NO:	GRIDS 2 and Municipal Comprehensive Review - Consultation Update and Evaluation Framework and Phasing Principles (PED17010(I)) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Heather Travis (905) 546-2424 Ext. 4168
SUBMITTED BY:	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
SIGNATURE:	

RECOMMENDATION

- (a) That Council approve the GRIDS 2 / MCR: Final Growth Evaluation Framework and Phasing Criteria, attached as Appendix “A” to Report PED17010(I);
- (b) That Council approve the GRIDS 2 / MCR – Screening Criteria and Evaluation Tool (Waterdown and Binbrook), attached as Appendix “B” to Report PED17010(I).

EXECUTIVE SUMMARY

Through the Growth Related Integrated Development Strategy (GRIDS) 2 and the Municipal Comprehensive Review (MCR), the City is mandated by Provincial policy to determine how and where to plan for forecasted population and employment growth to the year 2051, in accordance with the Provincial population and employment growth forecasts and land needs assessment methodology.

The City completed a draft Land Needs Assessment (LNA), prepared by Lorus & Associates, which examined the capacity of the City’s Urban Area to accommodate the projected growth. The Ambitious Density scenario modelled in the LNA, based on an average intensification rate of 60% over the next 30 years, and a planned density of 77

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OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: GRIDS 2 and Municipal Comprehensive Review – Consultation Update and Evaluation Framework and Phasing Principles (PED17010(I)) (City Wide) - Page 2 of 27

persons and jobs per hectare (pjh) in new Designated Greenfield Areas (DGA), identified a requirement for an urban boundary expansion of 1,340 ha to accommodate Community Area (population) growth.

At the March 29, 2021 General Issues Committee (GIC) meeting, through Report PED17010(i), staff recommended that Council approve the LNA and endorse the Ambitious Density scenario.

Further, as part of Report PED17010(j) staff provided draft evaluation tools to be used in the evaluation of growth options under the Ambitious Density scenario. Staff requested authorization to consult with the public on the draft evaluation tools.

Following discussions and delegations at the March 29, 2021 meeting, Council deferred approval of the draft LNA and recommended Ambitious Density scenario. Rather, Council directed staff to undertake further consultation on the draft LNA through a mail-out survey to all households, including an option to select a preference for No Urban Boundary Expansion. Further, Council directed staff to model and evaluate growth scenarios under both the No Urban Boundary Expansion scenario and the Ambitious Density scenario and report back to Committee in October 2021. Council authorized staff to engage with the public on the draft evaluation tools.

Furthermore, in June, 2021, Council directed staff to have a peer review of the Land Needs Assessment undertaken and to report back on the results of the peer review in October 2021.

In accordance with Council direction, staff have consulted with the public and stakeholders on the draft evaluation tools and have considered revisions to the draft tools to respond the concerns and comments received. The revised evaluation tools are presented in this Report.

Further, to implement the Council direction to model and evaluate the No Urban Boundary Expansion scenario, and in accordance with comments received from the public and stakeholders, staff have revised the evaluation framework to compare and evaluate the No Urban Boundary Expansion scenario with the Ambitious Density scenario. The new framework is described in this Report.

Alternatives for Consideration – See Page 26

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: N/A

Staffing: N/A

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SUBJECT: GRIDS 2 and Municipal Comprehensive Review – Consultation Update and Evaluation Framework and Phasing Principles (PED17010(I)) (City Wide) - Page 3 of 27

Legal: N/A

HISTORICAL BACKGROUND

1.0 GRIDS 2 / MCR

GRIDS 2 will result in a long term growth strategy which allocates forecasted population and employment growth for the 2021 to 2051 time period. The Provincial forecasts for Hamilton project a total 2051 population of 820,000 persons and total employment of 360,000 jobs, a net increase of 236,000 persons and 122,000 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 March 29, 2021 General Issues Committee meeting

2.1 Report PED17010(i) - GRIDS 2 and Municipal Comprehensive Review – Final Land Needs Assessment

At the March 29, 2021 meeting of the General Issues Committee, staff presented Report PED17010(i), including the City's Land Needs Assessment to 2051, and recommended the adoption of the Ambitious Density growth scenario.

The Ambitious Density scenario is based on an intensification target of 50% between 2021 and 2031, 60% between 2031 and 2041, and 70% between 2041 and 2051. In addition, the scenario assumes a planned density of 60 persons and jobs per hectare (pjh) in the City's existing Designated Greenfield Area (DGA) and 77 pjh in new DGA (i.e. urban expansion areas). The resulting land need under the Ambitious Density scenario is an urban boundary expansion area of 1,340 ha to accommodate Community Area (population) growth.

Delegations were made at the meeting with concerns being raised about the lack of consideration of a 'no urban boundary expansion' option within the LNA. Further, concerns over the challenges and limitations of virtual public engagement were also cited.

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SUBJECT: GRIDS 2 and Municipal Comprehensive Review – Consultation Update and Evaluation Framework and Phasing Principles (PED17010(I)) (City Wide) - Page 4 of 27

Responding to these concerns, Committee approved the following revised Recommendation to Report PED17010(i):

“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 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.**

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SUBJECT: GRIDS 2 and Municipal Comprehensive Review – Consultation Update and Evaluation Framework and Phasing Principles (PED17010(I)) (City Wide) - Page 5 of 27

- (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.”

Approval of the Land Needs Assessment and the Ambitious Density scenario was deferred to October, 2021. Rather, the revised Council recommendation directed staff to undertake additional consultation on the Land Needs Assessment in the form of a City-wide mail-out survey, including an option for respondents to select a preference for ‘no urban boundary expansion’. The recommendation further directed staff to undertake modelling and evaluation of both the Ambitious Density scenario and the no Urban Boundary Expansion scenario, and to report back on the findings of the modelling and evaluation in Fall 2021.

The evaluation tools presented in this report, including the introduction of the GRIDS 2 / MCR “How Should Hamilton Grow?” Framework (see Appendix “A” to Report PED17010(I)) to examine the option of ‘No Urban Boundary Expansion’ are consistent with the Council direction above.

2.2 Report PED17010(j) - GRIDS 2 and Municipal Comprehensive Review – Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria

Report PED17010(j) was also considered at the March 29, 2021 GIC meeting. The Report presented two draft evaluation tools which would be used to assess the location and timing of future urban expansion growth in accordance with the Ambitious Density scenario: the GRIDS 2 / MCR – Planning for Growth to 2051: Evaluation Framework and Phasing Criteria (Whitebelt Lands) and the GRIDS 2 / MCR – Screening Criteria and Evaluation Tool (Waterdown and Binbrook). Staff recommended the draft tools be received by Committee and requested authorization for staff to commence public consultation on the draft frameworks. Committee approved the recommendation, including the request to consult with the general public and stakeholders.

A summary of the draft frameworks presented in Report PED17010(j) is provided below. A full description of the draft frameworks is found in Report PED17010(j).

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The Analysis and Rationale for Recommendation Section of this Report provides an overview of the revisions to the draft frameworks to address comments received through public engagement. The revised evaluation tools proposed for Council approval are attached as Appendices “A” and “B” of Report PED17010(I).

- **GRIDS 2 / MCR – Planning for Growth to 2051: Evaluation Framework and Phasing Criteria (Whitebelt Lands):** the whitebelt evaluation framework will be utilized to evaluate where and when the City will grow if Council approves the requirement for an urban boundary expansion (Ambitious Density scenario). The framework was developed by the City’s consultant team (Dillon Consulting) and is premised on a two-stage whitebelt evaluation approach:

The first stage of the whitebelt evaluation is the Feasibility Evaluation of Candidate Expansion Areas which would 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 provides a detailed list of criteria to be satisfied prior to urban boundary expansion occurring, including servicing, financial, natural heritage, and agricultural impacts.

The feasibility evaluation in Stage 1 would 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 would not prioritize or rank one area against another, rather each Candidate Expansion Area will be assessed individually. Essentially, a pass / fail grade is assigned to determine if a geographic area merits further consideration.

The second stage of the whitebelt evaluation is the Phasing Criteria and Analysis which would be focused on determining the preferred order of phasing of future development based on the Ambitious Density scenario. The phasing analysis would evaluate a series of growth scenarios against each other to ultimately determine the preferred scenario.

As part of Stage 2, modelling of required infrastructure and transportation upgrades, public service facility needs, and financial impacts would be undertaken. Climate change risks / opportunities, agricultural impacts, and complete community consideration assessments also form part of the Stage 2 evaluation.

The phasing evaluation would consider all themes comprehensively, and the scenario that produces the best results overall would be identified as the preferred option. It is possible for a scenario to perform higher in certain components of the evaluation compared to the scenario chosen as preferred, but the preferred scenario would represent the option that performs best across the greatest number of themes.

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- **GRIDS 2 / MCR – Screening Criteria and Evaluation Tool (Waterdown and Binbrook):** 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. The Waterdown / Binbrook evaluation tool was created to provide a framework against which to evaluate any expansion requests received within these areas. The creation of the framework does not pre-determine that any expansion will occur.

Phase one of this evaluation would include the evaluation of all expansion requests for areas adjacent to Waterdown or Binbrook against a set of pass / fail screening criteria based on Growth Plan Policy 2.2.8.3(k). These criteria are mandatory, and an expansion area would only be screened through to the second phase of evaluation if the mandatory screening criteria are all satisfied.

The second phase would evaluate each remaining proposed expansion area against a series of criteria which represent local and provincial planning priorities. The criteria identified in the GRIDS 2 / MCR – 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.

In accordance with the Council direction, staff undertook consultation on the draft evaluation tools in May 2021. This report summarizes the results of the consultation and recommends revisions to the evaluation tools to address both comments received from the public and stakeholders as well as the revised Council direction to examine the ‘No Urban Boundary Expansion’ scenario. The revised evaluation tools are attached as Appendices “A” and “B” of Report PED17010(I).

3.0 Consultation and Survey

As noted in Section 2.0 above, in accordance with Council direction, two separate engagement initiatives have been recently undertaken related to the GRIDS 2 / MCR project:

- **Mail-out Survey** – in response to the direction received at the March 29 GIC meeting, a city-wide mail-out survey was launched in June to allow residents to select between a ‘No Urban Boundary Expansion’ scenario and the ‘Ambitious Density’ scenario, or to identify a third preferred option. The survey was mailed to all households in Hamilton. Replies can be provided through the postage paid mail option or through email. The results of this survey will be reported in October 2021 in accordance with the Council direction above.

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- Engage Hamilton consultation on Draft Evaluation Tools – this engagement is the subject of this Report and is described in greater detail in the Consultation section of this Report. The engagement responded to the direction received through report PED17010(j) and requested comments and feedback on the GRIDS 2 / MCR – Planning for Growth to 2051: Evaluation Framework and Phasing Criteria (Whitebelt Lands) and the Screening Criteria and Evaluation Tool (Waterdown and Binbrook). The results of this round of engagement are summarized in this Report and in Appendices “C” to “E” to Report PED17010(i).

4.0 MCR deadline

The GRIDS 2 / MCR study design and workplan is required to move forward at an efficient pace to meet provincial deadlines. The Province requires municipalities to update their Official Plans to conform to the revised Provincial Plans by July 1, 2022. 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 given that there is a Provincial election scheduled for June 2022, meaning that no decisions will be made following the writ anticipated in April 2022. The GRIDS 2/ MCR workplan is attached as Appendix “G” to Report PED17010(l).

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. Approval of the evaluation tools as part of this Report is critical to meeting the timelines.

Following Council approval of the evaluation tools attached as Appendices “A” and “B” of Report PED17010(l), the following are the next steps in the GRIDS 2 / MCR process:

Time frame	Key Project Milestones	Status
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	Completed

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Time frame	Key Project Milestones	Status
	planning	
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	Completed
August 2021	Approval of Employment Land Review report (GIC)	Pending
August 2021	Approval for Evaluation Framework and Phasing Criteria (GIC)	Pending
May to October 2021	Growth Options Evaluation / Scenario Modelling	Pending
October 2021	Presentation of Urban Growth Survey Results Presentation of Land Needs Assessment Peer Review Results Presentation of Results of “How Should Hamilton Grow?” Evaluation	Pending
December / January 2021	Presentation of Results of Whitebelt Lands Feasibility Evaluation and Phasing Analysis (if required) Public Consultation on Evaluation Analysis Results, including Preliminary Preferred Growth Option	
April 2022	Approval of Final Preferred Growth Option	Pending

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Policies at both the Provincial and local level provide direction on managing growth and incorporating the provincial growth forecasts to 2051. Within the Growth Plan, policy 2.2.1 provides high level direction on important growth management considerations including the requirement for municipalities to plan to the provincial forecasts in accordance with the Provincial land needs assessment methodology. Should the City’s

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completed land needs assessment identify that settlement area expansion is required to accommodate a portion of forecasted growth, criteria and requirements to be considered in advance of a settlement (urban) area boundary expansion are highlighted in policy 2.2.8.3. A complete policy review is included in Appendix “F” to Report PED17010(I).

Key policy considerations are highlighted below.

Growth Plan 2019, as amended

Section 2.2.1 of the Growth Plan provides policy direction on Managing Growth. The section provides high level policies on growth allocation (prioritizing settlement areas and strategic growth areas), planning for infrastructure, public service facilities and the transportation system in a financially viable manner, environmental and agricultural protection, and supporting the achievement of complete communities including a climate change lens. As addressed in the Analysis / Rationale for Recommendation section, staff propose to use the guiding policies of Section 2.2.1 as a framework for the consideration of the No Urban Boundary Expansion scenario to assist the City with determining how Hamilton will manage its growth to the year 2051 (Appendix “A” to Report PED17010(I)).

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 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 draft LNA and the Ambitious Density scenario identifies a requirement for urban boundary expansion to accommodate a portion of the City’s forecasted population growth that cannot be accommodated through intensification and / or the City’s existing designated greenfield areas based on Growth Plan requirements. Staff note that Council has not made a decision on the LNA or the Ambitious Density scenario.

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 the 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: Evaluation Framework and Phasing Criteria, attached as Appendix “A” to Report PED17010(I), has been designed to ensure compliance with Provincial policy matters

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and would be used to evaluate growth areas and phasing options under the Ambitious Density scenario.

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 – Screening Criteria and Evaluation Tool (Waterdown and Binbrook), attached as Appendix “B” to Report PED17010(I) 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 how the climate change lens can be applied as part of the GRIDS 2 / MCR evaluation process is included in the Analysis / Rationale for Recommendations section below.

Urban Hamilton Official Plan (UHOP)

The Urban Hamilton Official Plan contains policies regarding growth management and urban boundary expansion and, specifically, the studies and criteria that must be considered prior to the City expanding its urban boundary (UHOP polices related to urban boundary expansion cited in Appendix “F” to Report PED17010(I) 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 Final Growth

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Evaluation Framework and Phasing Criteria, including the “How Should Hamilton Grow?” Framework to evaluate the No Urban Boundary Expansion option, attached as Appendix “A” to Report PED17010(I).

RELEVANT CONSULTATION

Public and Stakeholders

During the month of May 2021, the Engage Hamilton platform was used to obtain feedback from members of the public and stakeholders on the GRIDS 2 / MCR – Planning for Growth to 2051: Evaluation Framework and Phasing Criteria (Whitebelt Lands) and the Screening Criteria and Evaluation Tool (Waterdown and Binbrook). The Engage Hamilton website included information on the two draft documents and asked respondents to provide comments and suggestions related to the frameworks through an open-ended question:

“Question: What are your thoughts on the draft evaluation framework for potential urban boundary expansions from the Whitebelt lands? Are there any theme areas of evaluation that you think are missing? Are there any criteria that should be added and / or removed? Provide any comments you might have in the box below.”

Similar wording was provided in the questions relating to the Waterdown / Binbrook Screening and Evaluation Tool.

Notification of this consultation opportunity was provided through email to the GRIDS 2 / MCR project mailing list (approximately 400 addresses) and the project stakeholder team and through the City’s social media channels, including the use of social media boosting to reach a wider audience.

In summary, 42 responses were received through Engage Hamilton to the survey question on the GRIDS 2 / MCR – Planning for Growth to 2051: Evaluation Framework and Phasing Criteria (Whitebelt Lands) and 19 responses were received on the Screening Criteria and Evaluation Tool (Waterdown and Binbrook). An additional 26 responses to the request for comments were received directly through the GRIDS 2 / MCR project email. A total of 7 comments were received from the project stakeholder team.

A summary of the key themes and comments received through the consultation is provided in the Analysis and Rationale for Recommendation section below, including the recommended changes to the draft frameworks resulting from the consultation. Further, copies of all comments received through Engage Hamilton are attached as Appendix “C” to Report PED17010(I) and comments received through email

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(stakeholders and public comments), including staff responses, are attached as Appendices “D” and “E” to Report PED17010(I) and comments.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

1.0 Key themes from Consultation

The following topics represent the most commonly cited questions and areas of concern from the comments received through all forms of engagement.

1.1 Process – why is the City consulting on a framework to evaluate urban boundary expansion?

Comments received suggested that the City should not be seeking feedback on a framework to evaluate urban boundary expansion options / phasing scenarios when the decision on whether or not an urban boundary expansion is required has yet to be made.

The GRIDS 2 / MCR – Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria (Whitebelt Lands) and the Draft Screening Criteria and Evaluation Tool (Waterdown and Binbrook) were drafted based on the staff recommendation for the Ambitious Density scenario in the Land Needs Assessment, which identifies a requirement for 1,340 ha of land to be added to the urban area. The draft tools were presented at the March 29, 2021 GIC meeting and Committee approved the recommendation for staff to commence consultation on the tools prior to reporting back with a final version. The consultation undertaken in May 2021 was consistent with that direction.

However, at the same meeting, Committee also directed staff to consider and model the No Urban Boundary Expansion scenario and to consult on the question of urban boundary expansion through a mail-out survey. The survey has been distributed to all households in Hamilton, and staff are undertaking the modelling of a No Urban Boundary Expansion scenario, also consistent with the direction of the Committee.

Staff note that the consultation on the GRIDS 2 / MCR – Planning for Growth to 2051: Evaluation Framework and Phasing Criteria (Whitebelt Lands) and the Screening Criteria and Evaluation Tool (Waterdown and Binbrook) does not indicate that a decision on the question of urban boundary expansion has been made. That decision will not be made until the Fall of 2021. Rather, the need to consult on the draft evaluation tools is reflective of the need to keep the GRIDS 2 / MCR project moving forward in order to meet the firm Provincial deadline for completion of the MCR of July 2022. By finalizing the draft evaluation tools to reflect

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the comments received by the public and stakeholders, staff will be able to model and evaluate the various Ambitious Density phasing scenarios using a tool that has been reviewed by the community, and report back to Committee in Fall of this year with a comprehensive evaluation of scenarios. As per the GRIDS 2 / MCR timeline, staff will first be reporting back on the evaluation of the No Urban Boundary Expansion scenario, as described in the next section.

1.2 How will the No Urban Boundary Expansion scenario be evaluated?

Feedback on the applicability of the framework to evaluate the No Urban Boundary Expansion scenario was also received. Many questions were raised as to how, or if, the draft framework would be applied to the new scenario / option.

Both the GRIDS 2 / MCR – Planning for Growth to 2051: Evaluation Framework and Phasing Criteria (Whitebelt Lands) and the Screening Criteria and Evaluation Tool (Waterdown and Binbrook) were created to evaluate urban boundary expansion scenarios. As noted above, the tools were drafted based on the staff recommended Land Needs Assessment Ambitious Density scenario requiring an urban boundary expansion area of 1,340 ha. Both tools use the policies of Section 2.2.8 – Settlement Area Boundary Expansions as a guiding framework for the feasibility evaluation of expansion areas. In particular, policy 2.2.8.3 outlines the list of criteria that must be considered in determining the most appropriate location for proposed expansion following the demonstration of need for the expansion through the completion of a land needs assessment. The criteria are wide-ranging and include consideration of financial impacts of growth, servicing infrastructure and transportation impacts, impacts on the agricultural system, natural heritage system and water resources, amongst other matters. Policy 2.2.8.3(k) specifically identifies criteria for limited expansion into the Greenbelt area from Towns / Villages.

Part 2 of the GRIDS 2 / MCR – Planning for Growth to 2051: Evaluation Framework and Phasing Criteria (Whitebelt Lands) is the phasing evaluation of whitebelt lands, and, similar to the Part 1 framework, addresses a range of themes including climate change, infrastructure, transportation, agriculture and fiscal impacts of phasing growth. Again, the phasing criteria are premised on the need for urban boundary expansion based on the recommendations of the Ambitious Density scenario.

To implement the Council direction to model and evaluate the No Urban Boundary Expansion scenario, it is necessary to modify the evaluation process that had been envisioned as an evaluation of expansion options. The question of whether or not the City selects the No Urban Boundary Expansion scenario or the Ambitious Density scenario must be addressed first as it represents a fundamental question of how the City will grow into the future. The question of conformity of a No Urban Boundary Expansion scenario with the provincial requirement to plan for a market-

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based housing forecast in accordance with the lands needs assessment methodology must be considered. In addition, key questions and considerations relating to intensification rates, housing mix, and fiscal and servicing implications need to be addressed.

Staff therefore propose that the modelling and evaluation of the No Urban Boundary Expansion scenario and the Ambitious Density scenario must be undertaken as a separate evaluation, in accordance with the GRIDS 2 / MCR “How Should Hamilton Grow?” Framework proposed below (section 2.1) and attached as Appendix “A” to Report PED17010(I), followed by an examination of phasing options under the Ambitious Density scenario in accordance with the draft tools. If the No Urban Boundary Expansion scenario is ultimately chosen as the City’s preferred growth option, none of the phasing scenarios under the Ambitious Density scenario would be chosen. However, staff will continue with the modelling of phasing options under the Ambitious Density scenario so that a recommendation on a preferred phasing scenario can be presented to Committee.

1.3 Weighting / ranking of criteria

Feedback on how the framework would be applied, particularly in terms of rating / ranking of criteria and themes, was also received.

Staff note the framework is intended to be used as a method for documenting a wide range of information considered in the development of the final recommended growth option. The information in the evaluation framework will include a mix of qualitative and quantitative data. No weighting is assigned to any given dataset. The phasing component will include the results of more detailed technical analysis related to agriculture, municipal finance, transportation, water, wastewater and stormwater management.

Revisions to the framework documents include a more detailed explanation of how the information collected in the evaluation and phasing analysis will be used to inform the development of the planning rationale for a preferred growth scenario.

1.4 Agricultural system

Email submissions were received which dealt with the question of how to apply criteria on the Agricultural system to the question of urban boundary expansion.

The draft tools have been created to implement the Growth Plan policy 2.2.8.3 (f):

“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

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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:

- 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;”

The GRIDS 2 / MCR – Planning for Growth to 2051: Evaluation Framework and Phasing Criteria (Whitebelt Lands) has been drafted to implement the above policy direction. Part 1 of the Framework, the Feasibility Evaluation of each candidate area, considers the ability of a candidate expansion area to avoid prime agricultural areas and to minimize / mitigate impacts on the agricultural system. Part 2, the Phasing Criteria, ask the questions: “Does the phasing scenario prioritize development of areas that are non-prime agricultural” and “Does the phasing scenario prioritize development of areas that have fewer agricultural operations or active livestock operations?”

The concern raised in the comments primarily focussed on the consideration of prime / non-prime agricultural lands as a phasing criteria. Based on Rural Hamilton Official Plan designations, all phasing options under the Ambitious Density scenario would require the inclusion of whitebelt lands that are designated prime agricultural being added to the urban boundary. The City’s draft Land Needs Assessment has identified that 1,340 ha of land is required under the Ambitious Density scenario, so there is no phasing option that avoids prime agricultural lands.

The wording of the evaluation and phasing criteria with respect to the Agricultural System is consistent with the direction of the PPS and the Growth Plan. The Growth Plan policy 2.2.8.3 requires that settlement area expansions avoid prime agricultural areas where possible. Alternative locations are to be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the agricultural system. While staff concur that all phasing options under the Ambitious Density scenario result in a requirement to add prime agricultural lands to the urban

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boundary, staff do not find that negates the requirement to evaluate and model options that would prioritize the development of non-prime agricultural lands. The phasing criteria have been defined to allow the City to consider not only Growth Plan and provincial policy objectives, but also matters of local interest and concern. There is an interest from both members of the public and staff to understand phasing implications of growth on prime and non-prime agricultural lands.

However, staff note that this consideration is one criteria that will be considered comprehensively with the other criteria in the framework. As discussed previously, all criteria will be evaluated and the phasing option that performs best overall will be recommended as the preferred phasing option. It is possible that the preferred phasing option will not perform best to each criteria, but rather best overall.

1.5 Climate change and GHG emissions

A key theme that emerged from public consultation was the integration of a climate change lens into the evaluation process, for both the evaluation of the No Urban Boundary Expansion scenario and the Ambitious Density scenario.

Staff concur with the importance of this theme. Both of the draft tools address climate change from many perspectives. Within the GRIDS 2 / MCR – Planning for Growth to 2051: Evaluation Framework and Phasing Criteria (Whitebelt Lands), 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.

Climate change considerations in Stage 1 relate to opportunities to reduce GHGs and private internal combustion engine powered 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.

One of the key concerns noted was the ability to evaluate greenhouse gas emissions resulting from the various growth options / phasing scenarios. The City of Hamilton has set a target of 50% emission reductions by 2030 and net zero by 2050. The primary sources of GHG emissions in Hamilton are industry (of which cement and steel manufacturing are the primary sources), existing buildings, and transportation. The ability of the City to reach these targets requires considerations

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of emissions, and potential for reductions in existing and future sources in long term planning decisions.

To address this concern, the City has retained a consultant team to model the impacts of growth on GHG emissions. The evaluation will describe the energy and GHG profiles of the growth options when built out and whether or not a specific sequence of growth or growth option will aid the City's ability to achieve GHG emissions reductions. The evaluation will be undertaken in relation to both the No Urban Boundary Expansion and the Ambitious Density scenarios as part of the "How Should Hamilton Grow?" evaluation. The framework will be modified, as outlined below, to clarify this criteria.

2. Summary of Recommended Changes to Evaluation Process

Following review of the comments received (see Appendices "C" to "E" of Report PED17010(I)), including the key concerns noted above, staff are recommending the following revisions to the evaluation process and the draft tools:

2.1 Analysis of No Urban Boundary Expansion scenario – GRIDS 2 / MCR "How Should Hamilton Grow?" Framework – Step 1 (Appendix "A" to Report PED17010(I))

A new evaluation framework to evaluate the No Urban Boundary Expansion scenario against the Ambitious Density scenario is proposed.

This evaluation tool, titled the GRIDS 2 / MCR "How Should Hamilton Grow?" Framework, will be utilized as the first step in the evaluation process, as described in Section 1.2 above. The framework, attached as Appendix "A" to Report PED17010(I), is based on the direction of Section 2.2.1 'Managing Growth' of the Growth Plan 2019, as amended. Section 2.2.1 provides overarching direction for growth management and provides a high level and comprehensive set of considerations to assist Council and members of the public with understanding the implications and differences of the two contrasting growth options ("No Urban Boundary Expansion" or "Ambitious Density"). The considerations identified in Section 2.2.1 of the Growth Plan align with the GRIDS 2 10 Directions to Guide Development, the decision making tool approved by Council in December 2020. The proposed considerations of the GRIDS 2 / MCR "How Should Hamilton Grow?" Framework are:

THEME	CONSIDERATIONS	HOW WILL CRITERIA BE MEASURED?
Growth allocation	<ul style="list-style-type: none"> Does the growth option direct the vast 	<ul style="list-style-type: none"> Anticipated growth

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THEME	CONSIDERATIONS	HOW WILL CRITERIA BE MEASURED?
	<p>majority of growth to the settlement area?</p> <ul style="list-style-type: none"> Does the option focus growth in the built-up area and other strategic growth areas? 	<p>allocations based on identified intensification rates and density targets</p>
Climate Change	<ul style="list-style-type: none"> Does the growth option contribute to the City's goal of carbon neutrality by 2050 by providing opportunities for reductions in greenhouse gas emissions? Does the growth option present any significant risks or opportunities associated with climate change? 	<ul style="list-style-type: none"> GHG Emissions Analysis Input from City staff and stakeholders
Municipal Finance	<ul style="list-style-type: none"> Are there any significant municipal financial risks associated with the growth option? 	<ul style="list-style-type: none"> Fiscal Impact Assessment Input from City staff
Infrastructure & Public Service Facilities	<ul style="list-style-type: none"> Does the growth option result in significant impacts to the City's existing or planned infrastructure and public service facilities? 	<ul style="list-style-type: none"> Assessment of infrastructure and public service requirements
Transportation System	<ul style="list-style-type: none"> Does the growth option provide an urban form that will expand convenient access to a range of transportation options including active transportation? Does the growth option prioritize development of areas that would be connected to the planned BLAST network or existing transit? Does the growth option result in significant impacts to the City's existing or planned transportation infrastructure? 	<ul style="list-style-type: none"> Transportation network review Input from City staff

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THEME	CONSIDERATIONS	HOW WILL CRITERIA BE MEASURED?
Complete Communities	<ul style="list-style-type: none"> • Does the growth option provide a diverse mix of land uses in a compact form, with a range of housing options to accommodate people at all stages of life and all household sizes and incomes? • Does the growth option improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes? • Does the growth option expand convenient access to an appropriate supply of open spaces, parks and recreation? 	<ul style="list-style-type: none"> • Proposed housing mix • Anticipated growth allocations based on identified intensification rates and density targets • Input from City staff
Agricultural System	<ul style="list-style-type: none"> • Does the growth option prioritize development of areas that are non-prime agricultural? • Does the growth option avoid, minimize and mitigate impacts on the Agricultural System? • Does the growth option promote healthy, local and affordable food options, including urban agriculture? 	<ul style="list-style-type: none"> • GRIDS 2 / MCR Agricultural Impact Assessment
Natural Heritage and Water Resources	<ul style="list-style-type: none"> • Does the growth option avoid and protect Natural Heritage Systems as identified by the City and the Growth Plan?? • Does the growth option demonstrate an avoidance and / or mitigation of potential negative impacts on watershed conditions and the water resource system? 	<ul style="list-style-type: none"> • Input from City staff and Conservation Authorities • Available mapping (UHOP / RHOP) and information /studies
Natural Hazards	<ul style="list-style-type: none"> • Does the growth option direct development away from hazardous lands? 	<ul style="list-style-type: none"> • Input from City staff and Conservation Authorities

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THEME	CONSIDERATIONS	HOW WILL CRITERIA BE MEASURED?
Conformity with Provincial Methodology	<ul style="list-style-type: none"> Has the growth option been assessed in accordance with the Provincial Land Needs Assessment Methodology to determine the quantity of land required to accommodate growth to the planning horizon? 	<ul style="list-style-type: none"> Input from City staff, consultant, and the Province

The evaluation of the “How Should Hamilton Grow?” framework will utilize the same system as proposed under the Draft Evaluation Criteria and Phasing Principles (Whitebelt) Framework, which uses a qualitative evaluation system to identify how well a growth option satisfies a given criteria. There is no ranking or priority amongst the criteria. Council will have the benefit of the comprehensive evaluation of all theme areas prior to identifying a preferred growth option.

2.2 Summary of changes to GRIDS 2 / MCR – Planning for Growth to 2051: Evaluation Framework and Phasing Criteria (Whitebelt Lands) – Steps 2 and 3 (Appendix “A” to Report PED17010(I))

The GRIDS 2 / MCR – Planning for Growth to 2051: Evaluation Framework and Phasing Criteria (Whitebelt Lands) will be utilized to evaluate candidate expansion areas and potential urban boundary expansion phasing scenarios, in accordance with the Council direction to model the Ambitious Density growth scenario. It is acknowledged that Council has not made a decision regarding urban boundary expansion. Due to the mandated provincial conformity deadline, it is important for this evaluation to take place prior to the Council decision being made in Fall 2021. To meet the July 2022 deadline, the preferred growth option must be identified by early 2022 to allow for appropriate consultation and implementation considerations to take place. The modelling of the phasing scenarios under the Ambitious Density option and the presentation of the results in Fall 2021 will allow Council to make a recommendation on a preferred phasing option if the Ambitious Density scenario is identified as the outcome of the Step 1 “How Should Hamilton Grow?” evaluation.

Comments and feedback were received through the consultation which have led to revisions to the GRIDS 2 / MCR – Planning for Growth to 2051: Evaluation Framework and Phasing Criteria (Whitebelt Lands) to add clarity to existing criteria, address missing considerations, or remove criteria that are redundant or not meaningful, as listed below:

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2.2.1 Changes to Feasibility Evaluation of Whitebelt Lands (Step 2)

- *Addition of Natural Hazards as a stand-alone theme area:* the draft Evaluation Framework and Phasing Principles had considered natural hazards under the Climate Change theme, owing to the potential impacts on hazard lands arising from climate change. However it was noted in comments received from the Hamilton Conservation Authority that the issues associated with natural hazards extend beyond floodplains, and include slope stability, meander belt and erosion allowances, and karst, and should be given key consideration and not part of a broader topic area. Due to the potential impacts on development associated with limitations from natural hazards, staff concur with this assessment. The criteria will overlap with the Climate Change and Natural Heritage themes.
- *Addition of Food Security / Protection of Local Food Network as key consideration under the Agricultural System Theme:* many comments received through the Engage Hamilton portal expressed the need to add food security and protection of the local food network as a key consideration. The comments noted the importance of protecting the local food network and local food security in light of climate change impacts which have the potential to impact food production worldwide. The criteria under the Agricultural System them has been amended to address this concern.
- *Existing and planned public transit / active transit:* several comments highlighted the importance of prioritizing public transit and active transit to new growth areas, which is a consideration already included in the draft framework under the Transportation System theme. However, there was confusion with how these measurement criteria would be measured. The draft framework had used the questions: “Does the candidate area contain an existing transit route or stop”? and “Does the candidate area contain an existing or planned pedestrian or cycling network”. All candidate areas are currently rural and do not presently contain existing public transit or existing active transportation. The questions have been modified to focus on future planned transit and active transportation given that lands in the candidate areas are outside of the urban area.
- *Public transit / active transit measurement criteria:* further to the above and also related to public transit, it was noted that the viability of transit consideration could be expanded upon to measure future population density of a candidate area as a measure of the ability of the area to support public transit / active transportation. This measure has been clarified.
- *Broaden the ‘range of housing’ consideration to include low income housing and housing with supports:* under the Complete Communities Theme, the draft framework had included as a key consideration the ability of a candidate area to provide a diverse range and mix of housing including affordable housing. Through

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comments received from the public it was noted that this consideration should be more broadly defined to also address low-income housing and housing with supports.

- *District energy criteria:* one of the considerations within the Climate Change theme is the ability of the candidate area to provide the opportunity for district energy. Comments were received which acknowledged the appropriateness of this criteria but noted that there was a lack of clarity around how it would be considered. Staff note that district energy systems have been included as an opportunity to consider aspects of energy efficiency / conservation through community planning. The Growth Plan directs municipalities to consider aspects of infrastructure and energy conservation when applying the policies of the Plan. The framework has been modified to expand the consideration to Energy Efficient Community Design which will include consideration of energy efficient design opportunities including alternative energy / district energy.
- *Proposed stormwater management:* comments were received on the Climate Change Theme related to the Infrastructure Resiliency consideration, and the wording related to proposed stormwater management. The candidate areas are rural and currently do not have a proposed engineered stormwater management system in place. The wording has been revised to consider how the area could be planned to consider stormwater management that provides resilience and climate change adaptability.
- *Removal of consideration of maximizing infrastructure capacity:* the draft framework had included two separate considerations related to water and wastewater infrastructure capacity: is there sufficient capacity in existing or planned systems, and does the candidate area maximize existing capacity within the system? After further review with staff and the Master Plan consultant team, it has been determined that the second question is redundant and has been removed.
- *Complete Communities –* comments were received which raised questions as to how the complete communities considerations would be measured. The framework has been modified to provide clarity on the measurement of this consideration, including the ability of a candidate area to contribute to the surrounding area's completeness in terms of public facilities, parks and other amenities.

2.2.1 Changes to Evaluation Framework - Phasing Criteria (Step 3)

- *Readiness for Development criteria:* comments were received which noted that a criteria should be added which considers the timeliness within which lands could be developed once the lands are added to the urban area. It takes many years for lands to reach the development stage following addition to the urban area, considering the

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need for completion and updating of environmental studies, block servicing strategies, secondary planning and ultimately development applications. The completion of these studies and planning exercise can take upwards of 10 years depending on the amount and complexity of work. The new phasing criteria would consider the availability of information and studies completed as a consideration in which lands would be developed earlier in the horizon.

Land fragmentation is another factor that can be considered under this phasing criteria. Growth areas that are comprised of many smaller parcels under differing ownerships may take longer to reach development stage due to need for assembly and / or coordination. Staff propose adding the 'readiness for development' criteria as one factor to consider in relation to the phasing evaluation.

- *GHG Emissions Analysis*: as noted above, climate change, and the need to measure GHG emissions resulting from growth scenarios, was a key theme heard during the consultation. The phasing criteria under Climate Change will be modified to include the measurement of GHG emissions resulting under each phasing scenario.
- *Minimization / mitigation of impacts to Agricultural System*: the phasing criteria under Agricultural system already notes the consideration of prioritizing development of areas that contain fewer agricultural operations or livestock facilities. A comment was received that this criteria could be expanded to also consider phasing in relation to adjacent agricultural operations and facilities and to prioritize the minimization and mitigation of impacts on adjacent facilities. The criteria has been modified to reflect this suggestion which will be measured through the GRIDS 2 / MCR Agricultural Impact Assessment.

2.3 Summary of changes to GRIDS 2 / MCR – Screening Criteria and Evaluation Tool (Waterdown and Binbrook) (Appendix “B” to Report PED17010(I))

As noted above, the Growth Plan allows the opportunity for consideration of a minor expansion into the Greenbelt Protected Countryside from Waterdown and / or Binbrook (identified as 'Towns' in the Greenbelt Plan).

Similar to the evaluation of the whitebelt lands, staff will continue with the evaluation of growth options utilizing the GRIDS 2 / MCR – Screening Criteria and Evaluation Tool (Waterdown and Binbrook) despite Council having not made a decision on urban boundary expansion. The utilization of this tool does not predetermine the need for an expansion in either Waterdown or Binbrook or City support for an expansion in either of these areas. Rather, the evaluation will allow Council to make an informed decision in the fall of this year.

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Comments were received through the consultation which have led to revisions to the Screening Criteria and Evaluation Tool (Waterdown / Binbrook) to add clarity to existing criteria, address missing considerations, or remove criteria that are redundant or not meaningful, as listed below:

2.3.1 Changes to Evaluation Criteria (Screening Criteria and Evaluation Tool (Waterdown and Binbrook))

- *Addition of Natural Hazards as a theme area:* as per the change to the draft Evaluation Framework and Phasing Principles (Whitebelt), it was noted in comments received from both the Hamilton and the Halton Conservation Authorities that natural hazards avoidance should be added as a theme due to the potential for limitations and impacts on development.
- *Amend Natural Heritage criteria:* comments from the Halton Conservation Authority noted the opportunity to enhance the draft criteria related to natural heritage impacts to address the natural heritage system more broadly. Staff propose an amendment to the criteria as follows: “Does the expansion area maintain, restore or improve the functions and features of the area including diversity and connectivity of natural features, and **the long term ecological function of natural heritage systems?**”
- *Impact on scenic resources of the Escarpment:* comments from the Niagara Escarpment Commission noted that in consideration of the Niagara Escarpment Plan (NEP), Part 1.7.5.1, Development Objectives for Urban Areas, consideration should be given to whether the proposed urban area would impact the scenic resources of the Niagara Escarpment. This criteria has been added under the Complete Communities theme in the Waterdown / Binbrook evaluation tool to address impact on scenic resources of the Niagara Escarpment, to be applicable only to certain lands in the Waterdown area that are within the NEP.
- *Add Cultural Heritage as a Theme Area:* comments from stakeholders noted that consideration of cultural heritage resources (built form, cultural heritage landscapes and archaeological resources) should be added as a consideration under Part 2. Staff concur and have modified the framework accordingly.
- *Addition of Food Security / Protection of Local Food Network as key consideration under the Agricultural System Theme:* similar to the comments on the whitebelt evaluation framework, many comments received through the Engage Hamilton portal expressed the need to add food security and protection of the local food network as a key consideration. The comments noted the importance of protecting the local food network and local food security in light of climate change impacts which have the potential to impact food production worldwide. The criteria under the Agricultural System them has been amended to address this concern.

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3.0 Next Steps

3.1 Phasing considerations and growth options analysis

Modelling of growth options (No Urban Boundary Expansion and Ambitious Density scenario) will continue in Q3, 2021. In addition, development and modelling of phasing scenarios under the Ambitious Density scenario and review of expansion requests from Waterdown and Binbrook (as applicable) will be undertaken. Staff will report on the results in the Fall of this year. Staff will recommend a preferred growth option in the fall of this year but will not request Committee to make a decision at that time. Rather, staff will request authorization to consult with members of the public about the evaluation and results and report back with a final preferred growth option for Council approval in early 2022.

3.2 Mail-out Survey – reporting back

As per Council direction, staff will report back on the results of the mail-out survey in Fall 2021 with an Information Report summarizing the survey methodology, participation rate and responses received by mail (hard copy) and email.

ALTERNATIVES FOR CONSIDERATION

Do not endorse the proposed evaluation tools. 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” – City of Hamilton GRIDS 2 / MCR: Final Growth Evaluation Framework and Phasing Criteria

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- Appendix “B” – Revised Evaluation Framework – Waterdown / Binbrook
- Appendix “C” – Summary of comments from Public (Engage Hamilton)
- Appendix “D” – Summary of Comments from Public (Email)
- Appendix “E” – Summary of Comments from Stakeholders
- Appendix “F” – Policy Review
- Appendix “G” – GRIDS 2 / MCR workplan

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CITY OF HAMILTON GRIDS 2 / MCR –
PLANNING FOR GROWTH TO 2051:
FINAL GROWTH EVALUATION FRAMEWORK AND
PHASING CRITERIA

PREPARED BY DILLON CONSULTING LIMITED



PART 1: CONTEXT

Deciding how and where to grow is an important step of the planning process which will help to shape the future of the City of Hamilton for the next 30 years. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (P2G) is a Provincial planning policy document that provides guidance and requirements for municipalities in planning for long term growth. P2G includes population and employment growth forecasts to 2051 for which the City is required to plan. P2G also requires completion of a land needs assessment which takes into account market demand for housing. The land needs assessment is a tool that allows the City to understand the land need implications for different growth options, including intensification targets (how much growth will happen in the built up area) and greenfield density targets (how many people per hectare will new greenfield development have). It is the land needs assessment and a Council-approved growth option that will determine whether or not a settlement (urban) area boundary expansion is necessary. If an expansion is required, P2G provides guidance and requirements on the approach to determining where settlement area boundary expansions can occur. In addition to the mechanics of population, employment and land needs, P2G also lays out a comprehensive set of planning policies to guide and shape various aspects of growth planning. The following document presents a framework informed by the City's policies and P2G (and other relevant provincial policies) to assist the City in making some key decisions around growth management, including:

- **How to grow?** Providing guidance based on P2G for how to select a preferred growth option for the City. The City is contemplating two alternatives at the City-scale: an 'Ambitious Density' Growth Option (1,330 ha expansion for new Designated Greenfield Lands) and a second alternative, called the 'No Urban Boundary Expansion' Growth Option. The growth options have different intensification targets, greenfield densities and housing mixes. They would also require different long term urban structure plans/policies to manage growth pressures.
- **Where to grow?** Depending on the Preferred 'How to Grow' Option, if an urban boundary expansion is required, determining where the City can feasibly expand its urban boundary by evaluating Candidate Expansion Areas.
- **When to grow?** Once the feasible Candidate Expansion Areas are determined, evaluating phasing scenarios to decide when these areas should be planned for development.

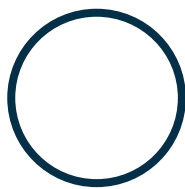
The following document is organized into four main parts. This first part provides a brief introduction on the background and purpose for the document. The subsequent parts are organized into the following:

- Part 2: "How Should Hamilton Grow?" - Evaluation Approach for Growth Options (Step 1),
- Part 3: Evaluation Approach for Expansion Options, Whitebelt Lands (Step 2), and
- Part 4: Evaluation Approach for Phasing, Whitebelt Lands (Step 3).

PART 2: 'HOW SHOULD HAMILTON GROW?' - EVALUATION APPROACH FOR GROWTH OPTIONS – STEP ONE

To assist Council in making a decision on the question of 'How to Grow', the following presents a framework on the evaluation approach for comparing two 'How to Grow' growth options: 'No Urban Boundary Expansion' and 'Ambitious Density'. This framework is informed by specific policies in P2G which provide municipalities directions on how to plan for growth. In particular, the policies of section 2.2.1 Managing Growth are of relevance and are used as the basis for the framework. The framework also reflects the Council-approved themes of the GRIDS 2 / MCR 10 Directions to Guide Development. To assess each option, the analysis will draw upon a number of information sources to test how well each option aligns with the Council approved themes and Provincial policy.

The evaluation results will show the line-by-line findings for each theme and the associated considerations.. Based on the balance of considerations, each 'How to Grow' growth option will receive a theme-level assessment according to the following categories which are used for illustrative purposes only:



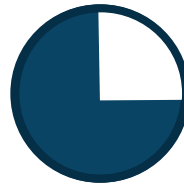
No aspect of the consideration is being addressed or considered



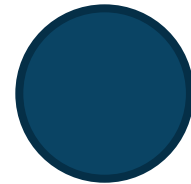
One or a couple aspects of the consideration are addressed or considered



Approximately half of the considerations are addressed or considered



The majority of the considerations are addressed or considered



All aspects of the consideration are reasonably addressed or considered

A recommendation and planning rationale as to which growth option should be used as the basis for long term planning will be made based on an interpretation of how well each growth option achieves the themes.

"HOW SHOULD HAMILTON GROW?" EVALUATION CRITERIA THEMES



1. Growth Allocation



2. Climate Change



3. Natural Hazards



4. Municipal Finance



5. Infrastructure & Public Service Facilities



6. Transportation Systems



7. Complete Communities





8. Agricultural System








9. Natural Heritage and Water Resources






10. Conformity with Provincial Methodology

THEME	CONSIDERATIONS	GROWTH OPTION 1: NO URBAN BOUNDARY EXPANSION	GROWTH OPTION 2: AMBITIOUS DENSITY (1,340 HA EXPANSION)	DATA SOURCES
<p>Growth Allocation</p> 	<p>Does the growth option direct the vast majority of growth to the settlement area?</p> <p>Does the growth option focus growth in:</p> <ul style="list-style-type: none"> a) Delineated built-up areas b) Strategic growth areas c) Locations with existing or planned transit, with a priority on higher order transit where it exists or is planned d) Areas with existing or planned public services facilities 			<ul style="list-style-type: none"> • Anticipated growth allocations based on identified intensification rates and density targets
<p>Climate Change</p> 	<p>Does the growth scenario contribute to the City's goal of carbon neutrality by 2050 by providing opportunities for reductions in greenhouse gas emissions?</p> <p>Does the growth option present any significant opportunities or risks associated with climate change?</p>			<ul style="list-style-type: none"> • GHG Emissions Analysis • Input from City staff and stakeholders

THEME	CONSIDERATIONS	GROWTH OPTION 1: NO URBAN BOUNDARY EXPANSION	GROWTH OPTION 2: AMBITIOUS DENSITY (1,340 HA EXPANSION)	DATA SOURCES
<p>Natural Hazards</p> 	<p>Does the growth option direct development away from hazardous lands?</p>			<ul style="list-style-type: none"> • Input from City staff and Conservation Authorities
<p>Municipal Finance</p> 	<p>Are there any significant municipal financial risks associated with the growth option?</p>			<ul style="list-style-type: none"> • Fiscal Impact Assessment • Input from City staff
<p>Infrastructure & Public Service Facilities</p> 	<p>Does the growth option result in significant impacts to the City's existing or planned infrastructure and public service facilities?</p>			<ul style="list-style-type: none"> • Assessment of infrastructure and public service facility requirements
<p>Transportation System</p> 	<p>Does the growth option result in significant impacts to the City's existing or planned transportation infrastructure?</p>			<ul style="list-style-type: none"> • Transportation network review • Input from City staff
	<p>Does the growth option provide an urban form that will expand convenient access to a range of transportation options including active transportation, to promote complete communities?</p>			

THEME	CONSIDERATIONS	GROWTH OPTION 1: NO URBAN BOUNDARY EXPANSION	GROWTH OPTION 2: AMBITIOUS DENSITY (1,340 HA EXPANSION)	DATA SOURCES
	Does the growth option prioritize development of areas that would be connected to the planned BLAST network or existing transit?			
<p data-bbox="164 720 396 806">Complete Communities</p> 	Does the growth option provide a diverse mix of land uses in a compact built form, with a range of housing options to accommodate people at all stages of life and to accommodate the needs of all household sizes and incomes?			<ul data-bbox="1179 720 1425 1052" style="list-style-type: none"> • Proposed housing mix • Anticipated growth allocations based on identified intensification rates and density targets • Input from City staff
	Does the growth option improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes?			
	Does the growth option expand convenient access to an appropriate supply of open spaces, parks, trails and recreation facilities?			

THEME	CONSIDERATIONS	GROWTH OPTION 1: NO URBAN BOUNDARY EXPANSION	GROWTH OPTION 2: AMBITIOUS DENSITY (1,340 HA EXPANSION)	DATA SOURCES
<p>Agricultural System</p> 	Does the growth option prioritize development of areas that are non-prime agricultural?			<ul style="list-style-type: none"> • Agricultural Impact Assessment
	Does the growth option avoid, minimize and mitigate impacts on the Agricultural System?			
	Does the growth option promote healthy, local and affordable food options, including urban agriculture?			
<p>Natural Heritage and Water Resources</p> 	Does the growth option avoid and protect Natural Heritage Systems as identified by the City and the Growth Plan?			<ul style="list-style-type: none"> • Input from City staff and Conservation Authorities • Available mapping (UHOP / RHOP) and information /studies
	Does the growth option demonstrate an avoidance and / or mitigation of potential negative impacts on watershed conditions and the water resource system including quality and quantity of water?			

THEME	CONSIDERATIONS	GROWTH OPTION 1: NO URBAN BOUNDARY EXPANSION	GROWTH OPTION 2: AMBITIOUS DENSITY (1,340 HA EXPANSION)	DATA SOURCES
<p>Conformity with Provincial Methodology</p> 	<p>Has the growth option been assessed in accordance with the Provincial Land Needs Assessment Methodology to determine the quantity of land required to accommodate growth to the planning horizon?</p>			<ul style="list-style-type: none"> • Input from City staff, consultant, and the Province



PART 3: EVALUATION APPROACH FOR EXPANSION OPTIONS, WHITEBELT LANDS – STEP TWO

In the event that it has been determined that planned growth cannot be accommodated within the existing urban area, then an urban boundary expansion may be considered. The following section outlines the framework for assessing an urban boundary expansion.

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 / MCR

Whitebelt lands are lands located within Rural Hamilton but not part of the Greenbelt and outside the existing City of Hamilton urban boundary.

Candidate Expansion Areas are Whitebelt lands located outside of the existing City of Hamilton urban boundary that may be able to accommodate the City of Hamilton's future population and employment growth should there be a need for an urban expansion. .

provides the overall justification for additional greenfield lands from a land needs perspective. If Council supports the ‘Ambitious Density’ scenario, approximately 1,340 ha of lands will need to be added to the urban area to support future Community Area growth. To assist the City with determining ‘where’ urban expansion growth should occur, 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 2 / MCR 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 (Part 3 of this framework); 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 (Part 4 of this framework).



This version of the expansion evaluation framework has been developed based on feedback from the public, stakeholders, and the GRIDS 2 / MCR Technical Working Group.

This part of the document presents the approach to item 1 identified above, 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 ten 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.

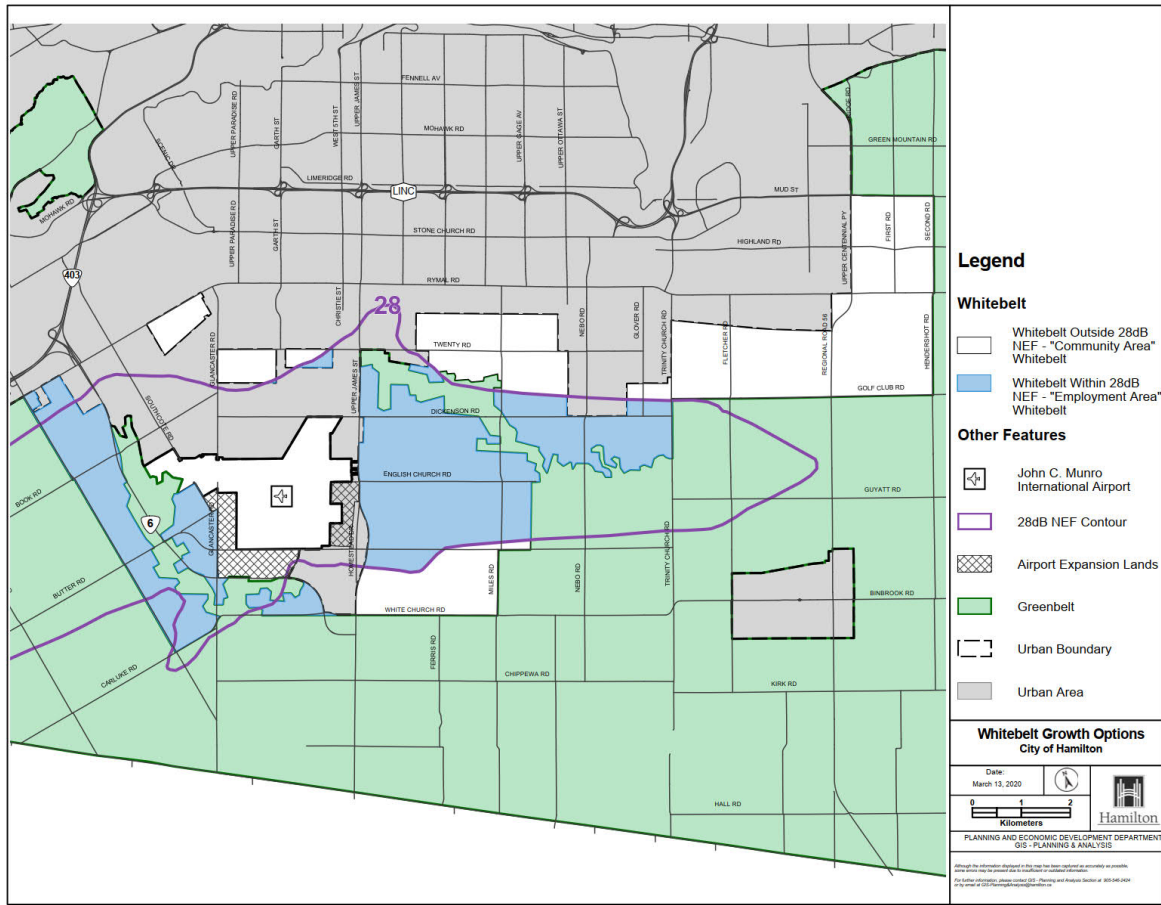


FIGURE 1: WHITEBELT LANDS IN HAMILTON

WHITEBELT EVALUATION CRITERIA THEMES



1. Climate Change



2. Natural Hazards



3. Municipal Finance



4. Servicing Infrastructure



5. Transportation Systems



6. Natural Heritage and Water Resources



7. Complete Communities



8. Agricultural System

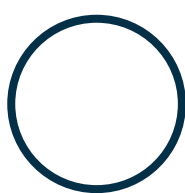


9. Natural Resources

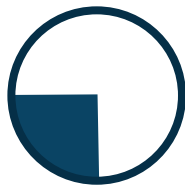


10. Cultural Heritage

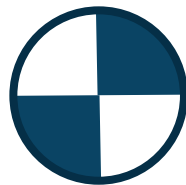
Each of the evaluation criteria themes includes multiple key considerations. The considerations are connected to the policy tests outlined in the Growth Plan, Urban Hamilton Official Plan and the GRIDS-2 10 Directions to Guide Development. To assess each consideration, the analysis will draw upon a number 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 Expansion Area will receive a theme-level assessment according to the following categories which are used for illustrative purposes only:



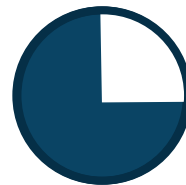
No aspect of the consideration is being addressed or considered



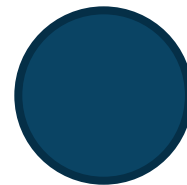
One or a couple aspects of the consideration are addressed or considered



Approximately half of the considerations are addressed or considered



The majority of the considerations are addressed or considered



All aspects of the consideration are reasonably addressed or considered

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 4. The policies of P2G require that the City consider the Plan's policies in their entirety, accordingly there is no specific weighting that can be applied in the framework, rather the results will be used to assess whether a Candidate Expansion Area is considered feasible for a boundary expansion under P2G. Depending on the policy guidance in P2G, a

How will we formulate an opinion on which Candidate Expansion Areas are feasible for expansion?

The information gathered and considered will not use a specific weighting for the different themes, rather the assessment in this part of the process will be informed by an interpretation of the provincial policy framework in P2G and associated provincial and local plans. Accordingly, this will require an interpretation of the objective facts and a balancing of a range of policy considerations, which will be used as the basis for formulating a planning recommendation. The results of the evaluation along with the supporting rationale for which areas should proceed to the Phasing analysis will be supported by and documented in a planning report.

Candidate Expansion 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 recreational, health and educational facilities. 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”. In this example, the interpretation of provincial policy would be that a Candidate Expansion Area which has access to existing or nearby infrastructure and public service facilities to support growth and that future planning (such as a secondary plan, development charges review, fiscal impact assessment, etc.) would be required to identify specific needs to service the area. 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 Expansion Areas addresses none of the considerations for Infrastructure Services, Transportation Systems or Municipal Finance, then the Candidate Expansion Area would likely not be feasible for expansion. However, from the perspective of agriculture, it’s possible that a Candidate Expansion Area could result in a loss of prime agricultural lands (if there are no alternative locations on lower priority lands), but still be brought forward within the Provincial planning framework for further analysis and consideration for a boundary 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?

Energy Efficient Community Design

- Does the Candidate Expansion Area provide opportunities for energy efficient community

What information will we use?

- Level of connectivity of Candidate Expansion Area to existing or planned transit and active transportation network
- Review of City's planned urban structure

- Input from City staff
- Best practices for energy efficient community design including United

What are the key considerations?

What information will we use?

<p>design, including alternative energy systems such as (but not limited to) district energy?</p>	<p>Nations’ District Energy Cities: Unlocking the Potential of Energy Efficiency and Renewable Energy</p>
<p>Infrastructure Resiliency</p> <ul style="list-style-type: none"> • Is there sufficient capacity in existing stormwater management systems to manage potential changes in weather patterns and increased climate variability? • Can the area be planned for stormwater management that provides resilience and consider climate change adaptability, such as Low Impact Development where appropriate? • Can the area be planned to use stormwater management Best Management Practices? 	<ul style="list-style-type: none"> • Capacity in existing stormwater management system based on population and employment forecast • Available subwatershed studies • Input from City staff on potential stormwater management constraints and opportunities and ability to implement best management practices
<p>Prioritizing Tree Canopy Protection/Enhancement</p> <ul style="list-style-type: none"> • Does the Candidate Expansion Area support the maintenance and enhancement of the existing tree canopy? 	<ul style="list-style-type: none"> • 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
<p>Avoid Natural Hazardous Lands</p> <ul style="list-style-type: none"> • Does the Candidate Expansion Area contain any natural hazards? 	<ul style="list-style-type: none"> • Please refer to Natural Hazards Theme



Natural Hazards

Natural hazards, such as erosion and flooding hazards, have the potential to have a range of impacts on the City including on infrastructure, the natural environment as well as health and safety of residents and their communities. The Provincial policy framework generally prohibits development in natural hazard lands. Depending on the size and known risks related to hazardous lands, a particular expansion area may or may not be suitable for expansion.

What are the key considerations?	What information will we use?
<p>Avoid Natural Hazardous Lands</p> <ul style="list-style-type: none"> • Does the Candidate Expansion Area contain any natural hazards? • Does the Candidate Expansion Area contain a significant amount of hazardous lands that would make the area unfeasible for future development? 	<ul style="list-style-type: none"> • Assessment of identified hazardous lands including but not limited to flood plains, slope stability, meander belt and erosion allowances, karst and other Conservation Authority regulated areas • Based on input from City and Conservation Authority staff with reference to available mapping and data



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?

What information will we use?

- 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?
- Are significant extensions / expansions beyond planned/budgeted trunk

What information will we use?

- High level assessment of new infrastructure requirements
- Assessment of capacity in existing and planned water/wastewater systems (where available/applicable)

What are the key considerations?

What information will we use?

<p>infrastructure required in order to service this area?</p>	<ul style="list-style-type: none"> Based on input from City staff and with reference to Water/Wastewater Master Plan
<p>Wastewater Infrastructure</p> <ul style="list-style-type: none"> Is there sufficient capacity in existing or planned wastewater collection and treatment systems? Are significant extensions / expansions beyond planned/budgeted trunk infrastructure required in order to service this area? 	<ul style="list-style-type: none"> High level assessment of new infrastructure requirements Assessment of capacity in existing and planned water/wastewater systems (where available/applicable) Based on input from City staff and with reference to Water/Wastewater Master Plan
<p>Stormwater Management</p> <ul style="list-style-type: none"> Is there sufficient capacity in existing or planned stormwater management systems based on current stormwater management criteria? 	<ul style="list-style-type: none"> Assessment of capacity in existing and stormwater management systems Assessment of capacity of any planned stormwater management systems (most areas do not have any planned systems, as this would be required as part of more detailed secondary planning) Assessment of new infrastructure requirements and costs (where available/applicable) Based on input from City staff and with reference to existing master plans and related documents.
<p>Integrated Waste Management Planning</p> <ul style="list-style-type: none"> Is there sufficient capacity in existing waste management facilities? Is there sufficient capacity in planned waste management facilities? 	<ul style="list-style-type: none"> Assessment of capacity in existing and planned waste management facilities (where available/applicable) Based on input from City waste management staff and with reference to the Solid Waste Management Master Plan



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

- Is the Candidate Expansion Area adjacent to an existing City transit route or stops?
- Can the Candidate Expansion Area be connected to a planned City transit route or stop in a way that is financially viable?

What information will we use?

- 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?

What information will we use?

<ul style="list-style-type: none"> Does the Candidate Expansion Area have potential to support the City's planned rapid transit BLAST network? 	<ul style="list-style-type: none"> Based on reference to the urban structure plan, transportation master plan and projected future density/population of Candidate Expansion Area
<p>Comprehensive Active Transportation Network</p> <ul style="list-style-type: none"> Is the Candidate Expansion Area adjacent to an existing or planned pedestrian or cycling network? Can the Candidate Expansion Area be connected to existing or planned pedestrian or cycling networks? 	<ul style="list-style-type: none"> Proximity to existing or planned pedestrian or cycling network Based on reference to applicable UHOP, RHOP, and master plan mapping Secondary sources such as the Ministry of Transportation Ontario's Transit Supportive Guidelines and potential for transit supportive densities
<p>Connected Street Network</p> <ul style="list-style-type: none"> Is there sufficient capacity in the existing and planned street network to accommodate the proposed increase in population and/or employment? Can a potential street network be added within the Candidate Expansion Area as a logical extension of the existing street network? Does it connect the Candidate Expansion Area to surrounding areas and key destinations? 	<ul style="list-style-type: none"> Review of existing and planned (where available/applicable) street network 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

What information will we use?

- Assessment of indicators of hydrologic function

What are the key considerations?

What information will we use?

<p>conditions and the water resource system including quality and quantity of water?</p>	<ul style="list-style-type: none"> Based on input from City and Conservation Authority staff
<p>Avoid Key Hydrological Areas</p> <ul style="list-style-type: none"> 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? 	<ul style="list-style-type: none"> Assessment of Impacts to key hydrological areas Based on input from City and Conservation Authority staff with reference to available mapping and data
<p>Connected and Protected Natural Heritage System</p> <ul style="list-style-type: none"> Does the Candidate Expansion Area avoid and protect Natural Heritage Systems as identified by the City and the Growth Plan? 	<ul style="list-style-type: none"> Assessment of the location of Natural Heritage System Based on input from City and Conservation Authority staff with reference to available mapping and data
<p>Mitigate Impact on Natural Heritage</p> <ul style="list-style-type: none"> Does the Candidate Expansion Area maintain, restore, or enhance 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? 	<ul style="list-style-type: none"> Assessment of existing natural heritage features such as significant woodlots, wetlands, natural heritage corridors/linkages, and species at risk wildlife habitat. Based on input from City and Conservation Authority staff with reference to available mapping and data



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?

What information will we use?

<p>Complete Community</p> <ul style="list-style-type: none"> • 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? 	<ul style="list-style-type: none"> • Assessment of the Candidate Expansion Area’s ability to be designed as a complete community, based on relative size and location
<p>Proximity to Existing Community Services and Amenities</p> <ul style="list-style-type: none"> • Could the Candidate Expansion Area contribute to the surrounding community’s completeness? • Is the Candidate Expansion Area contiguous to the existing settlement area boundary? 	<ul style="list-style-type: none"> • Consideration of Candidate Expansion Area’s ability to contribute to completeness based on potential for new community facilities, amenities and park space • Assessment of proximity to existing parks, public facilities, amenities, etc • Potential need for additional community facilities based on relative size of the expansion area • Assessment of proximity of Candidate Expansion Area to existing settlement area and any development constraints which may impact/limit connectivity opportunities
<p>Diverse Range of Housing and Affordable Housing</p> <ul style="list-style-type: none"> • Can the Candidate Expansion Area provide a diverse range and mix of housing options for all income levels and social needs, including affordable housing? 	<ul style="list-style-type: none"> • Assessment of Candidate Expansion Area’s ability to physically accommodate a mix of housing options and affordable housing



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, specialty crop lands, and rural lands, and the agri-food network refers to the elements that support the viability of the sector, such as farm buildings, farm markets, distributors, processing facilities and transportation networks.

What are the key considerations?

What information will we use?

<p>Avoid Prime Agricultural Land / Mitigate Impact on Agricultural System</p> <ul style="list-style-type: none"> • Does the Candidate Expansion Area avoid prime agricultural areas? If not, are there reasonable alternatives that avoid prime agricultural areas? • Does the Candidate Expansion Area provide an opportunity to mitigate or minimize impacts on the Agricultural System? • Does the Candidate Expansion Area avoid/minimize fragmentation of agricultural lands and are contiguous agricultural lands retained? 	<ul style="list-style-type: none"> • Assessment of prime agricultural areas and soil classes • Based on input from City staff with reference to an Agricultural Impact Assessment and available mapping and data
<p>Minimize Agri-food Network, Agricultural Operations, and Agricultural Systems Impacts</p> <ul style="list-style-type: none"> • Does the Candidate Expansion Area avoid or minimize and mitigate any adverse impacts on the agri-food network, including agricultural operations, to support local food security? • Does the Candidate Expansion Area include lands that are actively being farmed, which may have an impact on local food security? 	<ul style="list-style-type: none"> • Assessment of agricultural operations and farm markets within and in proximity to the Candidate Expansion Area Based on input from City staff with reference to the Agricultural Impact Assessment and OMAFRA’s guideline.
<p>Minimize Impact on Existing Agricultural Assets</p> <ul style="list-style-type: none"> • Does the Candidate Expansion Area contain existing agricultural operational assets such as barns or processing facilities? 	<ul style="list-style-type: none"> • Qualitative assessment of location of existing agricultural assets • Based on information provided by the City and available through OMAFRA

What are the key considerations?

Compatibility with Existing Livestock Operations

- Is the Candidate Expansion Area in compliance with the minimum distance separation formulae?

What information will we use?

- Assessment of the distance between the Candidate Expansion Area and existing agricultural operations
- Based on the Minimum Distance Separation (MDS) Formula with reference to OMAFRA's guideline



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?

What information will we use?

- 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?

What information will we use?

<p>Cultural Heritage Resources</p> <ul style="list-style-type: none"> Does the Candidate Expansion Area contain significant cultural heritage resources including designated heritage properties and can they be conserved? 	<ul style="list-style-type: none"> Assessment of existing cultural heritage resources Consideration of Policy Framework Based on input from City staff with reference to RHOP and UHOP mapping
<p>Archeological Resources</p> <ul style="list-style-type: none"> Does the Candidate Expansion Area contain significant archaeological resources and can they be conserved? 	<ul style="list-style-type: none"> Assessment of potential archaeological resources Consideration of Policy Framework Based on input from City staff with reference to RHOP and UHOP mapping Consultation with Indigenous communities



PART 4: EVALUATION APPROACH FOR PHASING, WHITEBELT LANDS – STEP THREE

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. If Council supports the ‘Ambitious Density’ growth option, the City will require 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 evaluated and subject to detailed technical analysis to understand the growth implications.

The supporting technical analysis to be completed for the phasing scenarios will include:

- Agricultural Impact Study;
- Financial Impact Assessment;
- Transportation Assessment;
- Water infrastructure Assessment;
- Waste infrastructure Assessment;
- Stormwater Assessment; and,
- Greenhouse Gas Emissions Impact Assessment.

Additional technical analysis related to land use planning and market demand will also be considered. Where detailed technical studies have been completed and are available for specific areas, these materials will also be considered.




Each phasing scenario will be assessed against the criteria and ranked accordingly. The approach to ranking will be of the following:


- **Most Preferred:** In instances where there is a discernible positive difference between phasing scenarios, a particular scenario may be ranked as Most Preferred under a particular criteria.
- **Somewhat Preferred/Somewhat Less Preferred:** For scenarios which are slightly more or less preferred compared to the others.
- **Least Preferred:** In instances where there is a discernible negative difference between the phasing scenarios, a particular scenario may be ranked as Least Preferred.
- **No Meaningful Difference:** Finally, in recognition that there may be relatively small or minor differences when comparing the scenarios against a particular criteria, the assessment of No Meaningful Difference between the scenarios will be used.



As noted elsewhere, no specific weighting is proposed for phasing criteria, since the Province requires the City to apply the policies of P2G in their entirety when making a decision.

How will we decide on a preferred phasing scenario?

The information gathered and considered will be used complete an analysis of the phasing scenarios. The assessment will be a comparative analysis, with the goal of drawing out the relative strength and challenges for the Candidate Expansion Areas. The phasing scenario evaluation will draw upon technical modelling which will be used to identify a preferred phasing scenario. The results of the evaluation will be documented in a summary table, and where applicable supported by detailed technical memos for specific technical areas (e.g. Agricultural Impact Study). In addition to the summary table, the overall recommendations for phasing will be documented planning report.

THEME	PHASING CRITERIA	SCENARIO 1	SCENARIO 2	SCENARIO 3	SCENARIO 4
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?				
	Does the phasing scenario result in negative GHG emissions impacts?				
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?				
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?				

THEME	PHASING CRITERIA	SCENARIO 1	SCENARIO 2	SCENARIO 3	SCENARIO 4
	Does the phasing scenario allow for efficient stormwater management based on existing or planned stormwater master plans/Subwatershed studies?				
	Are there options which optimize the timing and delivery of servicing infrastructure to reduce the City's financial exposure?				
<p>Transportation System</p> 	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?				

THEME	PHASING CRITERIA	SCENARIO 1	SCENARIO 2	SCENARIO 3	SCENARIO 4
<p data-bbox="219 304 454 388">Complete Communities</p> 	<p data-bbox="495 304 771 430">Does the phasing scenario support the creation of a complete community?</p>				
	<p data-bbox="495 493 771 640">Does the phasing scenario contribute to a logical expansion of the existing urban area?</p>				
	<p data-bbox="495 693 771 819">To what extent are the lands within the phasing scenario ready for development?</p>				
<p data-bbox="235 892 446 976">Agricultural System</p> 	<p data-bbox="495 892 771 1050">Does the phasing scenario prioritize development of areas that are non-prime agricultural?</p>				
	<p data-bbox="495 1102 771 1228">Does the phasing scenario minimize impacts on adjacent agricultural uses?</p>				
	<p data-bbox="495 1270 771 1459">Does the phasing scenario support local food security through food production, processing and distribution?</p>				
	<p data-bbox="495 1512 771 1606">Does the phasing scenario minimize land fragmentation?</p>				

GRIDS 2 / MCR – SCREENING CRITERIA AND EVALUATION TOOL

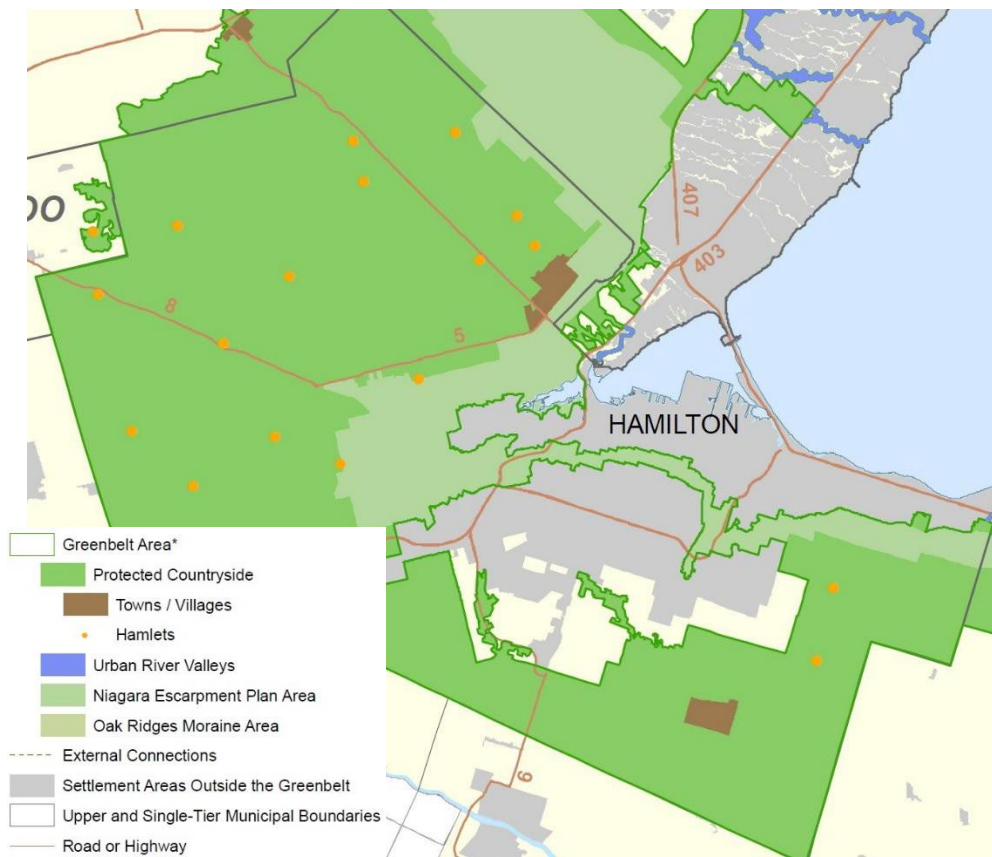
(WATERDOWN AND BINBROOK)



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
Size / Use	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?			
Complete Communities	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?			
Servicing Infrastructure	Can the proposed expansion area be serviced by existing water / wastewater systems without impacting future intensification opportunities in the existing urban area?			
Natural Heritage	Does the proposed expansion area avoid the natural heritage system?			

PHASE TWO: EVALUATION CRITERIA AND IDENTIFICATION OF PREFERRED EXPANSION OPTION

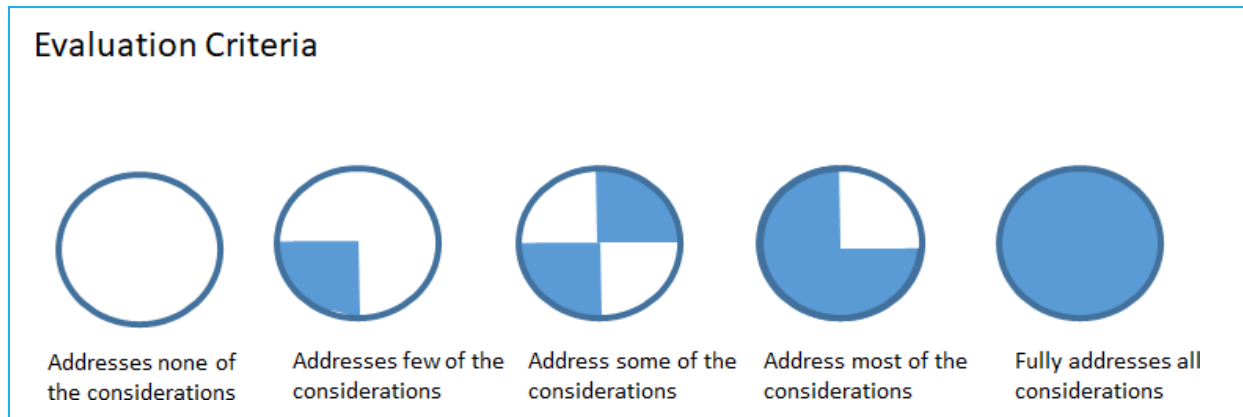
The second phase of the evaluation will evaluate each proposed expansion area that remains after the initial screening against a series of criteria which represent local and provincial planning priorities, including the GRIDS 2 10 Directions to Guide Development.

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.




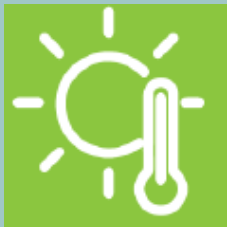
Only one expansion may take place from each of Waterdown and Binbrook.




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
Efficient Servicing 	Can the expansion area be efficiently serviced based on existing water / wastewater and stormwater infrastructure?			
Transportation 	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?			
Complete Communities 	Does the expansion area contribute to the surrounding area's completeness?			
	Does the expansion area have access to community facilities or address gaps in currently available facilities?			
	Would the expansion area impact the scenic resources of the Niagara Escarpment?			
Climate Change 	Does the expansion area present any significant opportunities or risks associated with climate change?			

Theme	Criteria	Area 1	Area 2	Area 3
<p>Natural Heritage and Water Resources</p> 	Does the expansion area demonstrate avoidance and / or mitigation of potential negative impacts on watershed conditions?			
	Does the expansion area avoid key hydrologic areas?			
	Does the expansion area maintain, restore or improve the functions and features of the area including diversity and connectivity of natural features and the long term ecological function of natural heritage systems?			
<p>Natural Hazards</p> 	Does the Candidate Expansion Area contain any natural hazards?			
	Does the Candidate Expansion Area contain a significant amount of hazardous lands that would make the area unfeasible for future development?			
<p>Agriculture</p> 	Does the expansion area minimize / mitigate impacts on the agricultural system, including the agri-food network, to support local food security?			
	Does the proposed expansion minimize land fragmentation?			
	Is the proposed expansion in compliance with MDS guidelines?			

Theme	Criteria	Area 1	Area 2	Area 3
<p>Finance</p> 	<p>Does the proposed expansion have an unreasonable or unexpected financial impact on the City?</p>			
<p>Cultural Heritage</p> 	<p>Does the Candidate Expansion Area contain significant cultural heritage resources including designated heritage properties and can they be conserved?</p>			
	<p>Does the Candidate Expansion Area contain significant archaeological resources and can they be conserved?</p>			

GRIDS 2 / MCR – Public (Engage Hamilton) Comment Summary (May 2021)

Evaluation Framework and Phasing Criteria

Engage Hamilton Responses

Survey 1 – Criteria for 'Whitebelt' expansion lands		
#	Comment:	Staff Response / Action Required
1.	I think a study of the GHG emissions that will be created with a boundary expansion to each area should be included. Also a detailed account of exactly what public transportation will be available in each new neighbourhood. In order to avoid building on Prime Ag land, show the soil maps for each area, available on the Ontario Ministry of Ag, Food and Rural affairs.	<p>Staff concur with the comment on the importance of modelling and evaluating GHG emissions.</p> <p>Regarding public transit, the evaluation criteria are structured to assess existing and planned transit provision.</p> <p>Regarding soil maps, staff note that the City completed a comprehensive LEAR Study in 2006 which mapped the City's rural lands and identified lands to be considered as Prime agricultural or rural. This mapping is reflected in the City's Rural Hamilton Official Plan which is publicly available.</p> <p><i>Action: amend the Part 2 Phasing Criteria related to the Climate Change theme to include GHG emissions analysis.</i></p>
2.	This is a thorough list of considerations. You may want to create a weighting matrix. For instance, Municipal Finance, climate change and existing infrastructure may be more important than cultural or heritage considerations.	The framework is intended to be used as a method for documenting a wide range of information considered in the development of the planning recommendation. The information in the evaluation framework will include a mix of qualitative and quantitative data. No weighting is assigned to any given dataset. The phasing component will include the results of more detailed technical analysis related to

Survey 1 – Criteria for ‘Whitebelt’ expansion lands		
#	Comment:	Staff Response / Action Required
		<p>agriculture, municipal finance, transportation, water, wastewater and stormwater management.</p> <p><i>Action: Revisions to the framework document will include an expanded explanation of how the information collected in the evaluation and phasing analysis will be used to inform the development of the planning rationale for a preferred growth scenario.</i></p>
3.	The alternative to growth should be considered.	<p>The evaluation framework will be modified to include consideration of the no urban boundary expansion option.</p> <p><i>Action: Addition of the “How Should Hamilton Grow?” Framework to include the No Urban Boundary Expansion option.</i></p>
4.	I believe agricultural should be second after climate change. In the 7th slot, the City is positing its lack of interest and care for protecting our prime agricultural lands.	<p>The order of the criteria does not imply an importance or ranking to the criteria.</p> <p><i>Action: Revisions to the framework document will include an expanded explanation of how the information collected in the evaluation and phasing analysis will be used to inform the development of the planning rationale for a preferred growth scenario, and to add a note that the order of the criteria does not imply a ranking or priority.</i></p>
5.	This is a premature question. Most everyone I know wants a "no boundary expansion" including myself. Any other approach is folly. We need to preserve our precious agricultural lands. We need to grow within our existing urban boundary. Population forecasts have been wrong in the past. We don't have transit to Elfrida. Let's develop Eastgate and other transit corridors	<p>Comment noted.</p> <p><i>Action: Addition of the “How Should Hamilton Grow?” Framework to include the No Urban Boundary Expansion option.</i></p>

Survey 1 – Criteria for ‘Whitebelt’ expansion lands		
#	Comment:	Staff Response / Action Required
6.	It should prioritize high density developments, because urban sprawl-out taking up large amounts of land will have a much more severe carbon footprint. The days of everyone being able to have a ground-level house are over. We need to minimize land utilization as much as is humanly possible.	Comment noted.
7.	I don't think we need to expand into the White belt areas at all, our growth can be absorbed within our urban boundary including many empty buildings, parking lots, and brown spaces within the city. We need to grow up and not out. There are so many different options of types of living spaces we can add within the existing urban boundary in these empty unutilized spaces using existing infrastructure. We can even build on top of one-story existing buildings and we can build higher density affordable residences. The price of single-detached homes has gone up astronomically and most families cannot even afford them. Building out requires new roads, water lines, sewers, other utilities plus it destroys prime agricultural land, green spaces, wetlands and diminishes biodiversity. There is a cost to all of this and Hamilton already has a large deficit and there is a maintenance cost to all of this new infrastructure that ultimately the residents will pay for with constantly increasing property taxes. We cannot be expanding into agricultural areas if we are in a climate crisis. We need to be able to grow our own food and not import food from other countries. The transport of these products to us has a large carbon footprint which is contributing factor to the climate crisis. Some of the soil in the White belt is prime agricultural soil so why would we want to pave them over. We need to become self-sufficient with our food production if climate change is creating weather extremes that are affecting food production negatively worldwide. There should never be an expansion into the Greenbelt, these should be preserved and valued.	<p>Comment noted. As per Council direction, staff will model and evaluate a ‘no urban boundary expansion’ growth option.</p> <p>The evaluation framework includes financial analysis, and the evaluation will include a fiscal impact assessment which will evaluate the costs of growth including the no urban boundary expansion option.</p> <p>Impact on agricultural lands is addressed in the draft evaluation framework. Modification of Agricultural System theme criteria will address food security.</p> <p><i>Action: Addition of the “How Should Hamilton Grow?” Framework to include the No Urban Boundary Expansion option.</i></p> <p><i>Action: The Part 1 Evaluation Criteria and Part 2 Phasing Criteria related to the Agricultural System theme has been revised to include food security.</i></p>
8.	I don't think you should be expanding the urban boundary into the Whitebelt lands.	Noted.

Survey 1 – Criteria for ‘Whitebelt’ expansion lands		
#	Comment:	Staff Response / Action Required
9	Not just affordable housing but low-income housing. More community needs Inc. like shelters safe injection sites and domestic violence shelters.	<p>Staff concur and note that under the Complete Communities Theme, the draft framework had included as a key consideration the ability of a candidate area to provide a diverse range and mix of housing including affordable housing. This consideration should be more broadly defined to also address low-income housing and housing with supports.</p> <p><i>Action: Complete Communities Theme criteria amended to address a broader range of housing types.</i></p>
10.	I think the criteria are relevant and result in an acceptable evaluation framework. But regardless of the criteria, the conclusion from the evaluation must be to keep the urban boundary where it is now. Hamilton has been sprawling for many, many years. We must not continue to expand our urban area. We have reached the limits - in my opinion - of how much agricultural land and natural ecosystems we can sacrifice to development. Climate change is real and we must address it now. While I'm glad to see listed as the first theme - sorry but it should be the only theme. We can accommodate whatever growth is coming in the next 30 years within the existing urban boundary. Sure - the development over the next 30 years will look different than the sprawling suburbs we have now. But let's please exhaust all opportunities to think and act differently to accommodate the growth targets. Let's prove to ourselves first that we cannot accommodate the growth with the existing urban boundary. Thank you.	<p>Comment noted. As per Council direction, staff will model and evaluate a 'no urban boundary expansion' growth option.</p> <p><i>Action: Addition of the "How Should Hamilton Grow?" Framework to include the No Urban Boundary Expansion option.</i></p>
11	A rigorous Evaluation Framework & Planning Criteria should have been applied in an assessment of whether we should be expanding the urban boundary at all! Instead, staff are recommending the urban expansion and the application of their evaluation framework and planning criteria to the expansion area! This is all backwards! I want to see a rigorous evaluation framework and planning criteria applied from the start – so that we are assessing the	<p>Comment noted. As per Council direction, staff will model and evaluate a 'no urban boundary expansion' growth option.</p> <p>Regarding the comments on the Waterdown / Binbrook evaluation tool, it is noted that no expansions into the</p>

Survey 1 – Criteria for ‘Whitebelt’ expansion lands		
#	Comment:	Staff Response / Action Required
	implications of urban sprawl on the climate emergency, municipal finances, our local agricultural system, natural heritage and water resources. I think it is inappropriate to be consulting on this framework and associated criteria now, given that public input is pending regarding what community members prefer and support where urban growth management in our city is concerned. I say NO to urban expansions into the Greenbelt! The city is under no obligation to even consider urban expansion into protected Greenbelt lands. While the provincial Greenbelt Plan does, under very specific circumstances, allow for 10ha expansions of towns & villages into the Greenbelt, we do not need to be contemplating such expansions in Hamilton!	<p>Greenbelt Plan are permitted with the exception of a minor 10 ha expansion from a Town / Village. Staff note that the tool has been drafted to allow staff to review and evaluate any requests for expansion in these areas as per the criteria of the Growth Plan so that the City is prepared to properly respond to requests that are received.</p> <p><i>Action: Addition of the “How Should Hamilton Grow?” Framework to include the No Urban Boundary Expansion option.</i></p>
12	I would like to offer the following comments: - Why are we not applying this sort of criteria to the "missing option" i.e. the option to work within our current urban boundaries. Any sort of proper assessment process begins with a "do nothing" option. - Another criterion needed: each option (including no boundary expansion) should also be evaluated on the basis of its alignment with approved Council policies and strategies. This would address not only Planning Act related policies but also other initiatives such as the Hamilton Food Strategy and the Hamilton Climate Change Plan. How many times do citizens have to put time and energy into these planning and strategic processes before staff and council apply them to decisions? - How are you going to incorporate consideration for post-pandemic land use changes into the evaluation? Many urban experts are already predicting that changes in employment patterns and consumer behaviour will have a major impact on commercial land uses. We may see vacancies in former office and retail spaces. It is absurd to consider expanding boundaries when we may have opportunities for redevelopment and adaptation of these lands. They are already serviced and in many cases supported by transit. - This municipality has been making commitments to stop boundary expansions, protect	<p>Comment noted. A ‘no urban boundary expansion’ growth option is being modelled and evaluated in the revised framework.</p> <p>Considerations related to climate change including an assessment of GHG emissions has been included in the framework.</p> <p>Staff concur regarding the opportunities to broadly address food security and local food production.</p> <p>Regarding comments on post-pandemic impacts, the City is required to plan for the growth mandated by the Province. The potential short, medium and long term impacts of Covid on employment, commercial activities and housing preferences is addressed in the March 2021 LNA and related reports.</p>

Survey 1 – Criteria for ‘Whitebelt’ expansion lands		
#	Comment:	Staff Response / Action Required
	agricultural lands and farming and preserve what little natural areas remain. When will we finally do it?	<p><i>Action: Addition of the “How Should Hamilton Grow?” Framework to include the No Urban Boundary Expansion option as an evaluation scenario.</i></p> <p><i>Action: amend the Part 1 Evaluation Criteria and Part 2 Phasing Criteria related to the Agricultural System theme to include food security.</i></p>
13	<p>Glen Schnarr & Associates Inc. (GSAI) represents Hamilton Country Properties Ltd. (c/o Country Homes), who own lands within the northwest corner of the Elfrida Whitebelt area which are municipally known as 420 and 646 Henderson Road. Our office has been actively monitoring the City of Hamilton’s GRIDS 2 and Municipal Comprehensive Review. On behalf of our client, we would like to continue to provide our professional planning opinion that the Elfrida area remains a logical and viable option to expand the City’s urban boundary to accommodate growth and development. It is understood the City’s preferred growth option is the “Ambitious Density” scenario, which identified a “Community Area” land need of 1,340 gross developable hectares to 2051. The land need of 1,340 gross developable hectares 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. It is also understood that, through the City’s GRIDS and Land Needs Assessment, four Community Areas have been identified for a possible urban expansion (Twenty Road West, Twenty Road East, Elfrida and Whitechurch). As part of the next phase of determining where to grow, the City will evaluate growth scenarios through the evaluation framework and phasing criteria themes. As part of the City’s ongoing consultation for the ‘Whitebelt Land Evaluation Framework and Phasing Criteria’, we are pleased to provide</p>	(Reviewed in summary of emailed comments)

Survey 1 – Criteria for ‘Whitebelt’ expansion lands		
#	Comment:	Staff Response / Action Required
	<p>these comments. Please note that our commentary is provided to supplement staff’s evaluation of the Elfrida Whitebelt area.</p> <p>1. Climate Change – Adapting to climate change through urban development requires cooperation across all levels of government and the development community. Planning and development practices continue to evolve to minimize the impacts of climate change on our communities. In the context of Elfrida, a greenfield community, the City of Hamilton has an opportunity to implement policies and collaboratively work with the development industry to implement a community wide district energy strategy/green energy standards that relies on solar and/or geothermal infrastructure. Developers including Country Homes actively participate in discussions with Municipal Staff to implement innovative energy conservation practices within their projects. A community-wide climate change strategy and program could become a successful footprint for the City to exemplify to other municipalities how greenfield community planning could effectively implemented partnering with the development industry.</p> <p>2. Municipal Finance – Elfrida represents a gross developable area of approximately 1,200 hectares. The redevelopment of Elfrida as a complete community that is walkable and accessible allows the City of Hamilton to collect Development Charges, which are instrumental in financing and implementing public infrastructure such as transit and community services for other areas of the City. Regional and local governments have implemented unique financing and growth management tools to ensure that the development industry contributes its share of the costs required to support growth and development.</p> <p>3. Servicing Infrastructure – Through the City’s GRIDS 1 process, the Elfrida area was identified as Hamilton’s next urban expansion area, planned to accommodate growth to 2031, in conjunction with the planned intensification of</p>	

Survey 1 – Criteria for ‘Whitebelt’ expansion lands		
#	Comment:	Staff Response / Action Required
	<p>Hamilton’s downtown and other built-up areas. It is understood that the City of Hamilton has already invested in the oversizing of infrastructure along Highway 56 to accommodate this growth and development. Recognizing Elfrida as a preferred growth option will utilize existing and invested infrastructure to accommodate growth. Furthermore, building on the principles of complete communities and the key considerations for the ‘Servicing Infrastructure’ theme, Elfrida represents an opportunity to plan for and develop a comprehensively integrated water and wastewater infrastructure strategy.</p> <p>4. Transportation – B-L-A-S-T is a rapid transit network and forms part of the \$17.5 Billion MoveOntario capital investment program. The ‘S-Line’ connects Centennial and the Ancaster Business Park. The route is planned along Upper Centennial Parkway and Rymal Road E. Elfrida offers an opportunity to extend the B-L-A-S-T network and to provide an active transit network to service a broader community. The extension of the B-L-A-S-T network builds on the 2006 endorsement of the “Nodes and Corridors” growth scenario provided through the GRIDS 1 process.</p> <p>5. Natural Heritage and Water Resources – As part of the Elfrida Growth Area Study, the City initiated a Subwatershed Study (SWS). The Study is well advanced and provides a detailed analysis of the natural heritage and water resources in the Elfrida area. The SWS establishes a hierarchy of natural heritage features, each requiring different levels of conservation. The SWS also provides further direction as to the extent of the Natural Heritage System (NHS) to be conserved. It is our opinion that the City should leverage the work undertaken to-date and rely upon the information presented through the SWS, which demonstrates that Elfrida can continue to be planned as a complete community while preserving significant Natural Heritage and Water Resources.</p> <p>6. Complete Communities – The Elfrida Growth Area Study identified a ‘Nodes and Corridors’ growth and land use scenario that builds on the principles of</p>	

Survey 1 – Criteria for ‘Whitebelt’ expansion lands		
#	Comment:	Staff Response / Action Required
	<p>complete communities. Elfrida offers a unique opportunity to plan for a new community that builds on these principles and provides convenient access to an appropriate mix of jobs, local services, affordable housing, a full range of other housing options, public services and recreational and educational facilities. Through the Elfrida Growth Area Study, the City acknowledged that the preferred Community Structure will provide for a mix and diversity of housing types that includes low-rise, mid-rise, and high-rise development. The high-rise development will be concentrated within the Mixed-Use Centres and Corridors, with density filtering out into the low-rise residential neighbourhoods.</p> <p>7. Agricultural System – It is recognized that, through a future Secondary Plan process, an Agricultural Impact Assessment will be required. GRIDS 1 resulted in a ‘Nodes and Corridors’ land use structure, which was described as follows in the Growth Related Integrated Development Strategy: Growth Report (May 2006): “this option concentrates growth in essentially on new growth area to facilitate mixed use, higher density, transit friendly development that optimizes existing infrastructure. Some prime agricultural land is lost by this option. Although agriculture is highly valued in the City, it was found that it was impossible to identify a concentrated new growth area without impacting prime agricultural land because of the extent of such land in the City.” Furthermore, in the Staff Report (PED17010(j)), dated March 29, 2021, it notes that “...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.”</p> <p>8. Natural Resource – As previously noted, through the Elfrida Growth Area Study, the City initiated a Subwatershed Study (SWS). The Study is well advanced and provides a detailed analysis of the natural heritage and water resources in the Elfrida area. 9. Cultural Heritage – It is recognized that cultural heritage and archaeological resources will be studied as part of a Stage 1 evaluation that will consider the presences of significant cultural</p>	

Survey 1 – Criteria for ‘Whitebelt’ expansion lands		
#	Comment:	Staff Response / Action Required
	<p>heritage resources. Based on our review of Schedule F (Rural Cultural Heritage Resource) and F-1 (Rural Area Specific Cultural Heritage Resources), no cultural resources have been identified within the Elfrida area.</p> <p>(note: also submitted through email)</p>	
14	<p>At the present time I feel that the planners have not addressed, early enough, whether the urban boundary should, or needs to be, expanded. All aspects should be addressed: climate change, our current disastrous infrastructure budget situation, the fact that our farmland in these areas is some of the best in Ontario etc. It is not fair to send out a survey to citizens on a subject you obviously support without explaining the implications. Please allow more time to educate the citizens of the impact of such expansion. A no expansion option is essential. I would also like to see a total moratorium on Greenbelt expansion - regardless of the push by developers and the use of MZO's by the current provincial government. A recent documentary on Montreal as part of the TVO 'Life-sized cities' showed what can be done to make a city so much more attractive - from mid-densification options (no hi-rise ant heaps), wider pedestrian sidewalks, more bicycle lanes and limiting car speeds. These alone would make Hamilton more pleasant to live in and increase density to the level forecast. Why, for example is Limeridge Mall a wasteland of parking when there could be residential units over the parking lot? Income for the city, less water runoff and a walkable area. Please consider the above comments.</p>	<p>A 'no urban boundary expansion' growth option is being modelled and evaluated.</p> <p><i>Action: Addition of the "How Should Hamilton Grow?" Framework to include the No Urban Boundary Expansion option as an evaluation scenario.</i></p>
15	<p>On behalf of the Bay Area Climate Change Council, we would like to thank the members of the GRIDS 2/MCR team of hard-working staff 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</p>	<p>Staff are working with Sustainability Solutions Group (SSG) to evaluate the GHG emissions impacts of the No Urban Boundary Expansion option and the Ambitious Density option. In addition, the impact of the phasing of the white belt areas on GHG emissions will be evaluated, including describing the energy and GHG profiles of the areas when built out and</p>

Survey 1 – Criteria for ‘Whitebelt’ expansion lands		
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	<p>account for 28% of Hamilton’s overall greenhouse gas emissions (GHG). Any evaluation framework 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. In its current form, the draft evaluation framework for urban growth includes criteria that speak to limiting greenhouse gas (GHG) emissions in a number of ways, but it fails to provide safeguards that would prevent emissions from exceeding our carbon budget. To account for this gap, we strongly recommend that staff include criteria that determine the impact development will have on the city’s carbon budget, measured by GHG projections and accounting. We thank staff for their 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.</p> <p>(note: also submitted through email)</p>	<p>whether or not a specific sequence will aid the City’s ability to achieve GHG emissions reductions.</p> <p><i>Action: Amend the Whitebelt Lands Part 2 Phasing Criteria related to the Climate Change theme to include GHG emissions analysis and include GHG emissions analysis in the How Should Hamilton Grow Framework.</i></p>
16	<p>The theme areas appear reasonably comprehensive. I have two areas of concern 1. The whole document assumes that the white belt lands must be used (See Part 2 Phasing Criteria statement - "It is anticipated that the City will require all or a portion of its white belt lands to accommodate forecast community growth to 2051" 2. There is no way to understand the relative importance of the Phasing Criteria themes. Will you apply some form of weighting to asses? Will some areas override others?</p> <p>(note: also submitted through email)</p>	<p>A ‘no urban boundary expansion’ growth option is being modelled and evaluated.</p> <p>Regarding weighting of criteria, the framework is intended to be used as a method for documenting a wide range of information considered in the development of the planning recommendation. The information in the evaluation framework will include a mix of qualitative and quantitative data. No weighting is assigned to any given dataset. The phasing component will include the results of more detailed technical analysis related to agriculture, municipal finance, transportation, water, wastewater and stormwater management.</p>

Survey 1 – Criteria for ‘Whitebelt’ expansion lands		
#	Comment:	Staff Response / Action Required
		<p><i>Action: Addition of the “How Should Hamilton Grow?” Framework to include the No Urban Boundary Expansion option as an evaluation scenario.</i></p> <p><i>Action: Revisions to the framework document will include a more detailed explanation of how the information collected in the evaluation and phasing analysis will be used to inform the development of the planning rationale for a preferred growth scenario.</i></p>
17	<p>Good environmental assessment practice including in Ontario is to always evaluate the NULL option. Your approach seems to ignore this. You can't properly evaluate any proposed action including any boundary expansion without comparing it thoroughly to NOT doing it. For example, the first criteria you list is climate change and the first aspect is GHG emissions. This is particularly critical when the City has declared a climate emergency and recognized the urgent requirement to rapidly reduce emissions. The appropriate question is will the proposed expansion REDUCE emissions? This is not a comparison question. It is an absolute one. If the proposed expansion does not REDUCE emissions is should not be approved. And note that the numbers are demanding. The IPCC and the United Nations have determined we must reduce emissions by half in the next nine years. So will the expansion get us to that target? This question can't be limited to the expected emissions AFTER the change occurs (i.e. after the 'development'). It must include ALL the emissions generated as a result of the proposed change including embedded carbon emissions. It is also not limited to the emissions that the city currently measures. For example, it fails to measure embedded emissions in consumed products manufactured outside of Hamilton. If the proposed lands currently generate significant emissions, those of course would be compared against the ones resulting from the proposal (both during and after completion). The City has also committed to net zero emissions by 2050 (a quite inadequate target) so any proposal must meet that target, and it should</p>	<p>A 'no urban boundary expansion' growth option is being modelled and evaluated.</p> <p>Staff concur with the comment on the importance of modelling and evaluating GHG emissions.</p> <p>Staff note that the criteria considers the ability of an expansion area to accommodate transit (existing and planned).</p> <p>The Fiscal Impact Assessment will asses the costs of growth in both the no Urban Boundary Expansion scenario as well as the Ambitious Density scenarios.</p> <p>Impacts on agricultural lands and the natural heritage system are included in the evaluation criteria and the phasing criteria.</p> <p><i>Action: Addition of the “How Should Hamilton Grow?” Framework to include the No Urban Boundary Expansion option as an evaluation scenario.</i></p>

Survey 1 – Criteria for ‘Whitebelt’ expansion lands		
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	<p>do so in way that is as certain as possible. I suspect the above considerations are not part of framework, because it ASSUMES that an urban boundary expansion will take place. But the above illustrates that this is a very climate unfriendly assumption. For example we can reduce emissions by shifting private transportation to public transit and active transportation. But any new residents on the whitebelt lands will not be able to use existing public transit, and will be challenged to increase their use of active transportation. Adding population to areas already served by public transit could be a good way to increase the use of public transit. Adding them in a new area at minimum requires adding more transit routes. Even if the density of the new areas is at least 80 per hectare, that falls well below the densities already in existence in many parts of Hamilton, or at least the densities that existed in the past. With respect to financial impacts, we already know these will be severe. It is well established that greenfield growth does NOT pay for itself. That's in part because provincial development charges legislation does NOT allow municipalities to collect the full costs. That's exacerbated by Hamilton's long standing practice of discounting and exempting significant amounts of development from growth fees. We see the results in EVERY capital budget of the city. We are a cumulative \$3.8 billion (with a B) behind in maintenance of existing infrastructure. That's partly because the older parts of the city (north of Mohawk) have seen steady reductions in population as growth has occurred south of Mohawk and in other suburban areas. So we have infrastructure built for far more people than live in those older parts of the city, and therefore an inability of those residents to pay the maintenance costs. I think if you fairly examine the record across Ontario, you will conclude that the more a city expands its urban footprint, the worse its infrastructure maintenance shortfall becomes. The simplest answer to this problem is to increase the density of existing built-up areas so there are more taxpayers to cover the costs of the already existing infrastructure. Building new infrastructure makes the problem worse. In addition, you properly advocate consideration of municipal financial risks, but urban expansion is incapable of avoiding these risks as your general</p>	<p><i>Action: amend the Part 2 Phasing Criteria related to the Climate Change theme to include GHG emissions analysis and include within the “How Should Hamilton Grow?” Framework.</i></p>

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	<p>manager of finance has repeatedly pointed out. The municipal servicing infrastructure in greenfields must be built BEFORE development occurs. And the decision on when, how much and even whether that development takes place is in private hands. So the city can't avoid these risks. Your stated objectives respecting agricultural land are laudable but again impossible to achieve. It is already established that the white belt lands are overwhelmingly prime agricultural land. Expansion onto them is a death sentence for the agricultural system. The same is true of natural heritage lands. It's nice that there is some buffering required, but those features will necessarily be degraded, many species will no longer occur there, and the increased impervious surface will further ensure that natural heritage protection is impossible. Other stated objectives suffer from the same fundamental problems. Urbanization degrades them, and you seem to understand that so instead of actual preservation you talk about "prioritization", "minimize", "mitigate" and "efficient". They are all weasel words to hide the plain fact that urbanization is bad news for living things, and both very risky and very costly. It is also disturbing that this survey has been issued not only BEFORE a decision has been made on boundary expansion, but also immediately before a mail-in survey on that subject. Your evaluation criteria survey clearly biases the latter survey. It offers NO direct opportunity to support the no boundary expansion option. Instead it assumes that will be chosen. That loudly declares that 'the fix is in', and whatever the views of the public, an expansion is inevitable. You might have lessened this message (which is destructive of democracy) by actually examining the evaluation criteria for intensification. But instead you assume that growth means urban boundary expansion. You seem incapable of thinking otherwise. How many people will look at this evaluation survey and conclude that filling out the mail in one is a waste of time?</p>	
18	<p>Based on the Evaluation Framework/Themes outlined above... I am strongly opposed to expansion of Hamilton's urban boundary. If the population is forecasted to grow substantially, rural land will be required even more than it is currently, for agricultural land and recreational use, especially in light of the</p>	<p>Comment noted that no urban boundary expansion is preferred.</p>

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	climate emergency. Expansion should be delayed indefinitely to prevent urban sprawl, conserve municipal finances associated with infrastructure, conserve farm land and recreational green space. The focus should be on intensification within the urban boundary. Expansion of the urban boundary should be considered only after intensification within the urban boundary has been thoroughly exhausted and only after rigorous evaluation of the costs of urban expansion (outlined above) have been studied. Thank you, Margot Carnahan, Dundas, On	
19	I am very confused by this request for input at this stage. I understand that there will be a survey mailed out to every household in Hamilton next month concerning boundary expansion. Why are you asking for input now? Please wait for the results of the survey before going ahead with your plans. That survey is a much more democratic source of information than the challenging method it has taken to get to this stage on this website. Thank you. Now, concerning each of your nine themes, ANY boundary expansion will be detrimental to each and every one of them: 1) Climate change: Expanding onto white belt lands will mean that greenhouse gases are increased in both the building of all the roads and other services, and in the transportation impacts if people were to live further away from the city. 2) Municipal finance: Boundary expansion only increases the massive infrastructure debt the city already carries. Development charges never cover the cost of providing services to new developments. Increase the tax base within the current city boundaries and you will begin to make a dent in this. 3) Servicing infrastructure: The most efficient infrastructure servicing is within the current urban boundary, where roads and water services already exist 4) Transportation Services: There would be no public transit that would be reasonable to far flung subdivisions, hence the car culture only increases. 5) Natural Heritage and Water Resources: These will only be negatively impacted by urban sprawl. You cannot 'replace' natural features with artificial ones and expect the same carrying capacity, the same carbon sinks, and the same biodiversity protection. 6. Complete Communities: Please build complete communities where they	<p>Comment noted that no urban boundary expansion is preferred.</p> <p>Comments are appreciated and staff note that the revised framework will include the no urban boundary expansion scenario and will address the nine themes as noted in the comments.</p> <p><i>Action: Addition of the “How Should Hamilton Grow?” Framework to include the No Urban Boundary Expansion option.</i></p>

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	make sense, within the urban boundaries where schools, libraries, bike trails, corner stores, coffee shops, grocery stores and other amenities that make living in a community pleasurable already exist, or can be added within the structure that exists. 7. Agricultural System: This is a no-brainer. Virtually all white belt lands are prime agricultural lands, and are already in short supply. This will only be exacerbated when the climate crisis deepens, and food security becomes more severe. Do not build on agricultural land. There is plenty of land in the city. 9. Cultural Heritage: All development must be made in consultation with Indigenous peoples, whose lands we occupy	
20	Expanding the urban boundary is terrible for the city government, the environment and the people of Hamilton for the following reasons. 1. FINANCIAL Suburban housing is the least dense form of housing that demands the most infrastructure. It also yields much lower realty tax per acre than rental, medium or high-rise or commercial/industrial. It also puts additional load on regional roads that lead to more demands for road construction. Using vacant land and increasing density in existing neighbourhoods uses existing infrastructure more effectively, saves capital and operating budgets and increases the tax yield from existing land and infrastructure. 2. STORM WATER Hamilton has a huge problem with the discharge of sewage tainted storm water into Cootes and Red Hill Creek. We also have flooding problems in low lying areas of the lower city. Climate change is forecast to make storms more intense. To avoid further damaging the environment and avoid costly lawsuits and remediation projects, we must preserve the open land that we have and continue to improve our ability to manage storm water. Paving over 3000 acres of open land on the mountain would be a disaster in the making for Hamilton. 3. TYPE AND LOCATION OF HOUSING. Hamilton has a desperate shortage of all types of rental housing which has led to renovictions, skyrocketing rental rates and tenant strikes. We must focus on building at least 10,000 units of rental housing (not subsidized). These are best located on existing transit lines to increase their ridership and be convenient for renters. In additions, because rental building are both more dense and have a higher mil	<p>Comments noted. Preference for no urban boundary expansion scenario.</p> <p>Response to numbered comments:</p> <ol style="list-style-type: none"> 1. Financial considerations of both the no urban boundary expansion option and the Ambitious Density scenario will be examined through the Fiscal Impact Assessment 2. Staff concur regarding the importance of preserving open space lands as part of the stormwater management solution, particularly in light of extreme weather events.. Prior to any development of whitebelt lands, a Subwatershed Study would be completed. Maintenance and protection of natural features will be prioritized. 3. Staff concur that type and location of housing is critical and the ability to provide for a range of housing types is key to the development of complete communities. 4. The evaluation of growth options will include assessment of GHG emissions from each growth scenario.

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	<p>rate, the tax yield from existing land will skyrocket. Building large quantities of well priced rental units will also take some of the load from the subsidized housing stock. 4. CARBON EMISSIONS Because the proposed new suburb will be located far from most shopping and employment, it adds enormous carbon load when all levels of government are trying to reduce carbon emitted. 5. LOCAL FOOD PRODUCTION as climate conditions worsen in California and Florida, the cost and availability of their food will get worse. Local food production addresses this problem.</p>	<p>5. Local food production is an important issue and will be added as an area of assessment to the framework.</p> <p><i>Action: amend the Part 2 Phasing Criteria related to the Climate Change theme to include GHG emissions analysis.</i></p> <p><i>Action: amend the Part 1 Evaluation Criteria and Part 2 Phasing Criteria related to the Agricultural System theme to include food security.</i></p>
21	<p>I previously supported the Ambitious Density scenario, but after participating in meetings with numerous environmental groups, I support a scenario of No Expansion to the Urban Boundary, an option which wasn't presented in the previous consultation. If urban growth were to proceed in the Whitebelt lands, I would urge less development than proposed in the Ambitious Density option. Critics say that scenario would consume nearly all of the Whitebelt lands that we have. These lands should be protected, as much as possible, to preserve agricultural land, promote the growth of local agriculture and be included in an expanded Greenbelt.</p>	<p>Comments noted. Preference for no urban boundary expansion scenario.</p>
22	<p>The fact that so many of these criteria require the process to evaluate solely ‘Candidate Expansion Areas’ renders this process myopic and critically flawed. There is a biased assumption that additional land is required to accommodate human population growth and a total dismissal of doing so within the existing urban boundary. If the City is to put the best interests of current and, more importantly, future citizens at the forefront, then the planning process needs to include the option of increasing population density and maintaining the existing urban boundary. That option would most certainly rate higher on all criteria that currently include the language ‘Candidate Expansion Area’ Examples: The section on Transportation systems does not have required population density as a criteria. This is referenced obliquely by the term ‘financial viability’ but that</p>	<p>Comment noted. A ‘no urban boundary expansion’ growth option will be modelled and evaluated.</p> <p>Re the comments on the Transportation System, staff confirm that the future potential population density will be a consideration regarding the ability of a candidate area to support transit. An amendment to the framework will make this consideration explicit.</p> <p>Regarding cost effectiveness, staff note that financial considerations of both the no urban boundary expansion</p>

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	<p>is not a high enough bar. Further, low density suburban areas do not currently receive adequate public transit service (i.e. frequency) to be effective or viable, so expanding suburbia to build more homes cannot expect to have a different result. Missing for the evaluation is a relative ranking of cost effectiveness vs. intensifying population density within the existing urban boundaries. If such a relative ranking were to be done, increasing population density within the existing urban boundaries and on existing public transportation routes would be far more fiscally responsible (financially viable) than any option that expands the urban boundary. How is it possible to rank candidate expansion areas for ‘Mitigate Impact on Natural Heritage’? By expanding human settlement into any of the whitebelt areas, there is negative impact to longterm ecological function and biodiversity. And again, if measured up against using existing urban space to grow, expanding into the whitebelt would not be ranked as a sensible option. When considering the ‘Complete Community’ criteria, evaluation against an increase of population density within the existing urban boundary would very easily show that expansion is not a sensible option. The opportunity to build more housing within our existing communities is a much better option. In summary, the criteria themselves are sensible and sufficient, but the problem is the narrow scope of what they are intended to evaluate: they must also be used to evaluate the option to accommodate growth within the existing urban boundary.</p>	<p>option and the Ambitious Density scenario will be examined through the Fiscal Impact Assessment</p> <p><i>Action: Addition of the “How Should Hamilton Grow?” Framework to include the No Urban Boundary Expansion option.</i></p> <p><i>Action: identify the population density of future growth area as a measurement factor in the ability of a candidate area to support transit.</i></p>
23	<p>Why invest so much effort and resources into this process when it's not a given that Hamilton needs to expand in to whitebelt or Greenbelt areas? With the LRT revived, recent support for Secondary Dwelling Units (SDUs), increasing vacant properties downtown and other downtown core revitalization efforts much if not all of the projected growth can be accommodated within the current urban boundary. If Climate Change is #1 then why are CEEP and future growth planning so out of step with one another? CEEP has set targets which seem to be independent from some of the growth scenarios staff is</p>	<p>Climate change is an important consideration in the evaluation framework. The climate change criteria should be amended in Phase 2 to better reflect the measurement.</p> <p>Staff note that the order of the theme areas should not be construed as a weighting or importance of theme areas. All areas are considered equally.</p>

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	considering. The order of how all of these very important pieces are coming together feels to be very jumbled, and rushed. Too important to rush. Aggregate and Petroleum resources should not be more important than Cultural Heritage.	<i>Action: amend the Part 2 Phasing Criteria related to the Climate Change theme to include GHG emissions analysis.</i>
24	I'm not sure why you are setting up an evaluation framework when it hasn't been decided that we are going into the Whitebelt. The criteria listed should be used to evaluate that it is not a good decision to build in the Whitebelt.	Comment noted. A ‘no urban boundary expansion’ growth option will be modelled and evaluated. <i>Action: Addition of the “How Should Hamilton Grow?” Framework to include the No Urban Boundary Expansion option.</i>
25	The boundary should not be expanded. If council actually believes their motion declaring a climate emergency, then we need to work within the existing boundary.	Comment noted. No urban boundary option preferred.
26	This seems very adequate.	Noted.
27	No further farmlands should be used for activities other than agricultural. Although we currently are transporting vast amounts of food from elsewhere, those sources are not sustainable in growing those foods. Further the transportation of those foods is increasing the greenhouse gases in our atmosphere. There should NOT be an assumption that the urban boundary will be expanded beyond the current limits and probably should be reduced already.	Comments are noted. Local food production is an important issue and will be added as an area of assessment to the framework. <i>Action: Part 1 Evaluation Criteria and Part 2 Phasing Criteria related to the Agricultural System theme amended to include food security.</i>
28.	There should be no encroachment or impact on Greenbelt Plan Protected Countryside. Light pollution is a growing problem and encroachment in our communities and the lack of hindsight, understanding the current problem or foresight on the part of the City of Hamilton is apparent. The public standards for the mitigation of light pollution are inadequate and do not cross over into	Comments addressed in email submission.

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	private standards. Our by-laws our woefully out of date and do not address the issue of light pollution. Light does not have any boundaries and impacts communities and the the environment. Our lands and skies are part of our natural heritage and we should be able to look up and see the stars at night and walk the night without blinding lights in our path. I can't even open my curtains in the evening (12th floor apartment) building because of light pollution from City of Hamilton managed parks and facilities; efforts to address this with councilors have failed. I respectfully ask that you address this problem wit any expansion into Whitebelt lands for current and future residents including our natural flora and fauna. There should be no expansion into Greenbelt lands... it will never end and has to stop now.	
29.	This framework is mostly fine for deciding how to develop WITHIN the existing urban boundary. (I will explain why I say "mostly" in a minute.) I oppose any expansion of the urban boundary, for many reasons. An expansion would eat up farm land; make our infrastructure less efficient and more costly; require more vehicle use; make the city less climate resilient. An expansion would make Hamilton's and Canada's 2050 climate goals harder to achieve. It would make all of those nine criteria in your framework harder to achieve. We simply cannot keep spreading outward. Hamilton's prime housing need is for much more rental housing, which we are losing at a rapid rate as investors big and small, but mostly big, buy up existing lower-rent buildings to "reposition" at higher rents. We need both new market and new non-market rental units. We need help from seniors governments for laws to prevent the loss of these units and much greater investments to upgrade existing stock and add new units. The city needs to tighten rules on condominium conversions to protect the existing rental stock, as well as introduce a renoviction bylaw. The current provincial government apparently wants urban expansion and has set its criteria, including a 30-year (instead of 20) population target and the requirement for a market test, to force cities to "agree" to expand outward. We should refuse and set our density and intensification targets to meet a fixed boundary. Much will change in 30 years. Population projections in particular	<p>Comment noted. A 'no urban boundary expansion' growth option will be modelled and evaluated.</p> <p>Comments on the need for affordable housing, and low income housing, rental housing, are noted. The framework reflects the importance of the provision of a range of housing types including affordable housing within the Complete Communities theme.</p> <p>Comments on the market based approach are noted, but the City is required to plan in accordance with the provincial methodology.</p> <p>Comments on the natural resources theme are noted. The criteria reflect provincial policy direction.</p> <p><i>Action: Addition of the "How Should Hamilton Grow?" Framework to include the No Urban Boundary Expansion option.</i></p>

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	<p>are likely to become increasingly less predictable. But once boundary expansion is in our official plan, developers and land owners will act on it. We need to set a hard "no expansion" policy and then all planning staff work should be focused on how to accommodate that density within the existing urban boundaries. Doing so will frustrate builders and buyers who want big lots with one house each; it will take real guts for cities, the provinces and the federal governments to say that's going to be limited in future. But it will also take creating attractive alternatives, discussed below, to single-family and low-density homes. The climate challenge is real and urgent. Resiliency in the face of climate change requires protection of all good farm land, with which Hamilton is blessed in abundance. Increasingly, the housing market is responding to investors' desires for rich returns, not to households' housing needs. Only the latter should concern governments and planners. This mis-focus is even distorting the economy, giving undue influence to finance at the expense of production and real services, as well as at the expense of those who would like someplace to live. Specifically on the nine-point framework, which as I said should apply to how we grow within the urban boundary, not to whether we expand, I would add a specific requirement under complete communities--walkability and bike-ability. My prime focus would be on walkability. Specifically, we should aim for "15-minute cities" and 15-minute neighbourhoods We should work to ensure that opportunities to work, shop for basics and enjoy leisure all are within a 15-minute walk of where people live. This will reduce demand for any form of fuel-using transportation and will provide a quality-of-life benefit that will be a tradeoff for the deliberate and intentional reduction in single-family housing that we need to accept. Achieving 15-minute walkability will require greater density and make it attractive. The city's analysis showed some projections with "too many" apartment units. In market terms, "too many" would tend to mean lower rents which is desirable both to help house the tens of thousands of existing Hamiltonians paying more than 30 per cent of their income for rent, but also to add a further inducement for households to accept apartment living instead of single family or even</p>	

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	duplex or townhouse. One more item on the nine-point framework. Under natural resources, I would not include protection or aggregate or petroleum resources as one of the prime criteria; I would include only that new residential development not be allowed near EXISTING petroleum or quarry sites. Encouragement for including opportunities for solar heating and solar generation of electricity should be part of city planning requirements.	
30.	The criteria for boundary expansion is comprehensive, but I am not clear how planners are evaluating the need to expand. The better option from a climate change and resource perspective would be to increase density within the current boundaries before expanding. How is this being addressed?	<p>Comment noted. A ‘no urban boundary expansion’ growth option will be modelled and evaluated.</p> <p><i>Action: Addition of the “How Should Hamilton Grow?” Framework to include the No Urban Boundary Expansion option.</i></p>
31.	There should be no expansion of Hamilton's urban boundary to include Whitebelt Lands and prime agricultural lands should be protected. Since the climate crisis is affecting our food supply, land use planning should use a climate lens and climate crisis framework to promote food sustainability.	<p>Comment noted that no urban boundary expansion scenario is preferred.</p> <p>Food production/security implications of growth options should be considered.</p> <p><i>Action: Part 1 Evaluation Criteria and Part 2 Phasing Criteria related to the Agricultural System theme amended to include food security.</i></p>
32.	Acceptable.	Noted.
33.	These appear to be excellent assessment criteria. Additional assessment criteria could/should include accessibility for persons with disabilities (sprawling growth rarely provides accessible units, crossing are often less accessible as well, many streets lack basic infrastructure like sidewalks) as well as biodiversity.	<p>Comment about accessibility is noted. Consideration of accessible design is an important component of Secondary Planning.</p> <p>Implications for biodiversity is considered under the Natural Heritage and Water Resources theme.</p>

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34.	Parcel size needs to be considered. Most of the lands being considered are too small and require land assembly to make developable for modern warehouse and employment land needs.	<p>Comment noted. Staff note that land fragmentation can be an issue or constraint on development. A criteria is proposed for the Part 2 Phasing criteria to address readiness of lands for development.</p> <p><i>Action: Part 2 Phasing Criteria amended to add a criteria related to implementation and readiness of lands for development.</i></p>
35.	<p>I am writing to express my strong opposition to any urban expansion into the Greenbelt. I understand that city planning staff are seeking input on an evaluation framework and planning criteria to guide two scenarios – urban expansion into rural whitebelt lands, and expansion of urban Waterdown and Binbrook into the provincially protected Greenbelt. City planning staff are asking for input on an evaluation framework and planning criteria that should have been applied in a rigorous assessment of whether we should be expanding the urban boundary at all! Instead, staff are recommending the urban expansion and the application of their evaluation framework and planning criteria to the expansion area! This is all backwards! The city is putting the cart before the horse – It is more than a bit disingenuous to be proceeding with a public consultation that assumes urban boundary expansion is going to happen when you are just about to send out a survey asking people which urban growth management scenario – including a no boundary expansion option - they support. I think it is inappropriate that city planners are consulting on this framework and associated criteria now, given that public input is pending regarding what community members prefer and support where urban growth management in our city is concerned. The city is under no obligation to even consider urban expansion into protected Greenbelt lands. While the provincial Greenbelt Plan does, under very specific circumstances, allow for 10ha expansions of towns & villages into the Greenbelt, we do not need to be contemplating such expansions in Hamilton! I want to see a</p>	<p>Comment noted. A ‘no urban boundary expansion’ growth option will be modelled and evaluated.</p> <p><i>Action: Addition of the “How Should Hamilton Grow?” Framework to include the No Urban Boundary Expansion option.</i></p>

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	rigorous evaluation framework and planning criteria applied from the start – so that we are assessing the implications of urban sprawl on the climate emergency, municipal finances, our local agricultural system, natural heritage and water resources, to name a few. Finally, I am strongly opposed to any urban expansion into the Greenbelt. Thank you. Yours, Edward Reece	
36.	I am writing to express my strong opposition to any urban expansion into the Greenbelt. I understand that city planning staff are seeking input on an evaluation framework and planning criteria to guide two scenarios – urban expansion into rural whitebelt lands, and expansion of urban Waterdown and Binbrook into the provincially protected Greenbelt. City planning staff are asking for input on an evaluation framework and planning criteria that should have been applied in a rigorous assessment of whether we should be expanding the urban boundary at all! Instead, staff are recommending the urban expansion and the application of their evaluation framework and planning criteria to the expansion area! This is all backwards! The city is putting the cart before the horse – It is more than a bit disingenuous to be proceeding with a public consultation that assumes urban boundary expansion is going to happen when you are just about to send out a survey asking people which urban growth management scenario – including a no boundary expansion option - they support. I think it is inappropriate that city planners are consulting on this framework and associated criteria now, given that public input is pending regarding what community members prefer and support where urban growth management in our city is concerned. The city is under no obligation to even consider urban expansion into protected Greenbelt lands. While the provincial Greenbelt Plan does, under very specific circumstances, allow for 10ha expansions of towns & villages into the Greenbelt, we do not need to be contemplating such expansions in Hamilton! I want to see a rigorous evaluation framework and planning criteria applied from the start – so that we are assessing the implications of urban sprawl on the climate emergency, municipal finances, our local agricultural system, natural heritage	<p>Comment noted. A ‘no urban boundary expansion’ growth option will be modelled and evaluated.</p> <p><i>Action: Addition of the “How Should Hamilton Grow?” Framework to include the No Urban Boundary Expansion option.</i></p>

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	and water resources, to name a few. Finally, I am strongly opposed to any urban expansion into the Greenbelt. Thank you. Yours, Joanna Sargent	
37.	<p>Climate Lens: I don't see how boundary expansion onto whitebelt lands can possibly be taking the climate lens (transportation, air quality) into consideration. Our current infrastructure is not able to handle the storms that are already hitting us. Protecting the trees that we already have is important and planting new trees at a HIGHER density than is found in many new single-family subdivisions is a part of dealing with the inadequacies of the stormwater management system. The paving of land for new roads means that there is less opportunity for the stormwater to soak into the ground. Municipal Finance: As I understand it developers cover only 80% of the costs of the infrastructure (roads, water/wastewater, electricity, etc.) with current taxpayers (residents AND businesses) covering the other 20%. Unless the density is high enough there will be no regular and dependable public transportation, which brings us back to that climate lens! This expansion is designed to accommodate the wishes of the developers and not what Hamilton needs. Seniors will NOT all age in their current homes. Many will move into smaller homes, freeing up single family homes for younger families. Hamilton needs MIDDLE density homes, which will bring in more tax dollars than large single family houses. Servicing Infrastructure: Our CSOs are already overflowing during heavy storm events. We need to fix what we already have. Transportation Systems: Public transportation only happens when the housing density is high enough. What guarantee do we have that BLAST will ever be built with council voting yes and then delaying the project numerous times. Let's build housing in areas already serviced by a reliable transportation system. Don't put the cart before the horse, by building subdivisions hoping that the population density will increase to support the public transportation. Natural Heritage and Water Resources: Keep the natural lands as they are. Don't even attempt to duplicate the efficient stormwater management systems that nature has created. Do NOT relocate them!! Complete Communities: My definition of a complete community is one that is walkable: to stores, schools and if possible work. If you look at</p>	<p>Comments are noted. Climate change is an important consideration in both Part 1 and 2 of the evaluation framework, and will be applied to the no urban boundary expansion option as well. Clarity on the phasing criteria will be provided.</p> <p>Fiscal impact assessment will be undertaken which will include analysis of options to finance growth.</p> <p>Servicing and transportation infrastructure implications are examined as part of the evaluation framework, integrated with updates to the Water/Wastewater and Stormwater Master Plans, and transportation network review.</p> <p>Staff concur on the importance of walkable complete communities, as evidenced in the criteria within the framework.</p> <p>Protection of the agricultural system, and minimization and mitigation of impacts is evaluated within parts 1 and 2 of the framework.</p> <p><i>Action: amend the Part 2 Phasing Criteria related to the Climate Change theme to include GHG emissions analysis and include within the "How Should Hamilton Grow" Framework.</i></p>

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	<p>the older neighbourhoods in Hamilton these are desirable because they are walkable. Back again to that climate lens. Agricultural System: You need to look at the soil map by OMAFRA to know that the whitebelt in the proposed boundary expansion includes high quality soil that should be kept for farming. The City of Hamilton declared a climate emergency in 2019 with a promise that a climate lens be “incorporated into routine work across all City departments”. I don't believe that the lens has been applied to ANY city work done to date! We need to address the drought in areas where too much of our food comes from and become more food independent. That means holding onto our farmland, not paving over it. Food security is a growing concern and we need to be sure we can feed our own people.</p>	
38.	<p>The above themes listed are important, but that being said, expansion into the Whitebelt lands should never happen, there needs to be an alternate plan that talks about building up our city, not out.</p>	<p>Comments noted that no urban boundary expansion scenario preferred.</p>
39.	<p>NO EXPANSION into WHITE BELT LANDS. Use the old space in Hamilton, warehouses, etc along Burlington St E , This area has already been destroyed DO NOT DESTROY prime land while large areas in Hamilton remain vacant, parking lots, derelict sites. People need to live and have amenities within a 10-15 minute walk. I hate big box stores that I have to drive to each one, build them up on levels and let people live with green space. We need to save the heritage buildings in Hamilton and revitalize them,. Way too many of the new residential blocks in downtown Hamilton have no style to them, they look like concrete blocks nobody wants to live in them, they are on top of main roads literally no where to drop someone off. Hamilton is not making the best of a the great City it has the potential to be. Many houses in Hamilton sit vacant as well for far too long. I cannot believe the number of places that are sold and then left empty. This creates unofficial need for more houses to be built. THIS IS ALL ABOUT the BIG DEVELEPORS being greedy. Quicker and easier to build on new prime land - this has to stop NOW, You must develop communities that help the environment, more urban sprawl does not do this it just increases the sprawl and time spent in automobiles.</p>	<p>Comments noted that no urban boundary expansion scenario preferred.</p>

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#	Comment:	Staff Response / Action Required
40.	I think there are very useful themes in the framework thus far. I believe that good implementation will need individuals throughout the community to be continually engaged and committed so that the ideals of this framework are not lost. (climate change for example wouldn't necessarily be the initial thing to consider but a thing that constantly needs consideration with any future designs; to be ""woven" into the process). A theme I feel is missing is related to consultation and communion with indigenous laws/treaties/ways of being.	<p>Comments noted.</p> <p>Consultation with indigenous communities is an important aspect of GRIDS 2 / MCR process and will be noted in the assessment of the cultural heritage theme.</p> <p>In addition, consultation with indigenous communities has been ongoing through the GRIDS 2 / MCR process and will continue throughout the project.</p>
7.	I'm very concerned about development in the Elfrida area, especially because of the loss of agricultural land --- at a time when local food production is becoming increasingly important --- and the detrimental environmental impact. The fields, streams and woodlots of Elfrida host a significant population of year-round resident birds and support a large number of migratory bird species on their journey from Central and South America to the boreal forest and tundra. They also support winter resident bird species. A strategy to substantially reduce, if not eliminate, the extent of proposed development in Elfrida would be a significant step in promoting financially and environmentally sustainable planning.	Staff note that implications on biodiversity is addressed in the Natural Heritage and Water Resources theme.

Survey 2 – Criteria for 10ha Greenbelt expansion lands (Waterdown/Binbrook)		
#	Comment:	Staff Response / Action Required
1.	Firstly I would say do not build in the greenbelt. Add avoidance of loss of habitat and biodiversity	Staff note that implications on biodiversity is addressed in the Natural Heritage and Water Resources theme.

Survey 2 – Criteria for 10ha Greenbelt expansion lands (Waterdown/Binbrook)		
#	Comment:	Staff Response / Action Required
2.	The 10 hectare (25 acres) expansion is insufficient for Waterdown to 2051. I would like the urban boundary to expand to hard boundaries complete communities.	The limitation on size of 10 ha is a requirement of the Growth Plan and cannot be modified.
3.	I am in favour of the Waterdown urban boundary expansion. I feel the expansion of 10 hectares is too small. The expansion should be much larger to accommodate the growth in Waterdown. The population of Waterdown is projected to double in the next 5-10 years.	The limitation on size of 10 ha is a requirement of the Growth Plan and cannot be modified.
4.	I don't think you should be expanding settlement areas in the Greenbelt.	Noted.
5.	I definitely am opposed to building on the Greenbelt Protected Countryside area within Binbrook and Waterdown. There is no need for urban expansion on protected Greenbelt land no matter how small the proposed area is. We have declared a climate crisis and we cannot lose the protected farmland, forest, wetlands, rivers, and lakes protected in the Greenbelt. We need to keep all of our farmland so that we can be self-sustainable when it comes to food production, we need to protect our waterways so that our drinking water is clean, we need to protect all of our wetlands to help control flooding plus many are the headwaters of our streams and rivers and our natural areas need to be full of biodiversity to have a healthy ecosystem. All of this need to be protected to combat climate change. Why are we proposing to sacrifice this for expansion? We can grow within our urban boundary, there is no need to expand out. There are many unutilized empty lands that can be built on including, brownfields, empty parking lots in the city, we can build up on top of one storey buildings, and there are so many empty buildings within the city as well. If we are going to fight climate change we cannot build on the Greenbelt.	Comment noted. No urban boundary expansion is the respondent's preference.
6.	Binbrook does not have the infrastructure to build more houses. There are people who are moving into this town and their kids do not have a school to go to locally because they are at capacity. We also have no gas station and only single lane country roads taking us into Hamilton. Greenbelt needs to remain.	Noted.

Survey 2 – Criteria for 10ha Greenbelt expansion lands (Waterdown/Binbrook)		
#	Comment:	Staff Response / Action Required
7.	Waterdown is already a bottle neck to get into and out of, minimal public transit, not well designed new urban areas, you have to drive to reach, schools, playing fields, downtown Waterdown itself, library in another location. No bike paths incorporated along the roads, downtown Water down has not been preserved, divided by Hwy #5, as no bypass except in fragments, I find that Waterdown has been all about build build build but not about community. I have not been to Binbrook so I have no idea I just hope that it has been better planned. Much better to in fill in the City of Hamilton. Plans to allow family dwellings to accommodate extra rental accommodation should be encouraged but not for them to become AirBnB type rentals. Fully address all the considerations listed above, do not reduce farm land we have seen how important in this pandemic it is to have local food supplies	<p>Comment noted. No urban boundary expansion is the respondent's preference.</p> <p>Importance of local food / security acknowledged.</p> <p><i>Action: Part 1 Evaluation Criteria and Part 2 Phasing Criteria related to the Agricultural System theme amended to include food security.</i></p>
8.	No expansion into Greenbelt! These are protected lands and must remain so. They are irreplaceable lands. It doesn't make sense to be seeking public input now on criteria when staff have already presented their preferred growth options to committee. Fulsome criteria should have been used to assess and compare options - including No Boundary Expansion option - before any recommendations went before committee/councillors. The sequence of how this is unfolding feels rushed and backwards. "Avoidance" of natural features is unacceptable. "Must not" is the wording that should be adopted.	Comment noted. No urban boundary expansion is the respondent's preference.
9.	I don't support a 10 hectare expansion of these regions.	Noted
10.	I don't support any expansion of the existing urban boundary. Council declared a climate emergency; let's act like it an preserve our farmland and green space.	Noted
11.	Both of those settlement areas should be limited to current boundaries. Both of those have sufficient area to accommodate the stated requirements.	Noted
12.	There should be no expansion or encroachment on the Greenbelt Plan Protected Countryside.	Noted
13.	I oppose any expansion of the urban boundary, for many reasons. And expansion into Greenbelt lands specifically should never be allowed, anywhere.	Comment noted. No urban boundary expansion is the respondent's preference.

Survey 2 – Criteria for 10ha Greenbelt expansion lands (Waterdown/Binbrook)		
#	Comment:	Staff Response / Action Required
	<p>An expansion would eat up farm land; make our infrastructure less efficient and more costly; require more vehicle use; make the city less climate resilient. An expansion would make Hamilton's and Canada's 2050 climate goals harder to achieve. It would make all of those nine criteria in your framework harder to achieve. We simply cannot keep spreading outward. The current provincial government apparently wants urban expansion and has set its criteria, including a 30-year (instead of 20) population target and the requirement for a market test, to force cities to "agree" to expand outward. We should refuse and set our density and intensification targets to meet a fixed boundary. Much will change in 30 years. Population projections in particular are likely to become increasingly less predictable. But once boundary expansion is in our official plan, developers and land owners will act on it. We need to set a hard "no expansion" policy and then all planning staff work should be focused on how to accommodate that density within the existing urban boundaries. Doing so will frustrate builders and buyers who want big lots with one house each; it will take real guts for cities, the provinces and the federal governments to say that's going to be limited in future. But it will also take creating attractive alternatives, discussed below, to single-family and low-density homes. The climate challenge is real and urgent. Resiliency in the face of climate change requires protection of all good farm land, with which Hamilton is blessed in abundance. Increasingly, the housing market is responding to investors' desires for rich returns, not to households' housing needs. Only the latter should concern governments and planners. This mis-focus is even distorting the economy, giving undue influence to finance at the expense of production and real services, as well as at the expense of those who would like someplace to live. Specifically on the nine-point framework, which as I said should apply to how we grow within the urban boundary, not to whether we expand, I would add a specific requirement under complete communities--walkability and bike-ability. My prime focus would be on walkability. Specifically, we should aim for "15-minute cities" and 15-minute neighbourhoods We should work to ensure that opportunities to work, shop for basics and enjoy leisure all are within a 15-minute walk of where people live.</p>	<p>Comments on the need for affordable housing, and low income housing, rental housing, are noted. The framework reflects the importance of the provision of a range of housing types including affordable housing within the Complete Communities theme.</p> <p>Comments on the market based approach are noted, but the City is required to plan in accordance with the provincial methodology.</p> <p>The comments on the 15 minute community are noted. Staff note that the goal of planning for complete communities is reflected in the framework.</p>

Survey 2 – Criteria for 10ha Greenbelt expansion lands (Waterdown/Binbrook)		
#	Comment:	Staff Response / Action Required
	This will reduce demand for any form of fuel-using transportation and will provide a quality-of-life benefit that will be a tradeoff for the deliberate and intentional reduction in single-family housing that we need to accept. Achieving 15-minute walkability will require greater density and make it attractive. The city's analysis showed some projections with "too many" apartment units. In market terms, "too many" would tend to mean lower rents which is desirable both to help house the tens of thousands of existing Hamiltonians paying more than 30 per cent of their income for rent, but also to add a further inducement for households to accept apartment living instead of single family or even duplex or townhouse.	
14.	It is not clear that the city has exhausted the current boundaries before expanding. Is there a plan for increasing current density? What are the criteria by which you determined the next to expand the boundaries?	<p>The City has completed a Land Needs Assessment in accordance with the provincial methodology which has identified the requirement for expansion.</p> <p>No decision has been made as to whether or not expansion from Binbrook or Waterdown is required.</p>
15.	I am writing to express my strong opposition to any urban expansion into the Greenbelt. I understand that city planning staff are seeking input on an evaluation framework and planning criteria to guide two scenarios – urban expansion into rural whitebelt lands, and expansion of urban Waterdown and Binbrook into the provincially protected Greenbelt. City planning staff are asking for input on an evaluation framework and planning criteria that should have been applied in a rigorous assessment of whether we should be expanding the urban boundary at all! Instead, staff are recommending the urban expansion and the application of their evaluation framework and planning criteria to the expansion area! This is all backwards! The city is putting the cart before the horse – It is more than a bit disingenuous to be proceeding with a public consultation that assumes urban boundary expansion is going to happen when you are just about to send out a survey asking people which urban growth management scenario – including a no boundary expansion option - they support. I think it is	<p>Comment noted. A 'no urban boundary expansion' growth option will be modelled and evaluated.</p> <p>Staff note that no decision has been made as to whether or not expansion from Binbrook or Waterdown is required.</p> <p><i>Action: Addition of the "How Should Hamilton Grow?" Framework to include the No Urban Boundary Expansion option.</i></p>

Survey 2 – Criteria for 10ha Greenbelt expansion lands (Waterdown/Binbrook)		
#	Comment:	Staff Response / Action Required
	<p>inappropriate that city planners are consulting on this framework and associated criteria now, given that public input is pending regarding what community members prefer and support where urban growth management in our city is concerned. The city is under no obligation to even consider urban expansion into protected Greenbelt lands. While the provincial Greenbelt Plan does, under very specific circumstances, allow for 10ha expansions of towns & villages into the Greenbelt, we do not need to be contemplating such expansions in Hamilton! I want to see a rigorous evaluation framework and planning criteria applied from the start – so that we are assessing the implications of urban sprawl on the climate emergency, municipal finances, our local agricultural system, natural heritage and water resources, to name a few. Finally, I am strongly opposed to any urban expansion into the Greenbelt. Thank you. Yours, Edward Reece</p>	
16.	<p>I am writing to express my strong opposition to any urban expansion into the Greenbelt. I understand that city planning staff are seeking input on an evaluation framework and planning criteria to guide two scenarios – urban expansion into rural whitebelt lands, and expansion of urban Waterdown and Binbrook into the provincially protected Greenbelt. City planning staff are asking for input on an evaluation framework and planning criteria that should have been applied in a rigorous assessment of whether we should be expanding the urban boundary at all! Instead, staff are recommending the urban expansion and the application of their evaluation framework and planning criteria to the expansion area! This is all backwards! The city is putting the cart before the horse – It is more than a bit disingenuous to be proceeding with a public consultation that assumes urban boundary expansion is going to happen when you are just about to send out a survey asking people which urban growth management scenario – including a no boundary expansion option - they support. I think it is inappropriate that city planners are consulting on this framework and associated criteria now, given that public input is pending regarding what community members prefer and support where urban growth management in our city is concerned. The city is under no obligation to even consider urban expansion</p>	<p>Comment noted. A 'no urban boundary expansion' growth option will be modelled and evaluated.</p> <p>Staff note that no decision has been made as to whether or not expansion from Binbrook or Waterdown is required.</p> <p><i>Action: Addition of the "How Should Hamilton Grow?" Framework to include the No Urban Boundary Expansion option.</i></p>

Survey 2 – Criteria for 10ha Greenbelt expansion lands (Waterdown/Binbrook)		
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	into protected Greenbelt lands. While the provincial Greenbelt Plan does, under very specific circumstances, allow for 10ha expansions of towns & villages into the Greenbelt, we do not need to be contemplating such expansions in Hamilton! I want to see a rigorous evaluation framework and planning criteria applied from the start – so that we are assessing the implications of urban sprawl on the climate emergency, municipal finances, our local agricultural system, natural heritage and water resources, to name a few. Finally, I am strongly opposed to any urban expansion into the Greenbelt. Thank you. Yours, Joanna Sargent	
17.	I feel expansion into Greenbelt lands should never happen, I thought the Greenbelt is protected lands? There needs to be an alternate plan that talks about building up our city, not out.	Noted.

GRIDS 2 / MCR – Email Comment Summary (May 2021)

Evaluation Framework and Phasing Criteria

Email/Mail Comments

#	Date:	Name:	Comment:	Staff Response / Action Required
1.	May 2, 2021	Rose Janson	<p>We are glad that you are reaching out for feedback from citizens of Hamilton. We witnessed the meeting on March 29th.</p> <p>However, even after trying, we do not understand this mailing. The language seems to be for specialists; it is not intelligible to us. We do not understand the questions you are asking.</p> <p>If you are interested in gathering feedback about Hamilton's growth and boundaries, perhaps you could provide a 'translation' of this document?</p>	Noted. Follow up email with additional information sent on May 3, 2021.
2.	May 4, 2021	Lyn Folks	<p>Any growth in Hamilton outside of the present urban boundary cannot be called either efficient or sustainable, as you say it would be. The city should be growing 'up' rather than 'sprawling outwards'.</p> <p>Your letter is very disappointing as far as the environmental health of our City is concerned.</p>	Comments noted.
3	May 26, 2021	Rose Janson	<p>Thank you for allowing me to comment without registering on the web-page. Appreciated!</p> <p>My family used to have an orchard in Flamborough, but now we live in Ward One. L8P 1P5</p> <p>We are firmly opposed to any expansion of Hamilton's Urban Boundary, because precious farmland, trees and green space must be protected, for our kids.</p> <p>It is premature to ask citizens about where new subdivisions should go, as people just don't want that kind of expansion.</p>	Comments noted.

			<p>So much unused and empty space exists in the city, that could become beautiful family housing, with green public spaces. This is the way of progressive cities; Montreal is an excellent example.</p> <p>Thank you for making our comments count.</p>	
4	May 26, 2021	Margot Olivieri	<p>I am writing in response to the City of Hamilton's proposed "Evaluation Framework & Planning Criteria for Urban Expansion Into Hamilton's Whitebelt and Greenbelt Areas".</p> <p>I would like to begin by stating that I am strongly OPPOSED to ANY expansion into our Whitebelt and Greenbelt areas for several reasons.</p> <p>First, the Whitebelt area which is being proposed for pave-over is prime agricultural land. If we continue to expropriate these farming hectares for development, we will eventually be forced to rely on imported foodstuffs, which in turn will increase usage of transportation methods that contribute to our environmental crisis.</p> <p>Clearly, the Greenbelt area slated for destruction is an area rich in flora and fauna resources that are rapidly disappearing. It seems redundant to have to justify its protection.</p> <p>The City planning staff claims to want input on an evaluation framework that already assumes expansion needs to and will take place; they are hoping to "evaluate different areas of the Whitebelt using a series of provincial and locally determined criteria to determine their feasibility for expansion". It is more than a little puzzling to me that the public consultation (survey) slated for June should even offer a 'no boundary' option, if the City has already decided that expansion will occur. It is inappropriate for the City planners to move forward with a framework which has not been approved by the community they profess to represent.</p> <p>This is a 'cart before the horse' scenario: is the planning committee satisfied to just go through the motions of public input, or is it truly interested in what Hamiltonians have to say about this critical issue?</p> <p>As a taxpayer and life-long Hamiltonian, I demand that a rigorous Evaluation Framework and Planning Criteria be applied FROM THE START--to assess the implications of Urban Sprawl on the climate emergency, municipal finances, local agricultural systems, natural</p>	<p>Comments noted.</p> <p>A 'no urban boundary expansion' option will be evaluated as part of GRIDS 2 / MCR.</p> <p>Staff concur that there is opportunity to more broadly address food security. In addition, the definition of Agri-food Network includes agricultural distributors and farmers markets. Staff concur that food security should be more explicitly referenced within the evaluation framework.</p> <p><i>Action: Addition of the "How Should Hamilton Grow?" Framework to include the No Urban Boundary Expansion option as an evaluation scenario.</i></p> <p><i>Action: Evaluation Framework and Phasing Criteria (Whitebelt) Part 1 Evaluation Criteria and Part 2 Phasing Criteria related to the Agricultural System theme amended to include food security.</i></p>

			<p>heritage and water resources. A rigorous process will be beneficial even if that process ends up being applied to expansion areas.</p> <p>Bleeding into the Whitebelt and Greenbelt is unnecessary and, indeed, detrimental to our city in many ways. There are, at the committee's disposal, various creative solutions to address the projected population increase. We do not need to contemplate expansion into the Whitebelt or Greenbelt areas that are now being considered and threatened.</p>	
5.	May 27, 2021	Colin Chung (GSAI – Elfrida)	<p>Glen Schnarr & Associates Inc. (GSAI) represents Hamilton Country Properties Ltd. (c/o Country Homes), who own lands within the northwest corner of the Elfrida Whitebelt area which are municipally known as 420 and 646 Henderson Road. Our office has been actively monitoring the City of Hamilton's GRIDS 2 and Municipal Comprehensive Review. On behalf of our client, we would like to continue to provide our professional planning opinion that the Elfrida area remains a logical and viable option to expand the City's urban boundary to accommodate growth and development.</p> <p>It is understood the City's preferred growth option is the "Ambitious Density" scenario, which identified a "Community Area" land need of 1,340 gross developable hectares to 2051. The land need of 1,340 gross developable hectares 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.</p> <p>It is also understood that, through the City's GRIDS and Land Needs Assessment, four Community Areas have been identified for a possible urban expansion (Twenty Road West, Twenty Road East, Elfrida and Whitechurch). As part of the next phase of determining where to grow, the City will evaluate growth scenarios through the evaluation framework and phasing criteria themes. As part of the City's ongoing consultation for the 'Whitebelt Land Evaluation Framework and Phasing Criteria', we are pleased to provide these comments. Please note that our commentary is provided to supplement staff's evaluation of the Elfrida Whitebelt area.</p> <p><i>Climate Change</i> – Adapting to climate change through urban development requires cooperation across all levels of government and the development community. Planning and development practices continue to evolve to minimize the impacts of climate change on our communities. In the context of Elfrida, a greenfield community, the City of Hamilton has an opportunity to implement policies and collaboratively work with the</p>	Comments noted.

development industry to implement a community wide district energy strategy/green energy standards that relies on solar and/or geothermal infrastructure. Developers including Country Homes actively participate in discussions with Municipal Staff to implement innovative energy conservation practices within their projects. A community-wide climate change strategy and program could become a successful footprint for the City to exemplify to other municipalities how greenfield community planning could effectively implemented partnering with the development industry.

Municipal Finance – Elfrida represents a gross developable area of approximately 1,200 hectares. The redevelopment of Elfrida as a complete community that is walkable and accessible allows the City of Hamilton to collect Development Charges, which are instrumental in financing and implementing public infrastructure such as transit and community services for other areas of the City. Regional and local governments have implemented unique financing and growth management tools to ensure that the development industry contributes its share of the costs required to support growth and development.

Servicing Infrastructure – Through the City’s GRIDS 1 process, the Elfrida area was identified as Hamilton’s next urban expansion area, planned to accommodate growth to 2031, in conjunction with the planned intensification of Hamilton’s downtown and other built-up areas. It is understood that the City of Hamilton has already invested in the oversizing of infrastructure along Highway 56 to accommodate this growth and development. Recognizing Elfrida as a preferred growth option will utilize existing and invested infrastructure to accommodate growth. Furthermore, building on the principles of complete communities and the key considerations for the ‘*Servicing Infrastructure*’ theme, Elfrida represents an opportunity to plan for and develop a comprehensively integrated water and wastewater infrastructure strategy.

Transportation – B-L-A-S-T is a rapid transit network and forms part of the \$17.5 Billion MoveOntario capital investment program. The ‘S-Line’ connects Centennial and the Ancaster Business Park. The route is planned along Upper Centennial Parkway and Rymal Road E. Elfrida offers an opportunity to extend the B-L-A-S-T network and to provide an active transit network to service a broader community. The extension of the B-L-A-S-T network builds on the 2006 endorsement of the “Nodes and Corridors” growth scenario provided through the GRIDS 1 process.

Natural Heritage and Water Resources – As part of the Elfrida Growth Area Study, the City initiated a Subwatershed Study (SWS). The Study is well advanced and provides

		<p>a detailed analysis of the natural heritage and water resources in the Elfrida area. The SWS establishes a hierarchy of natural heritage features, each requiring different levels of conservation. The SWS also provides further direction as to the extent of the Natural Heritage System (NHS) to be conserved. It is our opinion that the City should leverage the work undertaken to-date and rely upon the information presented through the SWS, which demonstrates that Elfrida can continue to be planned as a complete community while preserving significant Natural Heritage and Water Resources.</p> <p><i>Complete Communities</i> – The Elfrida Growth Area Study identified a ‘Nodes and Corridors’ growth and land use scenario that builds on the principles of complete communities. Elfrida offers a unique opportunity to plan for a new community that builds on these principles and provides convenient access to an appropriate mix of jobs, local services, affordable housing, a full range of other housing options, public services and recreational and educational facilities. Through the Elfrida Growth Area Study, the City acknowledged that the preferred Community Structure will provide for a mix and diversity of housing types that includes low-rise, mid-rise, and high-rise development. The high-rise development will be concentrated within the Mixed-Use Centres and Corridors, with density filtering out into the low-rise residential neighbourhoods.</p> <p><i>Agricultural System</i> – <i>It is recognized that, through a future Secondary Plan process, an Agricultural Impact Assessment will be required. GRIDS 1 resulted in a ‘Nodes and Corridors’ land use structure, which was described as follows in the Growth Related Integrated Development Strategy: Growth Report (May 2006): “this option concentrates growth in essentially on new growth area to facilitate mixed use, higher density, transit friendly development that optimizes existing infrastructure. Some prime agricultural land is lost by this option. Although agriculture is highly valued in the City, it was found that it was impossible to identify a concentrated new growth area without impacting prime agricultural land because of the extent of such land in the City.” Furthermore, in the Staff Report (PED17010(j), dated March 29, 2021, it notes that “...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.”</i></p> <p><i>Natural Resource</i> – As previously noted, through the Elfrida Growth Area Study, the City initiated a Subwatershed Study (SWS). The Study is well advanced and provides a detailed analysis of the natural heritage and water resources in the Elfrida area.</p> <p><i>Cultural Heritage</i> – It is recognized that cultural heritage and archaeological resources will be studied as part of a Stage 1 evaluation that will consider the presences of significant cultural heritage resources. Based on our review of Schedule F (Rural Cultural</p>	
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			<p>Heritage Resource) and F- 1 (Rural Area Specific Cultural Heritage Resources), no cultural resources have been identified within the Elfrida area.</p>	
<p>6.</p>	<p>May 27, 2021</p>	<p>Maurice Stevens</p>	<p>1) <u>Evaluation Criteria for determining the Whitebelt Expansion areas:</u></p> <p>I note that Agricultural System is a component of this evaluation. While, in some circumstances this would be appropriate, the previous reports clearly show that at least 1,340 ha of Whitebelt lands are need to meet the Growth Plan populations to 2051. This inherently requires that lands in the Prime Agricultural designation be included in the urban boundary expansion. As such, the use of the Agricultural System evaluation would not be relevant. I also note that most of the Whitebelt lands are not owned by farmers and are operated as rentals and there do not appear to be any significant dairy, poultry or greenhouse operations.</p> <p>In terms of the other criteria listed, the only one that appears to have some impact would be the Complete Communities evaluation. In particular, the Whitechurch area is remote for the remainder of the Whitelbelt lands and therefore could be ranked much lower in this category.</p> <p>In general, I would like to see how the various criteria are weighted relative to one another and how the scoring will work.</p> <p>2) <u>Phasing Criteria, Whitebelt Lands</u></p> <p><u>Climate Change</u> is the first noted criteria. The City, through Secondary Planning, should use this tool to minimize negative impacts on Climate Change. As this relates to Phasing, it could be useful in determining where community-wide infrastructure, such as district energy etc. would make the most sense.</p> <p>Considering the various criteria listed, the City should strongly weight issues related to <u>Municipal Finance and Servicing Infrastructure</u>. These would have a direct impact on the taxpayers. The need to construct major infrastructure projects would also involve significant timeframes, which could delay the availability of homes when they are needed to meet the anticipated demands. Such delays would result in driving up home prices and reducing affordability.</p> <p>The <u>Transportation System</u> criteria is also an important tool, as the City moves toward more public transit opportunities. In new growth areas this is always a challenge and</p>	<p>Staff provide the following comments in the order of the email:</p> <p>1.Evaluation Criteria for Whitebelt Expansion Areas comments:</p> <p>Regarding the Agricultural System comment, it is staff's opinion that the wording of the evaluation and phasing criteria with respect to the Agricultural System is consistent with the direction of the PPS and the Growth Plan. The Growth Plan policy 2.2.8.3 requires that settlement area expansions avoid prime agricultural areas where possible. Alternative locations are to be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the agricultural system. Staff note that this is one criteria that will be considered comprehensively with the other criteria.</p> <p>Staff acknowledge the comment regarding weighting of criteria. The framework is intended to be used as a method for documenting the wide range of information considered in the development of staff's planning</p>

		<p>careful evaluation of potential new transit routes can guide phasing decisions, along with the need to create these routes in a continuous form at the earliest stages of development. There should be a process that would require such routes to be established regardless of independent developer ownerships.</p> <p><u>Complete Communities</u> should be a determinant in the phasing to avoid piecemeal development.</p> <p>In looking at the <u>Agricultural System</u> criteria, it is readily evident that Prime Agricultural land is required in the Urban Expansion It is also noted that there is a relatively small percentage of non-Prime Agricultural land within the Whitebelt areas. Therefore, the concept of prioritizing non-prime agricultural areas is not feasible, given the need to meet projected demands to 2031 will require more than just the non-prime agricultural area.. The more important tool in evaluating the phasing would be to minimize fragmentation within the agricultural areas.</p> <p>Since the Provincial mandate is to plan for growth to 2051, I anticipate that the Official Plan would include all of the required area for that target. The significance of the Phasing will be in how it gets implemented. Will this be done through phasing of Secondary Plans? What will determine the triggers to move from one phase to the next? I would like to see this addressed in the report that goes forward to Council.</p>	<p>recommendation. The information in the evaluation framework will include a mix of qualitative and quantitative data. No weighting is assigned to any given dataset. The phasing component will include the results of more detailed technical analysis related to agriculture, municipal finance, transportation, water, wastewater and stormwater management. Revisions to the framework document will include a more detailed explanation of how the information collected in the evaluation and phasing analysis will be used to inform the development of the planning rationale for a preferred growth scenario and how this approach is consistent with the Provincial policy framework for growth planning, which requires the City to consider the Growth Plan and PPS's policies in their entirety when making a decision.</p> <p>2. Phasing Criteria comments:</p> <p>Climate change – comments noted.</p> <p>Municipal Finance and Servicing Infrastructure – see comments above on weighting of criteria</p> <p>Transportation system – comments noted.</p>
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				<p>Agricultural system – see comments above under Evaluation Criteria</p> <p>Staff note that phasing and implementation of urban boundary expansion (if required) is under review.</p> <p><i>Action: Framework document revised to include a more detailed explanation of how the information collected in the evaluation and phasing analysis will be used to inform the development of the planning rationale for a preferred growth scenario.</i></p>
7.	May 28, 2021	Dave Carson	<p>This is an elaboration of my input via the Engage Hamilton website.; it is not clear on the online input form that only a single question is being asked, or that additional input is not possible, until the “Submit” button is pressed. Therefore, I am making a second submission directly.</p> <p>I have two main areas of concern.</p> <p><i>Major Concern 1. The whole document assumes that the white belt lands must be used - See Part 2 Phasing Criteria statement - "It is anticipated that the City will require all or a portion of its white belt lands to accommodate forecast community growth to 2051".</i></p> <p>The land needs assessment for GRIDS 2 attempts to provide an overall justification for additional greenfield lands from a land needs perspective. It is only through blind acceptance of this justification, without fully considering the alternative of no expansion, that the evaluation framework and phasing criteria, as they stand, are appropriate. If these criteria and framework are to be comprehensive and valid then they must be applicable to urban growth through greater densification & intensification within the urban boundary. There are overarching needs driven by our needs for clean air, clean water, food and protection from extreme weather, that should trump economic growth drivers.</p>	<p>A ‘no urban boundary expansion’ option will be evaluated as part of GRIDS 2 / MCR.</p> <p>Modelling of GHG emissions will be incorporated into the evaluation, including both the whitebelt growth scenarios and the no urban boundary expansion option.</p> <p>Regarding comments on impacts on prime agricultural land and infrastructure costs, these matters are being addressed in the Agricultural System and Municipal Finance sections of the framework.</p>

	<p>These are compounded by the City and community goal for greenhouse gas (GHG) reduction needs.</p> <p>Recent inventory of Hamilton’s GHG emissions (https://taf.ca/qtha-carbon-emissions/) show that buildings are the largest non-industrial source, with transport emissions close behind. If Hamilton is to meet its’ stated reduction goals, and even more to meet goals demanded by national and international reduction needs, then land use and growth planning must start with a carbon budget.</p> <p>Transport emissions are driven in large part by the location and distribution of buildings, where we live, work and play. They thus become secondary to our urban / sub-urban form. If the white belt lands are built on for housing sub-divisions with weak or no transit infrastructure – similar to past expansions, we will see more commuting distances and more greenhouse gas emissions.</p> <p>If the white belt lands are built upon, it will destroy for all foreseeable generations, the prime farmland that exists in the white belt.</p> <p>If the white belt lands are built upon, it will maximize the infrastructure costs that the City will bear. Instead of making better use of existing infrastructure, it will require new infrastructure that development charges will not pay for, leading to a further accumulation of the infrastructure deficit.</p> <p>Major concern 2. The examples above on transport emissions, farmland destruction and infrastructure deficit all give rise to this; there is no way to understand the relative importance of the Phasing Criteria themes. Will you apply some form of weighting to assess? Will some areas override others?</p> <p>Past growth – much of it driven by developer profits rather than community needs – shows how a decision to expand the urban boundary pulls the trigger on sprawl and less than ideal complete communities. The City quickly loses control over the type and mix of housing.</p> <p>The Report suggests that an “evaluation theme summary” will show how well Candidate Expansion Areas address the nine evaluation themes. It suggests that an evaluation of the themes, using a graphic that shows how well the Candidate Area address some or all considerations, is a useful decision-making tool. I am already suspicious that this cannot be done in a reasonably objective fashion. This suspicion is raised by the omission of the “no expansion” alternatives in this whole process. What weight will be given to the</p>	<p>Regarding the comments on weighting, the information in the evaluation framework will include a mix of qualitative and quantitative data. No weighting is assigned to any given dataset. The phasing component will include the results of more detailed technical analysis related to agriculture, municipal finance, transportation, water, wastewater and stormwater management.</p> <p><i>Action: Addition of the “How Should Hamilton Grow?” Framework to include the No Urban Boundary Expansion option as an evaluation scenario.</i></p> <p><i>Action: Part 2 Phasing Criteria related to the Climate Change theme amended to include GHG emissions analysis. Included GHG emissions modelling in the evaluation of the ‘no urban boundary expansion option’.</i></p> <p><i>Action: Revised the framework document to include a more detailed explanation of how the information collected in the evaluation and phasing analysis will be used to inform the development of the planning rationale for a preferred growth scenario.</i></p>
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			<p>different themes? How will “consideration” be judged? By whom? Is it just a comparative “better or worse” between Area A and Area B?</p> <p>Summary of concerns: If you are to have an open and transparent decision-making process on the urban boundary then</p> <ol style="list-style-type: none"> 1. The “no expansion” alternative should be included with a review of the multiple possible candidate areas <i>within the existing urban boundary</i> 2. All the Theme Key Considerations and Measurements must be quantified and published before starting to evaluate individual candidate areas. It will then be evident if proportionate weightings are being given, based on the relative importance of the considerations. Indeed, the proportions must be open for public discussion, to avoid having corporate profits override the need for long term care of our community climate, environment and sustainability. 	
8.	May 28, 2021	Darlene Quilty – MHBC	<p>We are the planning consultants for TransCanada PipeLines Limited (TCPL), an affiliate of TC Energy Corporation (TC Energy). This letter is in response to notification of the GRIDS public consultation – Draft Evaluation Framework and Phasing Criteria. TCPL has high-pressure natural gas pipelines within the Hydro Corridor adjacent to and within the City’s whitebelt lands.</p> <p>TCPL’s pipelines and related facilities are subject to the jurisdiction of the Canada Energy Regulator (CER) – formerly the National Energy Board (NEB). As such, certain activities must comply with the Canadian Energy Regulator Act (Act) and the National Energy Board Damage Prevention Regulations (Regulations). The Act and the Regulations noted can be accessed from the CER’s website at www.rec-cer.gc.ca.</p> <p>TCPL’s pipelines are defined as Infrastructure in the Provincial Policy Statement (PPS). Section 1.6.8.1 of the PPS states that ‘<i>planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.</i>’ The Growth Plan (2020) also references the importance of protecting and maintaining planned infrastructure to support growth in Ontario.</p> <p>The Hydro Corridor crosses and in some areas forms the current urban boundary where additional whitebelt lands are located. While By-law 05-200 currently provides setback requirements, TCPL has additional requirements for new development and increased</p>	<p>Comments are noted.</p> <p>Future secondary planning will consider the hydro corridor and appropriate land uses.</p> <p>TransCanada Pipelines will be included in all future planning processes within the vicinity of the Corridor.</p>

			<p>density that may result in TCPL being required to replace its pipelines to comply with CSA Code Z662 as well as crossings, which will need to be addressed with any future lands considered to be brought into the urban boundary for development.</p> <p>While there are no specific criteria related to the protection of existing and planned infrastructure, we trust the City will consider this in terms of any lands adjacent to the Hydro Corridor.</p> <p>Thank you for the opportunity to comment. please keep us informed of the next steps in the process. If you have any questions, please do not hesitate to contact our office.</p>	
9.	May 28, 2021	Carmen Chiaravalle	<p>I've got a few comments and insights and as you suggested it might be easier to draft an email instead of the online survey for you and the other planners to look at. The other important thing is that the Phasing of development Criteria of the Whitebelt lands be a fair process. Heather I'm not a planner but I'll try to list some of the important advantages of the Twenty Road East area for city planning and city council to consider. The two most important considerations for any Phasing of Development as was made evident by the March 29 GIC Meeting should be the preservation of Prime Agricultural areas and the application of a Climate Change Planning Lens to any Phasing of development decisions.</p> <p><u>Climate Change</u> Transportation is one of the major causes of the increase of greenhouse gas emissions. The closer we are to our jobs will reduce commute times reducing greenhouse gas emissions. The Twenty Road East area is located between Hamilton's employment areas the AEGD and Redhill north and south Business Centres. The TRE area is also located in close proximity to the city's major activity centres, community infrastructures and contiguous to the central mountain development to the north.</p> <p><u>Servicing Infrastructure and Municipal Finance Impacts</u> The new Dickenson Road Trunk Sewer line has been Designed and approved to accommodate future growth of the Twenty Road East area (Motion in Council 7.8 of September 13, 2006). There is an existing unused sewer line(250 mm) and water line on Upper Ottawa adjacent to the TRE area that could be extended to service approximately 250 acres. The city has already completed the Upper Hannon Creek Master Drainage and Servicing Study for these 250 acres and this area is development ready. There are also many existing sewer and water infrastructure (Twenty Road East, Upper Gage, Miles Road, Upper Sherman, and Upper Wentworth. All of Miles Road from the city limits to Dickenson is serviced by city water and all the Twenty Road East area east of Miles Road is serviced by city water.</p>	Comments noted.

Transportation System and Municipal Finance TRE is directly connected to the Upper James Primary Corridor which connects to the Lincoln Alexander Expressway . TRE is connected to Dartnall Road connecting directly to the Lincoln Alexander Expressway. The extension of the major Arterial Roads of Upper Wentworth and Upper Gage will connect the TRE lands to the Linc. The major Arterial Roads of Upper Ottawa and Upper Sherman could also be extended to integrate the TRE area to the existing urban boundary. Miles Road connects to Rymal Road which has been approved to be widened to five lanes from Upper James to Dartnall Road. The Transportation infrastructure already exists or can easily and cost effectively be extended to the TRE area.

Natural Heritage and Water Resources This is a prime example of how the process has again been tilted to favour the Elfrida area. City planning staff repeatedly stated in their planning reports that the reason that they did the Background Studies and the Municipally Initiated Comprehensive Review Process only for the Elfrida Area was that: “When the UHOP was approved the Province again removed the reference to Elfrida as a growth area, however, the general policies addressing urban boundary expansion were left in the plan”.

The problem with this statement by city planning staff is that the Province specifically deleted Elfrida from both the RHOP and the UHOP as Hamilton’s future growth area. The Province didn’t delete the “general policies addressing urban boundary expansions”. The question is why did the city only include the Elfrida area the area that the Province specifically deleted twice and exclude all other areas for consideration as part of the Background and MCR process? The general urban boundary expansion policies are specifically that “general policies” not only Elfrida urban boundary expansion policies. The other question is why exclude the Twenty Road East lands that are designated non-prime agriculture and only include the Elfrida area that is designated Prime Agriculture? The other question for the city is why they didn’t include the TRE area as part of the MCR process when Motion in Council 7.8 of September 13, 2006 specifically stated: “Therefore it is resolved that staff be directed to Incorporate the lands along Twenty Road in the required five-year review of the Official Plan and Master Plans”.

The only comparison that we have for the impact of development on the Natural Heritage and Water Resources (Ecology) between the Elfrida area and the TRE area are the Grids 1TBL Ecological Well Being Assessments. The Elfrida Growth Option 5 had the “Largest Potential Impact” on the Ecology (See Grids 1 Table 20 Ecological TBL). Evaluation). The Twenty Road East Growth Options 3 and 4 had only “Moderate Potential Impact” on the Ecology See (Grids 1Table 18 and 19 Ecological TBL)

			<p><u>Complete Communities</u> “Complete Communities are places where homes, jobs, schools, community services, parks and recreational facilities are easily accessible”</p> <p>The TRE lands are centred between Hamilton’s two Employment areas. TRE lands are adjacent to Turner Park Sports Complex, Les Chater YMCA, Skate Park, Splash Pad, Turner Park Public Library and Mountain Police Station. Corner of Twenty Road east The Chippewa Trail crosses and can be accessed at the corner of Twenty Road East at Nebo Road. The Twenty road East area is closer to Hamilton’s Downtown area than many areas that are already in the urban boundary.</p> <p><u>Protection of Prime Agricultural Areas</u> 100 % of the Twenty Road East Community Lands are designated rural non-prime agricultural (SRG LEAR Study). Approximately 85 % Of the Elfrida area is designated “Prime Agricultural” (SRG LEAR Study).</p> <p><u>Natural Resources</u> Neither area has any Natural Resources.</p> <p><u>Cultural Heritage</u> ASI Cultural Heritage Resource Assessment of the Elfrida area (20 active cultural heritage resources) the city did not do a Cultural Heritage assessment of the TRE area.</p> <p><u>The city’s Cultural Heritage Resources Interactive mapping</u> identifies (one cultural heritage property, one place of worship (Hindu Temple) and two inventoried properties within the TRE Community land area.</p> <p>Heather I’ve tried to summarize some of the TRE area’s advantages for the Phasing of Development Evaluation Process. Thanks again for your prompt reply.</p>	
10.	May 28, 2021	Ashley Paton, Bousfields (309-311 Parkside)	<p>We are writing on behalf of Mr. Consoli regarding his lands at 309/311 Parkside Drive (the “subject site”), Waterdown in response to your circulation of the Draft Screening Criteria and Evaluation Tool (Waterdown and Binbrook) released by the City of Hamilton through Staff Report PED17010(j) – Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria, which includes Appendices A and B (the “Draft Criteria”).</p> <p>In general, we are supportive of the Draft Criteria as it relates to Waterdown. As you are aware, a Planning Rationale Report, prepared by The Biglieri Group Ltd. and dated January 2019, was submitted in support of the consideration of adding the subject site to the urban area and addresses the Draft Criteria.</p>	Comments are noted.

			Thank you for the opportunity to comment on the Draft Criteria. We look forward to working with you as you consider the subject site to be added to the urban area and to assist the City to grow as a complete community.	
11.	May 28, 2021	Dave Pitblado (Paletta)	<p>We submit the following comments for consideration as part of the ongoing GRIDS 2 / MCR public consultation process.</p> <p>We are in full support of the proposed urban boundary expansion for the entire Elfrida Future Growth Area. Not only is it needed from a provincial policy perspective to accommodate growth in Hamilton to 2051, it is also needed to provide relief to the challenging housing market where demand far exceeds supply, resulting in skyrocketing housing prices. As affordability is a growing concern, additional residential supply is urgently needed.</p> <p>In the event that additional land beyond Elfrida is needed in order to meet provincial growth targets, an urban boundary expansion surrounding Binbrook and along Regional Road 56 would be the next logical location. Binbrook today is an urban island surrounded by rural land, completely disconnected from the Hamilton urban area. It is time to address this long outstanding amalgamation issue. An urban boundary expansion along Regional Road 56 and surrounding Binbrook would not only provide greater connectivity and traffic movement, but also enhanced opportunities for housing, retail, and jobs, all of which Hamilton needs.</p> <p>Please keep us informed as the City continues its work on the MCR and GRIDS 2 projects.</p>	Comments are noted.
12	May 28, 2021	Dave Falletta (Bousfields) - Elfrida	<p>We are writing on behalf of a group of landowners in the Elfrida area of the City of Hamilton (listed in Schedule "A" to this letter) in response to the Draft Evaluation Framework and Phasing Criteria released by the City of Hamilton through Staff Report PED17010(j) – Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria, which includes Appendices A and B (the "Draft Criteria").</p> <p>Under the proposed Evaluation Criteria and Phasing Criteria Themes of "Agricultural System", the key considerations go beyond the policies of the Growth Plan for the Greater Golden Horseshoe ("Growth Plan") and the policies of the Provincial Policy Statement, 2020 ("PPS"). With respect to settlement area boundary expansions, both the Growth Plan and the PPS permit the expansion of the urban boundary into prime agricultural areas where there are no reasonable alternatives which avoid prime agricultural areas (Policy 2.2.8.3 f) of the Growth Plan and Policy 1.1.3.8 c) of the</p>	It is staff's opinion that the wording of the evaluation and phasing criteria with respect to the Agricultural System is consistent with the direction of the PPS and the Growth Plan. The Growth Plan policy 2.2.8.3 requires that settlement area expansions avoid prime agricultural areas where possible. Alternative locations are to be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the

		<p>PPS). However, once lands are added to the urban boundary, neither the Growth Plan nor the PPS speak to phasing development within designated greenfield areas based on the prioritization of non-prime agricultural areas.</p> <p>In order to accommodate the minimum urban boundary expansion area of 1,340 ha (under the staff-recommended “Ambitious Density Scenario”), there is no scenario that avoids Prime Agricultural Lands. The Final Land Needs Assessment staff report (PED17010(i) dated March 29, 2021, makes it clear that the City will need to expand its urban boundary to include all or a majority of its remaining Whitebelt lands, including prime agricultural areas. However, the report notes, on page 19, that “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 the Rural Hamilton...even after expansion occurs, at least 98% of the City’s existing prime agricultural lands will remain and will be protected.” It then states: “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.”</p> <p>When the City selected Elfrida as the preferred community growth area as part of GRIDS1, it concluded that that there was no reasonable urban boundary expansion that avoided prime agricultural areas. It is clear that the same conclusion will apply to the staff-recommended Ambitious Density Scenario as part of GRIDS2.</p> <p>While it is acknowledged that there are policies that state prime agricultural lands are to be avoided in the determination of the extent and location of the urban boundary expansion, once lands have been added to the urban boundary, there is no policy direction in either the Growth Plan or PPS that directs the phasing of development within designated greenfield areas to occur based on the prioritization of non-prime agricultural areas or prioritizing areas that have fewer existing agricultural operations or active livestock operations to accommodate development first as recommended on page 22 of Appendix “A” of Report PED17010(j).</p> <p>Rather than the prioritization of non-prime agricultural lands over prime agricultural lands once the urban boundary has already been established, the phasing of development of lands within the urban boundary should be determined primarily on the basis of the orderly, efficient, and cost-effective extension and sequencing of development in conjunction with the delivery of infrastructure and community services.</p>	<p>impact on the agricultural system. This is one criteria that will be considered comprehensively with the other criteria.</p> <p>The City has retained Dillon Consulting to complete an Agricultural Impact Assessment that will assist with evaluation of whitebelt areas against the criteria above.</p>
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			<p>Based on the foregoing, we respectfully request that the “Agricultural System” Draft Criteria be revised as follows:</p> <p><u>Part 1: Evaluation Approach for Whitebelt Lands</u> What are the key considerations? o After “Does the Candidate Expansion Area avoid prime agricultural areas?” add “If not, are there reasonable alternatives that avoid prime agricultural areas?”</p> <p><u>Part 2: Phasing Criteria, Whitebelt Lands</u> Agricultural System – Delete the following two criteria: o Does the phasing scenario prioritize development of areas that are non- prime agricultural? o Does the phasing prioritize development of areas that have fewer existing agricultural operations or active livestock operations?</p> <p>Thank you for the opportunity to comment on the Draft Criteria. We look forward to working with you to address the comments that have been put forward in this letter in order to finalize the criteria to assist the City to meet its growth needs and grow as a complete community.</p>	
13	May 28, 2021	Steve Spicer	<p>I have read through staff Report PED17010(j) Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria.</p> <p>I believe that there is too much emphasis put on Prime Agricultural vs Non- Prime Agricultural lands. My main point would be that an UBE will be required to accommodate growth to 2051 and that 1340 ha will be required for the Ambitious Density Scenario to succeed. There is no other option that avoids Prime Agricultural other than that what is proposed in the white belt candidate areas. Once the lands have been designated Urban, I don't believe that the Prime Agricultural vs Non- Prime Agricultural issue any longer applies. If a “No UBE” scenario is adopted then the Prime Agricultural vs Non- Prime Agricultural issue is redundant.</p> <p>I think that the criteria for development phasing within an approved UBE should be determined by other factors, mainly on the basis of the orderly, efficient, and cost-effective extension of existing built or approved development and sequencing of development in conjunction with the efficient delivery of infrastructure and community services. Priority should also be given to lands that are most likely to be ready for development in the short term. By this I mean lands that are owned by proponents that are ready and able to invest in their lands to actually accommodate the families looking to buy new homes. There is no</p>	<p>Regarding the comments on the phasing criteria related to prime agricultural lands, it is staff's opinion that the wording is consistent with the direction of the PPS and the Growth Plan. The Growth Plan policy 2.2.8.3 requires that settlement area expansions avoid prime agricultural areas where possible. Alternative locations are to be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the agricultural system. This is one criteria that will be considered comprehensively with the other criteria.</p>

			<p>point in phasing lands that won't be developed in a timely manner because the land owner has other plans for his property; continuation farming for instance.</p> <p>Thank you for this opportunity to comment.</p>	<p>Regarding phasing, staff concur that this issue should be addressed as one phasing consideration.</p> <p><i>Action: Part 2 Phasing Criteria amended to add a criteria related to implementation and readiness of lands for development.</i></p>
14	May 28, 2021	Gerry Tschiler (MHBC)	<p>As you may know, MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") is retained by 456941 Ontario Ltd., 1263339 Ontario Ltd. and Lea Silvestri (hereinafter referred to as "the Owner" or "Silvestri Investments") in relation to Silvestri Investment's lands, legally described as "Part of Lots 8 & 9, Concession 1, Glanford, Part 1 on 62R-1261, T/W AB332743, Glanbrook, City of Hamilton" (Twenty Road Lands) and "Part of Lot 50, Concession 4, Ancaster, as in CD209927 & Firstly in HL269410, except AB199470, S/T AB215016 & S/T HL19853, S/T AN26836, VM196953, Hamilton" (832 Garner Road East). As part of the early stages of the Growth Related Integrated Development Strategy 2 and Municipal Comprehensive Review (GRIDS 2 / MCR) process, MHBC has submitted requests on behalf of Silvestri for the inclusion of both of these properties within the urban boundary, including detailed technical reports and justification for the Twenty Road Lands.</p> <p>We have reviewed the Draft Evaluation Framework and Phasing Criteria released by the City for comment. The document is comprehensive and well organized and we agree with many of the criteria. However, we do have concerns with several of the criteria and thus we are providing the following comments for your consideration. The comments below are related to themes and specific criteria in both Parts 1 and 2 of the evaluation framework.</p> <p><i>District Energy</i></p> <p>Our understanding is that district energy systems are highly context-specific and require detailed planning and financial commitments early on in any planning process in order to actually be implemented on the ground. Although we are not opposed to the principle of district energy as a method of energy generation, we do not believe that this is a relevant criterion to assess urban boundary expansion which is a high level land use planning exercise where the details of a district energy system would not normally be assessed and confirmed.</p> <p><i>Infrastructure Resiliency</i></p>	<p>Responses are provided in the topic order referenced in the email:</p> <p>District energy – District energy systems have been included as an opportunity to consider aspects of energy efficiency/conservation through community planning. The Growth Plan directs municipalities to consider aspects of infrastructure and energy conservation when applying the policies of the Plan. The analysis being undertaken to assess the potential for district energy is relatively high level, and if there are differences between the candidate expansion areas, then the results will surface any reasonable differences. Similarly, if there is insufficient information to identify the potential for district energy (based on the need for more detailed study), the results will also be documented.</p> <p>Infrastructure Resiliency – The infrastructure resiliency analysis</p>

		<p>There are references to “proposed stormwater management” in this criterion. Since this criterion is being used to assess whitebelt lands for inclusion within the urban boundary, it is not clear what stormwater infrastructure would have been proposed for these areas since they are currently outside of the urban boundary. Clarification is required on what exactly is being assessed for this criterion since the “How will we measure this?” column only talks about existing infrastructure and input from staff.</p> <p><i>Servicing Infrastructure</i></p> <p>We do not disagree with the principles of the criteria in this section. However, we would like to note that there were a number of outstanding appeals related to the existing urban boundary identified in the UHOP through the previous GRIDS / MCR process. While several land areas were appealed for not being included within the urban area, including Elfrida, the Elfrida lands have had the benefit of additional study by the City since then, regardless of not being within the urban area. We are thus concerned about the inequity in how these criteria may be applied relative to the other Candidate Expansion Areas given the additional work completed by the City for the Elfrida lands.</p> <p><i>Prioritizing Public Transit</i></p> <p>Supporting existing and planned public transit is a key community building goal. We note that this section contains two similar criterion assessing whether a Candidate Expansion Area <u>contains</u> a public transit route or stop and whether it is <u>adjacent</u> to a public transit route or stop. Based on current HSR mapping, we do not believe that any of the Candidate Expansions Areas contain existing transit routes or stops so we are assuming that “contains” in the context of this criterion means “directly adjacent to”. However, we would like clarification of this assumption. If this assumption is correct, we do not believe that the distinction between “contains” and “adjacent” is helpful as two separate elements of an assessment. No matter which Candidate Expansion Area is introduced into the urban boundary, it is likely that not all of its future parcels will be directly adjacent to the specific transit route or stop in question. Therefore, it is much more helpful to assess this criterion from the perspective of proximity to existing routes or stops as opposed to direct adjacency.</p> <p><i>Complete Community</i></p> <p>This criterion appears to suggest that each Candidate Expansion Area will be evaluated on its ability to function as a standalone complete community. We understand that the Provincial policy supports the creation of complete communities but this should not be narrowly interpreted so that any proposed Candidate Expansion Area must itself function</p>	<p>will consider availability of existing and planned stormwater infrastructure within and in proximity to the Candidate Area. It is acknowledged that most of the Candidate Areas do not have stormwater management plans Policy 2.2.8.3 directs municipalities to consider existing and planned infrastructure when making decisions related to settlement area expansion. It is understood that more detailed planning will be required to address infrastructure resiliency through subwatershed studies, stormwater management and secondary planning. Accordingly, use of words in the framework such as “proposed” will be reviewed and modified as needed. As noted above, some of the Candidate Expansion Areas will require additional studies prior to development.</p> <p>Servicing Infrastructure: comment noted. The best available information for each candidate area will be utilized in the evaluation.</p> <p>Prioritizing Public Transit: Criteria will be simplified to refer to transit routes/stops that are adjacent to a Candidate Expansion Area.</p> <p>Complete Communities: staff note that the complete communities</p>
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			<p>as a standalone complete community. This approach does not recognize the complex and interdependent nature of a diverse city like Hamilton or even the broader region. We recommend removing the criteria that each Candidate Expansion Area be a standalone complete community and replacing it with criteria which considers how the Candidate Expansion Areas would function within the broader city structure.</p> <p>An important component of the complete community concept is the ability to provide a range of housing types. As such it is important to assess areas not only on their ability to function as new standalone complete communities but more importantly to look for opportunities where existing communities can be enhanced with the introduction of a broader range of house forms in Candidate Expansion Areas. This should be prioritized over the creation of new standalone complete communities.</p> <p><i>Additional Criteria</i></p> <p>Apart from the issues identified herein, we generally take no issue with the criteria that have been proposed thus far. We do recommend that additional criteria be included that consider the contiguity and the adjacency of the Candidate Expansion Areas with the existing urban boundary and prioritize inclusion of those areas that round out the existing urban boundary, as highlighted in our comments on complete communities.</p> <p>We would like to thank staff for the opportunity to provide comments on the draft framework. We look forward to staff's review of our request for a settlement boundary expansion for 832 Garner Road East and the Twenty Road Lands as part of the next phase of GRIDS 2.</p>	<p>criteria is intended to evaluate the ability of a candidate area to both function as a complete community and contribute to a surrounding area's completeness, in addition to its ability to provide a range of housing types.</p> <p>Additional criteria: Staff concur that contiguity is an important factor to consider and should be reflected in the complete communities consideration and phasing growth scenarios.</p> <p><i>Action: amended framework to address Energy Efficient Community Design including best practices consideration.</i></p> <p><i>Action: framework amended to remove reference to proposed stormwater management.</i></p> <p><i>Action: amended evaluation criteria to refer only to adjacency of public transit stops.</i></p> <p><i>Action: Part 2 Phasing Criteria amended to add criteria regarding logical expansion of the urban boundary.</i></p>
15	May 29, 2021	Daniel Rocchi	<p>To Whom It May Concern,</p> <p>I request the committee read and consider the following letter opposing urban expansion into Whitebelt and Greenbelt areas.</p>	<p>Comments noted that no urban boundary expansion is respondent's preference.</p>

		<p>I have met the May 31 deadline for comments. It is time for this city's government to do the right thing and consider the long-term consequences of its shortsighted greed.</p> <p>Daniel Rocchi</p> <p><<Attached Letter>></p> <p>I am writing in response to the City of Hamilton's proposed "Evaluation Framework & Planning Criteria for Urban Expansion Into Hamilton's Whitebelt and Greenbelt Areas."</p> <p>I would like to begin by stating that I am STRONGLY OPPOSED to ANY AND ALL expansion into our Whitebelt and Greenbelt areas for several reasons.</p> <p>The Whitebelt area which is being proposed for pave-over is prime agricultural land. If this government continues to expropriate these farming hectares for development, we will eventually be forced to rely on imported foodstuffs, which in turn will increase usage of transportation methods that contribute to our environmental crisis.</p> <p>Clearly, the Greenbelt area slated for destruction is an area rich in flora and fauna resources that are rapidly disappearing. It seems redundant to have to justify its protection.</p> <p>The City planning staff claims to want input on an evaluation framework that already assumes expansion needs to and will take place; they are hoping to "evaluate different areas of the Whitebelt using a series of provincial and locally determined criteria to determine their feasibility for expansion." It is extremely puzzling that the public consultation (survey) slated for June should even offer a 'no boundary' option if the City has already decided that expansion will occur. It is inappropriate for the City planners to move forward with a framework which has not been approved by the community they profess to represent.</p> <p>Is the planning committee satisfied to just go through the motions of public input, or is it truly interested in what Hamiltonians have to say about this critical issue?</p> <p>As a taxpayer and lifelong Hamiltonian, I demand that a rigorous Evaluation Framework and Planning Criteria be applied FROM THE START to assess the implications of Urban Sprawl on the climate emergency, municipal finances, local agricultural systems, natural heritage and water resources.</p>	<p>Framework will be modified to address and evaluate the no urban boundary expansion option.</p> <p><i>Action: Addition of the "How Should Hamilton Grow?" Framework to include the No Urban Boundary Expansion option as an evaluation scenario.</i></p>
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			<p>Bleeding into the Whitebelt and Greenbelt is unnecessary and, indeed, detrimental to our city in many ways. There are, at the committee's disposal, various creative solutions to address the projected population increase. We do not need to contemplate expansion into the Whitebelt or Greenbelt areas that are now being considered and threatened.</p> <p>Sincerely, Daniel Rocchi</p>	
16	May 29, 2021	Marie Covert	<p>Hello,</p> <p>I am writing to give you my comments about the proposed expansion into the Whitebelt and Greenbelt areas as mentioned on the web site: GRIDS 2 and Municipal Comprehensive Review Engage Hamilton</p> <p>I have tried multiple times, on different days, to Register on the site and despite every effort I have been unable to log in. Apologies. That is why I am reverting to the old style of communication to send you my thoughts in the hope that you are able to upload them to the site. I understand that it represents extra work for you and I am sorry.</p> <ol style="list-style-type: none"> 1. This whole process has to be guided by a rigorous evaluation framework FROM THE BEGINNING. It appears that the City has just jumped into the middle of a solution without developing a plan first. How can anyone know what the City will need by 2051? It's preposterous to think that we can see that far into the future and make accurate decisions that will condemn thousands of acres, potentially without need. These are extremely important considerations under review and they require the greatest care and analysis. We cannot possibly guess where we will be by 2051. To start to infringe on the white belt and even consider the precious green belt without due consideration is reckless. We CANNOT know that there will be 236,000 new residents and 122,000 new jobs in 30 years. These numbers are groundless and not binding. They cannot possibly be used as the guide unless there is some information as to their derivation. Reminder: In late 2019, we didn't know the world would shut down in 2020. Please take a step back to conduct the Plan in an orderly, sequential manner. Don't put the cart before the horse. 2. An Evaluation Framework would provide documented evidence that expansion beyond the existing Urban Boundary is truly required. Without that sound evidence, without unwavering proof, any surveys, citizen requests, assessments, etc. are meaningless. Please take the time necessary to do the required research and do 	<p>Staff provide the following responses to the comments in the email:</p> <ol style="list-style-type: none"> 1. The City is required to plan to the year 2051 in accordance with Provincial forecasts. The Provincial forecasts were updated in 2019. 2. The evaluation framework will be modified to address the no urban boundary expansion option. 3. Regarding underutilized spaces in the City which could be redeveloped for alternative uses, the City can put in place Official Plan and zoning designations that encourage this type of redevelopment, and offer financial incentives, but cannot force any private redevelopment to occur. The market will determine how many of these sites will redevelop and for how many units by 2051. An assumption that all of these sites will

			<p>not be bullied by the provincial government whose needs and greed are all too apparent. Please do not blindly accept the mandate that this must be done. <u>There is no demonstrated need to expand beyond the boundary.</u> Please take a major step back to determine the Planning Criteria that will be applied.</p> <ol style="list-style-type: none"> 3. A casual drive through downtown Hamilton will demonstrate to anyone that there are many, many blocks of boarded up buildings , unused factories and warehouses. These buildings or the spaces they occupy can certainly be converted into multi-purpose buildings, creating communities with parks and shopping and jobs for the residents who live nearby. Transportation does not need to be considered because everyone can walk or bike to grocery stores and recreational centres. No infrastructure work is required because it is already in place so the cost is immediately more affordable. Please consider using the huge amount of space already available within the urban boundary before asking for an evaluation of the white belt destruction. The green belt must remain untouched. 4. Similarly, there are acres of parking lots dotted all over Hamilton, both the downtown core and the Hamilton mountain. These should be considered as possibilities for multi-storey parking lots, where applicable, to be more efficient in the use of land already serviced by water, sewer, and transportation. Extra costs are incurred as soon as we expand beyond the Urban Boundary, so please consider every alternative before the few pieces of land that are still free of pavement and asphalt are invaded. This farmland is necessary to provide food for the city. The closer to the city, the less it costs in transportation and labour. 5. Citizens cannot be expected to comment on this huge assumption that expansion is necessary. The survey seems to ask for their opinions on government assumptions. This is not an organized plan. Also, citizens don't seem to have the option to say they oppose expansion. Surely that should be their right? Again, I return to the undeniable fact that a rigorous framework does not exist and therefore, this assumption is meaningless. 6. I say "NO" to expansion of any kind into the Greenbelt. The City is under no obligation to even consider it. These lands are especially precious as we are in the middle of a Climate Crisis. It is totally confounding that the City would even mention such a travesty at this point in the crisis. Again, the fact that this kind of expansion would even be considered points to lack of planning of any kind. 	<p>redevelop to provide housing is not valid.</p> <ol style="list-style-type: none"> 4. Financial costs of growth will be reviewed through the framework / phasing criteria. 5. The survey requesting citizen input on the no urban boundary expansion option will be mailed in June. 6. Comment noted.
17	May 29	Matt Johnston (Elfrida – 60 Reg. Rd 20)	UrbanSolutions Planning & Land Development Consultants Inc. (UrbanSolutions) is the authorized planning consultant acting on behalf of Artstone Holdings Ltd., (the Owner) of the property municipally known as 60 Regional Road 20 in the City of Hamilton.	Staff provide the following responses in the order of the comments in the email:

	<p>As you'll recall, UrbanSolutions has actively participated in the various City of Hamilton growth planning exercises on behalf of the Owner and we thank you for the opportunity to participate in this stage of the Growth Related Integrated Development Strategy (GRIDS) 2 and the Municipal Comprehensive Review (MCR) process. This submission includes input from UrbanSolutions and our colleagues at IBI Group who form part of the project team collectively retained by the Owner.</p> <p>The March 29, 2021 staff Report No. PED17010(j) contains a draft evaluation framework and phasing criteria. This submission outlines our primary concerns with regards to Agricultural Systems acting as an Evaluation Criteria and Phasing Criteria Theme, followed by contains general comments on the evaluation framework and phasing criteria for potential urban boundary expansions drafted in Appendix "A" to the March 29, 2021 staff Report No. PED17010(j) and the draft screening criteria and evaluation tools for Binbrook and/or Waterdown contained in Appendix "B" of the same report. It also contains specific comments relating to the nine Evaluation Criteria Themes contained in Appendix "A".</p> <p>Agricultural Systems</p> <p>The Provincial Policy Statement (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) both permit settlement boundary expansions into prime agriculture areas when there are no reasonable alternatives. Apart from the Council initiated 'no boundary expansion' scenario, the City of Hamilton planning staff have established that a boundary expansion of 1,340 hectares is required for the 'Ambitious Density Scenario'. Further, as concluded by City planning staff in their Report No. PED17010(j), given the finite amount of 'whitebelt' lands available outside the 28dB NEF contour associated with the John C. Munro International Airport, there are no reasonable alternatives which to avoid prime agricultural areas. As there is no policy direction at any level to further preserve prime agricultural areas within designated Settlement Areas and urban areas, it is inappropriate to include or weight Agricultural Systems as an Evaluation Criteria and Phasing Criteria Theme.</p> <p>General Comments on the Evaluation Framework</p> <ul style="list-style-type: none"> • The use of "Foundational" criteria would imply that certain categories/criteria are weighted more heavily than others. Is there an intention to weight certain categories differently to determine a total score? If yes, can you please provide the weighting? • Within each of the criteria, there are key considerations. However, some criteria have only two considerations such as Municipal Finance and others have several such as Transportation System. How will the evaluation of the Candidate Areas 	<p>Agricultural systems: Regarding the comments on the phasing criteria related to prime agricultural lands, it is staff's opinion that the wording is consistent with the direction of the PPS and the Growth Plan. The Growth Plan policy 2.2.8.3 requires that settlement area expansions avoid prime agricultural areas where possible. Alternative locations are to be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the agricultural system.</p> <p>Staff note that this is one criteria that will be considered comprehensively with the other criteria.</p> <p>General Comments on framework:</p> <ul style="list-style-type: none"> • Many of the comments / question in this section are on weighting – the information in the evaluation framework will include a mix of qualitative and quantitative data. No weighting is assigned to any given dataset. The phasing component will include the results of more detailed technical analysis related to agriculture, municipal finance, transportation, water, wastewater and stormwater management.
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			<p>consider those who have multiple considerations and measures versus those with only a few? How will the different key considerations be weighed?</p> <ul style="list-style-type: none"> • Some of the criteria/measurements (e.g. stormwater) appear in multiple categories. Does this overemphasize some of these criteria/measurements and potentially put Candidate Areas at an unfair disadvantage due to double counting? How does this impact the weighting determined in the assessment? • In the “<i>How will we measure this?</i>” section for each of the key considerations, there is a mix of qualitative and quantitative data. How will those without numeric value be ranked against the other more subjective and qualitative options? (e.g. 1-4 Using the assessment categories?) • Some of the measurements are unclear and appear to be subject to input from staff – what documents will be used in these cases? Please provide examples. • Is it the City’s intention to assume that each Candidate Area will have to accommodate the same mix of housing and non-residential space? If not, how will this be established? (City answer: mix of land uses will be determined at future secondary planning stage) • The evaluation criteria and phasing criteria was all established with the four growth (‘current trends’, ‘growth plan minimum’, ‘increased targets’ and the ‘ambitious density’) scenarios in mind. With the Council direction to explore a ‘no boundary expansion’ scenario, specific criteria to evaluation 100% of the targeted growth within the existing urban boundary must be established for consideration. (City answer: the framework will be modified to address the no urban boundary expansion option) • It is understood that 10-hectare expansions from Binbrook and Waterdown into the Greenbelt are a consideration as it represents an option considered by the policy framework. However, given this option contains its own criteria, please advise how these findings will be compared against the separate analysis for the other four growth area options as they have their own distinct criteria. • To date, the City has invested in the completion of thorough analysis within some growth area options, evaluating 9 Evaluation Criteria Themes while other growth area options have very little, if any detailed analysis completed to date. Please advise how the growth areas can be evaluated equally when some areas have more thorough analysis than others. 	<ul style="list-style-type: none"> • Measurement examples – Input from staff may be based on available reports and other secondary source materials, such as the mapping contained in the Hamilton Urban and Rural Official Plan, existing infrastructure master plans and GIS data where available. • Details on housing mix and jobs for each candidate area will not be finalized until future planning phases, but the assumption is that all candidate areas would accommodate a mix of dwelling types and some non-residential gfa. • The framework will be modified to address the no urban boundary expansion option. • The 10 ha Greenbelt expansion options will be considered distinctly and not compared to the whitebelt options). • The best available information for each candidate area will be utilized in the evaluation. • The GRIDS 2 / MCR workplan is scheduled to be completed prior to July 2022 to meet the provincial deadline. <p>Specific comments on themes:</p> <ol style="list-style-type: none"> 1. Climate change – see above comments on weighting. Note
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		<ul style="list-style-type: none"> Based on the current work program for the GRIDS2/MCR process, will the provincial timeframes be met for complete the MCR process to allow the Urban Hamilton Official Plan be updated to implement the Growth Plan within the timeframe prescribed by the Province? (City to answer) <p>Specific Comments on the Evaluation Criteria Themes</p> <ol style="list-style-type: none"> Climate Change: This criteria overlaps with several other criteria such as transit/transportation and stormwater management. As noted above, it is not clear how weighting will be assigned to this criteria or other criteria that overlaps. Please advise how overlapping criteria will be taken into consideration. Municipal Finance: This criteria will be measured based on a high-level assessment of financial impacts for Candidate Areas and a relative assessment of infrastructure costs. Please consider the following comments, questions and concerns: <ol style="list-style-type: none"> Has the City previously completed fiscal impact assessments for other secondary plan areas? If so, do they have a terms of reference with which Watson and Associates will be using? Will the City be using the same base assumptions in relation to unit counts and types and general road patterns, parkland dedication and road patterns to assess the fiscal impact of each Candidate Area? Will the City be considering area specific development charges and front-end financing as options to off-set any additional infrastructure costs associated with the different Candidate Areas? Where is the risk assessment in these criteria? Servicing Infrastructure: ‘Significant water and waste water extensions/expansions beyond planned/budgeted trunk infrastructure required in order to service a candidate expansion area’ is identified as the key consideration measured using input from City staff and reference to a Water/Wastewater Master Plan. Please consider: <ol style="list-style-type: none"> It appears unclear the extent that infrastructure to any of the candidate areas has been planned/budgeted for. Please advise. The draft states this criteria will be measured based on input from City staff and with reference to a Water/Wastewater Master Plan. Please confirm the extent of public engagement by stakeholders, and their consulting engineers will inform this exercise. 	<p>that the information documented in the evaluation will be used to formulate a professional planning opinion. There is no specific weighting assigned to various criteria, as Provincial policy requires the City to apply the policies of the Growth Plan and PPS in their entirety (see page 8, “Read the Entire Plan” subsection of A Place to Grow for further reference).</p> <ol style="list-style-type: none"> Municipal finance – an RFP has been prepared for the FIA. Financing options will be included. Aspects of financial risk will be considered. Servicing infrastructure – Detailed analysis undertaken for phasing scenarios will identify order of magnitude costs for servicing. Public engagement on the evaluation and recommendations will be undertaken in fall 2021. Transportation System – The criteria are based on the considerations identified in a Place to Grow. When making decisions for settlement area expansions, planning authorities are to consider existing and planned systems. The phasing analysis will include more detailed assessment of transportation systems, including aspects of capacity. Key destinations are
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		<p>4. Transportation System: This criteria will be measured based on the connection to the wider regional transportation network. The following comments, questions and concerns are offered:</p> <ul style="list-style-type: none"> a. The measurement rewards areas with existing transit, including transit stops, but does not consider capacity within these systems. b. One consideration rewards proximity to transit, pedestrian and cycling infrastructure. Greenfields are unlikely to have existing transit and active transportation networks, and provision for this infrastructure will be delivered through master planning and financed through development charges and other mechanisms. c. How will an area which abuts an existing road or transit line be assessed? Will it be by the closest point or at the centre of the expansion area? d. This criteria looks at proposed street networks in the Candidate Areas. Outside of existing major arterials which may be in the area, won't most of the street networks be determined through the master planning process, along with block connectivity? How will this be an indicator of connectivity? e. What are the key destinations which are being considered when looking at the street network connectivity? <p>5. Natural Heritage and Water Resources: To date, the City has completed thorough analysis of natural heritage features within some growth area options, while other growth area options have very little, if any detailed analysis completed to date. Please advise how the growth areas can be evaluated equally when some areas have more thorough analysis than others. Further, the draft states this criteria will be measured based on input from City staff and Conservation Authority staff. Please confirm the extent of public engagement by stakeholders, and their consultants will inform this exercise.</p> <p>6. Complete Communities: This criteria will assess the ability of a Candidate Area to be designed as a complete community, including access to pedestrian infrastructure, transit, community services and facilities, mix of housing options, etc. IBI Group has the following comments, questions and concerns:</p> <ul style="list-style-type: none"> a. Won't the masterplan/secondary plan determine the appropriate mix of jobs, stores and community services? How will this be different in each Candidate Area? Is the City proposing that each Candidate Area intended to have a unique proposed mix? b. How will the City go about identifying "gaps in specific geographies" when assessing proximity to existing community services and amenities? 	<p>those locations which would be expected to generate a high volume of trips.</p> <p>5. Natural Heritage and Water Resources - The best available information for each candidate area will be utilized in the evaluation. Public engagement on the evaluation and recommendations will be undertaken in fall 2021.</p> <p>6. Complete Communities – As part of the Phasing Scenario Evaluation the City is modeling a potential mix of land uses for each of the Candidate Expansion Areas. The criteria has been included to show consideration for the need of master plan/secondary plan.</p> <p>The lands needs assessment will be considering a unique mix of housing for each of the Candidate Expansion Areas. The purposes of Phase 1 is to provide high-level commentary on the housing potential of the Candidate Expansion Areas.</p> <p>7. Agricultural system - it is staff's opinion that the wording is consistent with the direction of the PPS and the Growth Plan. The Growth Plan policy</p>
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			<p>The demand for community services and amenities will be determined once more detailed planning takes place.</p> <p>c. Is the assessment assuming that each Candidate Area will be providing a unique mix of housing? Will this not be an input from the land needs assessment which will determine the shortfall in lands/housing which the expansion area is intended to supply?</p> <p>7. Agricultural System: As noted in the aforementioned primary concern, the list of key considerations, while well intended in appearance, it may result in a misunderstanding when applying the measurement tools. With the exception of the ‘no boundary expansion’ growth scenario, the analysis completed by City staff to-date confirms prime agricultural lands will be required to achieve the targeted growth, even in the ‘ambitious density’ scenario.</p> <p>8. Natural Resources: As noted earlier, with notably less factors identified as key considerations, the scoring weight allocated of this them needs clarity.</p> <p>9. Cultural Heritage: Similar to Item 8, clarity on the scoring weight allocated to this them is required given the relatively few key considerations identified. Further, the Province has an established process for evaluating development at a site or area specific level of detail and clarity is required to confirm how and why existing cultural resources within candidate growth areas can influence the ability of the area to accommodate growth.</p> <p>Whitebelt Lands Phasing Criteria Comments</p> <p>The City anticipates it will need land prior to 2031, between 2031 and 2041, and the remaining lands between 2041 and 2051. A variety of phasing scenarios will be contemplated and will be ranked from most to least preferred using the same nine criteria noted above. The following comments are offered for consideration:</p> <ul style="list-style-type: none"> • The Growth Plan does not plan in 10-year increments as proposed by this phasing criteria, but instead directs municipalities to plan to 2051. How is the City ensuring that the proposed planning horizons align with infrastructure investments, absorption or logical expansions? • Will the City be evaluating whether it can meet or exceed greenfield density targets as part of the phasing assessment? • The City is intending on creating a variety of alternative phasing scenarios. How will these be created? How will these be related to the infrastructure costs and 	<p>2.2.8.3 requires that settlement area expansions avoid prime agricultural areas where possible. Alternative locations are to be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the agricultural system.</p> <p>8. Natural Resources – The evaluation is not based on a weighting/scoring approach. As such, the results for the “Natural Resource” theme will feed into the overall evaluation results.</p> <p>9. Cultural Heritage –see comments on weighting above</p> <p>Whitebelt lands Phasing criteria</p> <ul style="list-style-type: none"> • Staff note that phasing and implementation of urban boundary expansion (if required) is under review. • The planned density of the City’s existing DGA already exceeds minimum density targets. Future new expansion areas are to be planned at a density of 77 pjh. • The phasing scenarios will test a variety of options for phasing development of the candidate whitebelt areas and will be evaluated against criteria related to infrastructure, financing, climate change and other matters. The scenarios
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			<p>servicing assumptions from the previous analysis? Will they incorporate different components of the Candidate Areas? How will population and employment forecasts be incorporated?</p> <ul style="list-style-type: none"> • How will the Phasing consider the PPS requirements, in particular Section 1.4 which directs municipalities to maintain a minimum 15-year supply of lands, and at all times, a three-year supply of residential units? The time periods noted in the work suggest 10-year increments. • Once the need for expansion into a prime agriculture area has been established, it is inappropriate to use the soil conditions as a phasing tool. • The themes and descriptions in the Phase 2 assessment do not align with Phase 1, and again appears to prioritize certain components and has some themes with more phasing criteria than others. Are these to be weighted? How will non-numerical/qualitative criteria be weighted? • Will each scenario/theme/category be ranked on a scale of Most Preferred to Least Preferred? How will the totals be calculated? • Most importantly, in keeping with provincial policy direction, it is inappropriate and unnecessary to defer development of prime agricultural areas within the urban boundary for later phases. Rather, phasing should be entirely based on the implementation of the efficient, cost-effective, proper and orderly development of the City. <p>On behalf of the Owner, we look forward to a response to the above noted comments, questions and concerns. Upon receipt, we look forward to the opportunity to provide additional comments. In keeping with the <i>Planning Act</i> we request to be notified of any future meetings or decision of the City of Hamilton.</p>	<p>will include population and employment forecasts.</p> <ul style="list-style-type: none"> • PPS land supply requirements will be considered to ensure that the City meets the minimum 15 year supply requirement throughout the planning period. • As noted above, it is staff's opinion that the wording is consistent with the direction of the PPS and the Growth Plan. The Growth Plan policy 2.2.8.3 requires that settlement area expansions avoid prime agricultural areas where possible. Alternative locations are to be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the agricultural system. • See comments on weighting / rankings above <p><i>Action: Revisions to the framework document will include a more detailed explanation of how the information collected in the evaluation and phasing analysis will be used to inform the development of the planning rationale for a preferred growth scenario.</i></p> <p><i>Action: amend Phase Evaluation Criteria under Complete Communities theme to focus on</i></p>
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				<i>the Candidate Expansion Area's potential to contribute to the completeness of the surrounding communities.</i>
18	May 29, 2021	Matt Johnston (Elfrida – 467 Highway 56)	<p>UrbanSolutions Planning & Land Development Consultants Inc. (UrbanSolutions) is the authorized planning consultant acting on behalf of Corpveil Holdings Ltd., (the Owner) of the property municipally known as 467 Highway 56 in the City of Hamilton.</p> <p>As you'll recall, UrbanSolutions has actively participated in the various City of Hamilton growth planning exercises on behalf of the Owner and we thank you for the opportunity to participate in this stage of the Growth Related Integrated Development Strategy (GRIDS) 2 and the Municipal Comprehensive Review (MCR) process. This submission includes input from UrbanSolutions and our colleagues at IBI Group who form part of the project team collectively retained by the Owner.</p> <p>The March 29, 2021 staff Report No. PED17010(j) contains a draft evaluation framework and phasing criteria. This submission outlines our primary concerns with regards to Agricultural Systems acting as an Evaluation Criteria and Phasing Criteria Theme, followed by contains general comments on the evaluation framework and phasing criteria for potential urban boundary expansions drafted in Appendix "A" to the March 29, 2021 staff Report No. PED17010(j) and the draft screening criteria and evaluation tools for Binbrook and/or Waterdown contained in Appendix "B" of the same report. It also contains specific comments relating to the nine Evaluation Criteria Themes contained in Appendix "A".</p> <p>Agricultural Systems</p> <p>The Provincial Policy Statement (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) both permit settlement boundary expansions into prime agriculture areas when there are no reasonable alternatives. Apart from the Council initiated 'no boundary expansion' scenario, the City of Hamilton planning staff have established that a boundary expansion of 1,340 hectares is required for the 'Ambitious Density Scenario'. Further, as concluded by City planning staff in their Report No. PED17010(j), given the finite amount of 'whitebelt' lands available outside the 28dB NEF contour associated with the John C. Munro International Airport, there are no reasonable alternatives which to avoid prime agricultural areas. As there is no policy direction at any level to further preserve prime agricultural areas within designated Settlement Areas and urban areas, it is inappropriate to include or weight Agricultural Systems as an Evaluation Criteria and Phasing Criteria Theme.</p> <p>General Comments on the Evaluation Framework</p>	<p>Staff provide the following responses in the order of the comments in the email:</p> <p>Agricultural systems: Regarding the comments on the phasing criteria related to prime agricultural lands, it is staff's opinion that the wording is consistent with the direction of the PPS and the Growth Plan. The Growth Plan policy 2.2.8.3 requires that settlement area expansions avoid prime agricultural areas where possible. Alternative locations are to be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the agricultural system.</p> <p>Staff note that this is one criteria that will be considered comprehensively with the other criteria.</p> <p>General Comments on framework:</p> <ul style="list-style-type: none"> Many of the comments / question in this section are on weighting – the information in the evaluation framework will include a mix of qualitative and quantitative data. No weighting is assigned to any given

- The use of “Foundational” criteria would imply that certain categories/criteria are weighted more heavily than others. Is there an intention to weight certain categories differently to determine a total score? If yes, can you please provide the weighting?
- Within each of the criteria, there are key considerations. However, some criteria have only two considerations such as Municipal Finance and others have several such as Transportation System. How will the evaluation of the Candidate Areas consider those who have multiple considerations and measures versus those with only a few? How will the different key considerations be weighed?
- Some of the criteria/measurements (e.g. stormwater) appear in multiple categories. Does this overemphasize some of these criteria/measurements and potentially put Candidate Areas at an unfair disadvantage due to double counting? How does this impact the weighting determined in the assessment?
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- dataset. The phasing component will include the results of more detailed technical analysis related to agriculture, municipal finance, transportation, water, wastewater and stormwater management.
- Measurement examples – Input from staff may be based on available reports and other secondary source materials, such as the mapping contained in the Hamilton Urban and Rural Official Plan, existing infrastructure master plans and GIS data where available.
 - Details on housing mix and jobs for each candidate area will not be finalized until future planning phases, but the assumption is that all candidate areas would accommodate a mix of dwelling types and some non-residential gfa.
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 - The 10 ha Greenbelt expansion options will be considered distinctly and not compared to the whitebelt options).
 - The best available information for each candidate area will be utilized in the evaluation.

		<ul style="list-style-type: none"> To date, the City has invested in the completion of thorough analysis within some growth area options, evaluating 9 Evaluation Criteria Themes while other growth area options have very little, if any detailed analysis completed to date. Please advise how the growth areas can be evaluated equally when some areas have more thorough analysis than others. Based on the current work program for the GRIDS2/MCR process, will the provincial timeframes be met for complete the MCR process to allow the Urban Hamilton Official Plan be updated to implement the Growth Plan within the timeframe prescribed by the Province? (City to answer) <p>Specific Comments on the Evaluation Criteria Themes</p> <ol style="list-style-type: none"> Climate Change: This criteria overlaps with several other criteria such as transit/transportation and stormwater management. As noted above, it is not clear how weighting will be assigned to this criteria or other criteria that overlaps. Please advise how overlapping criteria will be taken into consideration. Municipal Finance: This criteria will be measured based on a high-level assessment of financial impacts for Candidate Areas and a relative assessment of infrastructure costs. Please consider the following comments, questions and concerns: <ol style="list-style-type: none"> Has the City previously completed fiscal impact assessments for other secondary plan areas? If so, do they have a terms of reference with which Watson and Associates will be using? Will the City be using the same base assumptions in relation to unit counts and types and general road patterns, parkland dedication and road patterns to assess the fiscal impact of each Candidate Area? Will the City be considering area specific development charges and front-end financing as options to off-set any additional infrastructure costs associated with the different Candidate Areas? Where is the risk assessment in these criteria? Servicing Infrastructure: ‘Significant water and waste water extensions/expansions beyond planned/budgeted trunk infrastructure required in order to service a candidate expansion area’ is identified as the key consideration measured using input from City staff and reference to a Water/Wastewater Master Plan. Please consider: <ol style="list-style-type: none"> It appears unclear the extent that infrastructure to any of the candidate areas has been planned/budgeted for. Please advise. 	<ul style="list-style-type: none"> The GRIDS 2 / MCR workplan is scheduled to be completed prior to July 2022 to meet the provincial deadline. <p>Specific comments on themes:</p> <ol style="list-style-type: none"> Climate change – see above comments on weighting. Note that the information documented in the evaluation will be used to formulate a professional planning opinion. There is no specific weighting assigned to various criteria, as Provincial policy requires the City to apply the policies of the Growth Plan and PPS in their entirety (see page 8, “Read the Entire Plan” subsection of A Place to Grow for further reference). Municipal finance – an RFP has been prepared for the FIA. Financing options will be included. Aspects of financial risk will be considered. Servicing infrastructure – Detailed analysis undertaken for phasing scenarios will identify order of magnitude costs for servicing. Public engagement on the evaluation and recommendations will be undertaken in fall 2021. Transportation System – The criteria are based on the considerations identified in a Place to Grow. When making
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			<p>g. The draft states this criteria will be measured based on input from City staff and with reference to a Water/Wasterwater Master Plan. Please confirm the extent of public engagement by stakeholders, and their consulting engineers will inform this exercise.</p> <p>4. Transportation System: This criteria will be measured based on the connection to the wider regional transportation network. The following comments, questions and concerns are offered:</p> <p>h. The measurement rewards areas with existing transit, including transit stops, but does not consider capacity within these systems.</p> <p>i. One consideration rewards proximity to transit, pedestrian and cycling infrastructure. Greenfields are unlikely to have existing transit and active transportation networks, and provision for this infrastructure will be delivered through master planning and financed through development charges and other mechanisms.</p> <p>j. How will an area which abuts an existing road or transit line be assessed? Will it be by the closest point or at the centre of the expansion area?</p> <p>k. This criteria looks at proposed street networks in the Candidate Areas. Outside of existing major arterials which may be in the area, won't most of the street networks be determined through the master planning process, along with block connectivity? How will this be an indicator of connectivity?</p> <p>l. What are the key destinations which are being considered when looking at the street network connectivity?</p> <p>5. Natural Heritage and Water Resources: To date, the City has completed thorough analysis of natural heritage features within some growth area options, while other growth area options have very little, if any detailed analysis completed to date. Please advise how the growth areas can be evaluated equally when some areas have more thorough analysis than others. Further, the draft states this criteria will be measured based on input from City staff and Conservation Authority staff. Please confirm the extent of public engagement by stakeholders, and their consultants will inform this exercise.</p> <p>6. Complete Communities: This criteria will assess the ability of a Candidate Area to be designed as a complete community, including access to pedestrian infrastructure, transit, community services and facilities, mix of housing options, etc. IBI Group has the following comments, questions and concerns:</p> <p>m. Won't the masterplan/secondary plan determine the appropriate mix of jobs, stores and community services? How will this be different in each Candidate Area? Is the City proposing that each Candidate Area intended to have a unique proposed mix?</p>	<p>decisions for settlement area expansions, planning authorities are to consider existing and planned systems. The phasing analysis will include more detailed assessment of transportation systems, including aspects of capacity. Key destinations are those locations which would be expected to generate a high volume of trips.</p> <p>5. Natural Heritage and Water Resources - The best available information for each candidate area will be utilized in the evaluation. Public engagement on the evaluation and recommendations will be undertaken in fall 2021.</p> <p>6. Complete Communities – As part of the Phasing Scenario Evaluation the City is modeling a potential mix of land uses for each of the Candidate Expansion Areas. The criteria has been included to show consideration for the need of master plan/secondary plan.</p> <p>The lands needs assessment will be considering a unique mix of housing for each of the Candidate Expansion Areas. The purposes of Phase 1 is to provide high-level</p>
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		<p>n. How will the City go about identifying “gaps in specific geographies” when assessing proximity to existing community services and amenities? The demand for community services and amenities will be determined once more detailed planning takes place.</p> <p>c. Is the assessment assuming that each Candidate Area will be providing a unique mix of housing? Will this not be an input from the land needs assessment which will determine the shortfall in lands/housing which the expansion area is intended to supply?</p> <p>7. Agricultural System: As noted in the aforementioned primary concern, the list of key considerations, while well intended in appearance, it may result in a misunderstanding when applying the measurement tools. With the exception of the ‘no boundary expansion’ growth scenario, the analysis completed by City staff to-date confirms prime agricultural lands will be required to achieve the targeted growth, even in the ‘ambitious density’ scenario.</p> <p>8. Natural Resources: As noted earlier, with notably less factors identified as key considerations, the scoring weight allocated of this them needs clarity.</p> <p>9. Cultural Heritage: Similar to Item 8, clarity on the scoring weight allocated to this them is required given the relatively few key considerations identified. Further, the Province has an established process for evaluating development at a site or area specific level of detail and clarity is required to confirm how and why existing cultural resources within candidate growth areas can influence the ability of the area to accommodate growth.</p> <p>Whitebelt Lands Phasing Criteria Comments</p> <p>The City anticipates it will need land prior to 2031, between 2031 and 2041, and the remaining lands between 2041 and 2051. A variety of phasing scenarios will be contemplated and will be ranked from most to least preferred using the same nine criteria noted above. The following comments are offered for consideration:</p> <ul style="list-style-type: none"> • The Growth Plan does not plan in 10-year increments as proposed by this phasing criteria, but instead directs municipalities to plan to 2051. How is the City ensuring that the proposed planning horizons align with infrastructure investments, absorption or logical expansions? • Will the City be evaluating whether it can meet or exceed greenfield density targets as part of the phasing assessment? 	<p>commentary on the housing potential of the Candidate Expansion Areas.</p> <p>7. Agricultural system - it is staff’s opinion that the wording is consistent with the direction of the PPS and the Growth Plan. The Growth Plan policy 2.2.8.3 requires that settlement area expansions avoid prime agricultural areas where possible. Alternative locations are to be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the agricultural system.</p> <p>8. Natural Resources – The evaluation is not based on a weighting/scoring approach. As such, the results for the “Natural Resource” theme will feed into the overall evaluation results.</p> <p>9. Cultural Heritage –see comments on weighting above</p> <p>Whitebelt lands Phasing criteria</p> <ul style="list-style-type: none"> • Staff note that phasing and implementation of urban boundary expansion (if required) is under review. • The planned density of the City’s existing DGA already exceeds minimum density targets. Future new expansion
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		<ul style="list-style-type: none"> • The City is intending on creating a variety of alternative phasing scenarios. How will these be created? How will these be related to the infrastructure costs and servicing assumptions from the previous analysis? Will they incorporate different components of the Candidate Areas? How will population and employment forecasts be incorporated? • How will the Phasing consider the PPS requirements, in particular Section 1.4 which directs municipalities to maintain a minimum 15-year supply of lands, and at all times, a three-year supply of residential units? The time periods noted in the work suggest 10-year increments. • Once the need for expansion into a prime agriculture area has been established, it is inappropriate to use the soil conditions as a phasing tool. • The themes and descriptions in the Phase 2 assessment do not align with Phase 1, and again appears to prioritize certain components and has some themes with more phasing criteria than others. Are these to be weighted? How will non-numerical/qualitative criteria be weighted? • Will each scenario/theme/category be ranked on a scale of Most Preferred to Least Preferred? How will the totals be calculated? • Most importantly, in keeping with provincial policy direction, it is inappropriate and unnecessary to defer development of prime agricultural areas within the urban boundary for later phases. Rather, phasing should be entirely based on the implementation of the efficient, cost-effective, proper and orderly development of the City. <p>On behalf of the Owner, we look forward to a response to the above noted comments, questions and concerns. Upon receipt, we look forward to the opportunity to provide additional comments. In keeping with the <i>Planning Act</i> we request to be notified of any future meetings or decision of the City of Hamilton.</p>	<p>areas are to be planned at a density of 77 pjh.</p> <ul style="list-style-type: none"> • The phasing scenarios will test a variety of options for phasing development of the candidate whitebelt areas and will be evaluated against criteria related to infrastructure, financing, climate change and other matters. The scenarios will include population and employment forecasts. • PPS land supply requirements will be considered to ensure that the City meets the minimum 15 year supply requirement throughout the planning period. • As noted above, it is staff's opinion that the wording is consistent with the direction of the PPS and the Growth Plan. The Growth Plan policy 2.2.8.3 requires that settlement area expansions avoid prime agricultural areas where possible. Alternative locations are to be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the agricultural system. • See comments on weighting / rankings above <p><i>Action: Revisions to the framework document included a more detailed explanation of how</i></p>
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				<p><i>the information collected in the evaluation and phasing analysis will be used to inform the development of the planning rationale for a preferred growth scenario.</i></p> <p><i>Action: Evaluation Criteria under Complete Communities theme amended to focus on the Candidate Expansion Area's potential to contribute to the completeness of the surrounding communities.</i></p>
19	May 29	Betty Way	<p>I am sorry to bother you this way but I had difficulty signing in to the survey you sent me. I would just like to comment that the two maps that are involved, are not very helpful. On the one there is some writing but it is not legible as it is smudged and out of focus when you try to read it. The other map does not even have the names of the towns of Binbrook or Waterdown on their location. I also wonder if the word , mitigate, should be changed to the word, manipulate. 😊.</p> <p>I live in Binbrook where there is now a plan to build a six story building in the middle of the town. We all recognize that the builder requested 10 stories so that he could mitigate to six stories, which is what we know was what he really wanted in the first place.</p> <p>Also our main Street in Binbrook is inundated by constant, large, long, infrastructure trucks passing through. Years ago there was talk of putting a ring road around Binbrook. What ever happened to that idea?</p> <p>I would also like to suggest that when we build dense residential areas, that they not be black, dark and dismal. Let's have happy towns with lighter colours that won't be so depressing to those living in them and those driving by. Thank you for your kind attention in this matter.</p>	Comments noted.
20	May 30	Denise Baker (TRE)	<p>Together with my co-counsel, Davies Howe LLP, we are writing on behalf of our client, the Twenty Road East Landowners' Group (the "TRE Group") to provide comments on the GRIDS 2 and Municipal Comprehensive Review Planning for Growth to 2051: Draft Evaluation Framework and Phasing Criteria, (the "Staff Report"). The TRE Group has been actively involved in the Urban and Rural Hamilton Official Plan matters since GRIDS 1 and appreciates this opportunity to provide input to the City on the above-noted matter.</p>	<p>Staff responses under The Evaluation Criteria (Part A):</p> <p>Regarding the Agricultural System criteria, staff note that the criteria as proposed in the Part 1 Evaluation Criteria does consider</p>

		<p>THE TRE GROUP LANDS The TRE Group consists of approximately 25 landowners collectively owning approximately 480 hectares within the City, centred around the intersection of Twenty Road East and Miles Road (the “TRE Lands”). They are non-prime agricultural area lands within the White Belt and have been colloquially described as a “hole-in-the-donut”, being immediately adjacent to the southern urban boundary of the City and located between two employment areas. They are also adjacent to and proximate to many of the City’s Community Infrastructure and Major Activity Centres like the Turner Park Sports Complex, Les Chater YMCA, Turner Park Public Library and Mountain Police Station and are one of the main access points to the Chippewa Rail Trail.</p> <p>It is without dispute that the TRE Lands can be easily integrated into the urban area through the extension of existing major arterial roads to provide a variety of housing opportunities on non- prime agricultural areas in close proximity to the City’s core, to the City’s future employment areas, to the Airport Employment Growth District and to the Redhill South Business Park, and will optimize the use of existing or planned infrastructure, including transportation infrastructure, in a cost-efficient manner.</p> <p>The TRE Lands are available and suitable for urban development, and it is appropriate to include these Lands within the next urban boundary expansion to accommodate the City’s growth to 2051. Inclusion of TRE Lands in the urban boundary has been recognized as appropriate in the City’s Land Needs Assessment analysis. With respect to the Draft Evaluation Framework and Phasing Criteria as set out in the Staff Report, our comments are as follows:</p> <p>THE EVALUATION CRITERIA (Appendix A) We generally agree that a set of evaluation criteria such as those presented in Appendix A (the “Evaluation Framework”) are necessary to determine which lands should be brought into the urban boundary to satisfy the City’s growth requirements to 2051.</p> <p>We are supportive of the Evaluation Framework themes and the general descriptions provided, with the exception of the characterization and description of the Agricultural System theme, and the comments on the availability of infrastructure.</p> <p>With respect to the theme of the Agricultural System, Growth Plan policy 2.2.8(f) with respect to Settlement Area Boundary Expansions states that:</p>	<p>the agricultural classification of the lands within the candidate areas and the avoidance of prime agricultural lands.</p> <p>Regarding the comments on weighting, the information in the evaluation framework will include a mix of qualitative and quantitative data. No weighting is assigned to any given dataset. The phasing component will include the results of more detailed technical analysis related to agriculture, municipal finance, transportation, water, wastewater and stormwater management.</p> <p>With regard to the comments “that policies should be included in the Official Plan which require the undertaking of more detailed work for lands added to the urban boundary, including subwatershed studies, master environmental servicing plans and secondary plans immediately following their inclusion in the urban boundary”, staff note that determination of implementation policies is still under review.</p> <p>Staff responses under the Phasing Criteria:</p> <p>See comments above re weighting of criteria.</p>
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	<p>“<i>prime agricultural areas</i> should be avoided where possible. To support the <i>Agricultural System</i>, 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 <i>Agricultural System</i> and in accordance with the following.... i.... ii. Reasonable alternatives that avoid <i>prime agricultural areas</i> are evaluated; and iii. where <i>prime agricultural areas</i> cannot be avoided, lower priority agricultural lands are used (emphasis added);”</p> <p>To be in conformity with the Growth Plan, the City must treat this Provincial policy requirement as a priority criterion relative to others given the language of the Growth Plan and the significant importance of the matter of preservation of prime agricultural areas.</p> <p>We believe that the theme of the Agricultural System must be elevated within the Evaluation Framework, and that this criterion should recognize that lands which are not prime agricultural areas are to be given higher overall priority over lands which are prime agricultural areas. This direction and emphasis is evident in, and required by, the Growth Plan language.</p> <p>With respect to the theme of Servicing Infrastructure, we agree that the noted “high level assessment of new infrastructure requirements” and “assessment of capacity in existing and planned” systems are the appropriate high level of study required at this point in order to ascertain the appropriateness of including particular lands into the urban boundary.</p> <p>However, we believe that policies should be included in the Official Plan which require the undertaking of more detailed work for lands added to the urban boundary, including subwatershed studies, master environmental servicing plans and secondary plans immediately following their inclusion in the urban boundary.</p> <p>THE PHASING CRITERIA (Appendix A and E) We agree and acknowledge that phasing criteria are an important part of establishing and providing for the orderly and efficient implementation of new urban land use designations. However, we note, as per our comments on the Evaluation Criteria above, given the Province’s direction to prioritize non-prime agricultural areas, the Agricultural System criteria should be the priority consideration with respect to phasing.</p>	<p>Phasing scenarios and approaches are still under review.</p> <p>Staff comments regarding the Map of Whitebelt Growth Options:</p> <p>Staff acknowledge the comment on the difference in calculation of gross developable land area, and note that confirmation of developable land area within each candidate area will be delineated through future study.</p> <p><i>Action: Revised the framework document to include a more detailed explanation of how the information collected in the evaluation and phasing analysis will be used to inform the development of the planning rationale for a preferred growth scenario.</i></p>
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In addition, we are very concerned that the City is considering using phasing criteria in a manner inconsistent with the Growth Plan by phasing the timing of the inclusion of lands into the urban boundary over the next 30 years. To that end, it appears Staff are recommending that the phasing criteria should be used to phase the actual inclusion of lands into the urban boundary, suggesting bringing in the lands in ten-year increments to the planning period horizon of 2051 based on the phasing criteria.

However, such an approach is contrary to the Province's clear direction that all of the lands required to accommodate growth to 2051 are to be brought into the urban boundary as part of this Official Plan Amendment. They are not to be added to the City's urban boundary in phases.

The recommended approach in the Staff Report is an incorrect and inappropriate application of phasing criteria to phased urban boundary expansions. It is our experience being involved with urban growth policies in official plans across the Greater Golden Horseshoe, that phasing policies are used to inform the orderly and efficient progression of development of lands after such lands have been brought into the boundary, not to inform their inclusion in phases after the need for all the lands has been determined, in order to accommodate the forecasted growth in the planning period.

The Province's direction is reinforced in its letter to the City dated February 23, 2021 (Appendix "E" to the Staff Report). It reiterates its position that the Growth Plan policies require municipalities to designate all land required to accommodate the growth forecasts to the 2051 planning horizon. It does not suggest in any way that they be phased into the urban boundary based on phasing criteria. This Provincial direction has not been acknowledged in the Staff Report.

In our opinion, the Province's letter confirms what is required of the urban boundary expansion Official Plan Amendment by the Growth Plan: all land needs to 2051 must be brought into the urban boundary at this time.

MAP OF WHITEBELT GROWTH OPTIONS (Appendix C)

According to our calculations, the net land area of the TRE Lands is closer to 330 hectares rather than the 275 hectares indicated on Appendix "C". None of the TRE Lands are prime agricultural area.

			<p>Further, according to our calculations, the Elfrida area only contains approximately 125 to 170 hectares of land which are not prime agricultural area, with the balance (approximately 760 to 805 hectares) being prime agricultural area.</p> <p>CONCLUSION In summary, the Evaluation Framework provided is generally supportable, save and except for the need to acknowledge the importance of the Agricultural System theme relative to other themes.</p> <p>While we agree that phasing criteria will be an important component of the official plan policies applicable to lands brought into the urban boundary in ensuring that the progression of development occurs in an orderly and efficient manner, it is contrary to provincial policy to apply these phasing criteria to bringing lands needed to 2051 incrementally into the urban boundary, as is recommended in the Staff Report. As confirmed by the Province in its letter, all lands needed to achieve the 2051 forecasts must be brought into the urban boundary at this time.</p> <p>Finally, we believe that the City should include policies in each land use designation for new urban areas which require the initiation of the studies necessary for the planning and development of the areas, including subwatershed studies, master environmental servicing plans and various secondary plan level studies.</p> <p>We thank the City for the opportunity to provide our comments on the Staff Report.</p>	
21	May 30, 2021	Paul Lowes (SGL)	<p>As you know, we represent 1507565 Ontario Limited, otherwise known as the Frisina Group ("Frisina"), the owners of approximately 106 acres of land located within the Elfrida Community ("Elfrida").</p> <p>The following sets out our comments on behalf of our client regarding the Draft Evaluation Approach and Phasing Criteria. Please consider the following comments and recommendations in finalizing the evaluation criteria and measures and the phasing criteria.</p> <p>Evaluation Criteria:</p> <ol style="list-style-type: none"> 1. While the evaluation criteria for choosing the Urban Boundary Expansion Areas (UBEA) is comprehensive in scope and detail, the implementation or decision-making process which will lead to the optimal choice of UBEA is uncertain, it is not well defined or traceable and raises significant questions. 	<p>The following comments are provided in response to the numbered comments:</p> <ol style="list-style-type: none"> 1. The framework is intended to be used as a method for documenting the wide range of information considered in the development of staff's planning recommendation. The information in the evaluation framework will include a mix of qualitative and quantitative data. No weighting is assigned to any given dataset. The phasing component will

	<ol style="list-style-type: none"> 2. The overall criteria themes are appropriate and exhaustive and many of the criteria themselves are appropriate, but the proposed means of measurement is often vague. Any proposed means of measurement should be clear, measurable and traceable. 3. Under “Climate Change”, the criterion under District Energy is appropriate but the means of measurement of input from City staff is unclear. The measurement should be measurable such as the ability to create nodes of dense development capable of supporting district energy. 4. Under the criterion “Infrastructure Resiliency” again it is unclear what input from staff is being provided. On the criteria “consider climate change adaptability”, the how-to measure should specify what aspects of adaptability the City is measuring. 5. It is unclear how the Criterion “Prioritizing Tree Canopy Protection/Enhancement” will be used. If it is to be used to assess the impact of greater intensification on built up areas with existing tree canopy, we understand the need for the criterion. However, if it is solely to evaluate the whitebelt lands, we don’t understand the value of the criterion. The whitebelt lands do not have any tree canopy other than in existing woodlands that are protected under the PPS and addressed in other criteria. 6. Under the criterion “Avoid Natural Hazardous Lands”, we question the value of this criterion. According to the PPS, all development is to avoid floodplains and other natural hazards, so although a candidate may contain a floodplain or other natural hazard, those lands are not developable and do not count towards the gross developable area of an expansion. As such, we don’t understand why natural hazards should be an evaluation criterion. 7. Under the criterion “Does the Candidate Expansion Area have an unreasonable or unanticipated financial impact on the City”, again, the how-to measure does not describe what specifically is being measured to determine the financial impact. Greater clarity and traceability are required. 8. We do not understand the use of the criterion grouping “Integrated Waste Management Planning”. Capacity of waste management facilities is dictated by additional population. All options provide for the same population. Whether the population is in the Built-up Area or in new Designated Greenfield Areas, the population will generate the same amount of waste so there should be no difference amongst any of the options on this criterion. 9. Under the criterion “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?”, it is unclear how a “logical extension” will be measured or even what it is. Nor is it clear what connection to surrounding area means or how it is to be measured. It is also not clear what “key destinations” are. 	<p>include the results of more detailed technical analysis related to agriculture, municipal finance, transportation, water, wastewater and stormwater management. Revisions to the framework document will include a more detailed explanation of how the information collected in the evaluation and phasing analysis will be used to inform the development of the planning rationale for a preferred growth scenario and how this approach is consistent with the Provincial policy framework for growth planning, which requires the City to consider the Growth Plan and PPS’s policies in their entirety when making a decision.</p> <p>2. Please see response to comment 1.</p> <p>3. Regarding the comment on District Energy, the evaluation is based on the potential of a Candidate Expansion Area being able to introduce District Energy, taking into consideration land size and potential future land uses. However, additional studies will be required based on land use and energy density.</p> <p>4. Please see response to comment 1.</p>
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	<p>10. For the criterion “Does the Candidate Expansion Area avoid and protect Natural Heritage Systems as identified by the City and the Growth Plan?”, the PPS requires that all urban development must avoid and protect the NHS. As such, we are unclear on the value of this criterion or what the assessment of the location of the NHS will address. Just because a settlement expansion option contains a significant natural heritage feature such as woodlot or wetland, is irrelevant as that woodlot or wetland must be protected and through development will come into government ownership. More important is the criterion on mitigating impact on the natural heritage system, but again, the proposed measurement is not clear on what the assessment will entail or measure. More explicit description of how impact will be measured is needed.</p> <p>11. The criterion of whether the expansion area can function as a complete community or not is appropriate, but it is unclear how this criterion will be measured.</p> <p>12. Under the criterion grouping “proximity to existing community services and amenities”, access to transit is already measured under the Transportation System. As well, parks can, and will be provided in the new urban areas as per the Planning Act requirements. New urban areas should not rely on existing parks, so it is unclear why access to parks would be a measurement. In fact, a new urban expansion can help improve the parkland for existing adjacent communities which are currently deficient in park space. This comment also applies to the later criterion, “Does the Candidate Expansion Area have access to existing community facilities?”</p> <p>13. Under the criterion grouping “diverse range of housing and affordable housing”, the test on the ability to physically accommodate a mix of housing options and affordable housing is unclear. Is this based on the size of the expansion area, i.e., the larger the expansion area the easier it is to accommodate a mix of housing options?</p> <p>14. In addition to these specific comments, it is unclear in the evaluation framework whether all evaluation criteria are considered of the same value and weighted equally? There needs to be a ranking of the criteria, and in our view, the Municipal Finance and Servicing Infrastructure criteria should be the highest ranked and weighted since the delivery of infrastructure has “the” most direct short- and long-term impacts and implications on the taxpayer. The need to construct major infrastructure projects will involve significant timeframes, and if not strategically targeted, will lead to significant delay in the availability of housing to meet the anticipated demands resulting in increasing home prices and reducing affordability. Accordingly, Urban Expansion Areas such as Elfrida, which has existing or planned servicing infrastructure, committed or planned municipal financing and Secondary and Sub-Watershed Plans in process, should be given first priority in the Phasing or Staging of Development.</p> <p>15. It is not clear how will the Preferred Growth Option be ranked and how the settlement area boundary expansion will ultimately be chosen and implemented in the Official</p>	<p>5. Re the prioritizing tree canopy criteria, the ability to develop and maintain a healthy tree canopy is an important consideration from a climate change perspective. The assessment of each Candidate Areas ability to maintain and enhance the existing tree canopy will be based on a review of aerial imagery by comparing the relative size of protected features (e.g. significant woodlands) against the presence of other woodlands (e.g. hedgerows, smaller concentrations of non-significant woodlands).</p> <p>6. It is acknowledged that known natural hazards are protected from development. The application of provincial policy directs municipalities to consider the application of the entire policy framework and documenting the relative differences between the Candidate Expansion Areas with respect to risks for flooding, erosion, etc has merit as subwatershed studies will confirm and refine the areas of risk for flooding, erosion, etc. through secondary planning.</p> <p>7. The financial impact is being evaluated based on the fiscal impact assessment being prepared by Watson & Associates.</p>
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		<p>Plan? Is it anticipated that the total land area needed for Urban Boundary Expansion to 2051 will be designated Urban Area through a concluding single implementing Official Plan Amendment to expand the Urban Area? Clarity on this point is fundamental, as it goes directly to the underpinning core of the phasing framework.</p> <p>Phasing Considerations</p> <p>16. In our view, since the Provincial Growth Plan mandates that Municipalities plan for growth to 2051, we would expect that any implementing Official Plan Amendment would include and designate as "Urban Area" <u>all</u> of the land area required to meet the required growth targets in which case the most key components of the Phasing Criteria must be specific, clear, and precise so as to provide for equitable and transparent implementation.</p> <p>17. It is unclear at this stage how the phasing process will work in terms of the timing of each phase, the quantum of each phase and the triggers moving between phases. It will be critical to establish appropriate policy guidance, controls or "triggers" for the method of progression from one phase of development to the next. We recommend that Phasing is best addressed in the context of completed Secondary Plans and Infrastructure Servicing Plans which provides the most prudent, cost effective and efficient approach to accomplishing the City's phasing objective.</p> <p>18. In accordance with the PPS, previous Staff reporting, and the LNA Report itself, all clearly demonstrate that at least 1,340 ha of Whitebelt lands are required for the settlement area boundary expansion to meet the Provincial Growth Plan population projected to 2051. Therefore, the concept of prioritizing non-prime agricultural areas is no longer relevant or feasible, given that the need to meet projected demands to 2051 will require more than just the non-prime agricultural area. Accordingly, in our view it is illogical to apply the Agricultural System phasing criteria to this exercise.</p> <p>19. However, what is relevant is to ensure that existing agricultural operations that will continue to operate on the edges of settlement area boundary expansion are properly protected and remain viable, through buffering in accordance with the PPS. It is also worthwhile to note that virtually all of the lands in the potential Urban Boundary Expansion Areas are not owned by "farmers". There are not any significant high value livestock, dairy, poultry or greenhouse operations. Almost all lands being farmed currently are rented and being temporarily used for cash crop cultivation.</p> <p>20. To reiterate, the Agricultural System criteria, and the issue of Prime Agricultural land in our view should not be a component of the Phasing of Development as it has already been considered and addressed in the Urban Boundary Expansion Evaluation criteria and process.</p>	<p>8. The criterion group for "integrated Waste Management Planning" focuses on existing capacity projects, such as the Solid Waste Management Master Plan (SWMMP) Update (2020). It is possible that there will be no difference amongst any of the options for this criteria. However, it is included as a part of the application of Growth Plan policies to test the feasibility boundary expansion for each of the Candidate Expansion Areas, as the Growth Plan requires the City to consider existing and planned infrastructure when making decisions related to settlement area expansion.</p> <p>9. The term "logical extension" is intended to address opportunities for connections to the existing adjacent street network.</p> <p>10. The Growth Plan's direction on Settlement Area Boundary Expansion requires the City to demonstrate that it has applied the policies the policies of section 2 of the PPS and the criteria on Natural Heritage Systems has been included to demonstrate consideration for natural features.</p> <p>11. The Complete communities criteria is included to demonstrate the potential for each Candidate Area to accommodate a mix</p>
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		<p>21. Under Servicing Infrastructure, the criteria should include:</p> <ul style="list-style-type: none"> a. “Does the phasing scenario maximize use of existing infrastructure before considering expansion or extension of new infrastructure?” b. “Does the phasing scenario maximize infrastructure that is already being funded through Development Charges?” <p>22. The Transportation System phasing criteria is also an important phasing tool, as the City moves toward more public efficient transit opportunities. In new growth areas, careful evaluation of potential new transit routes can guide phasing decisions. The need to create and establish transit routes in a continuous form at the earliest stages of development helps to establish good transportation habits by new residents. The process should require that such transit routes be established regardless of independent developer ownerships as early as possible in the development process.</p> <p>Finally, there is a fundamental and overriding issue with the whole evaluation process that warrants closer attention. Given that the Land Needs Assessment (LNA) has been completed and Staff have recommended a settlement area boundary expansion scenario which virtually incorporates all reasonable growth option areas contiguous to the existing Urban Boundary (i.e., Elfrida, Twenty Road West, and Twenty Road East), what then is the purpose of going through this evaluation process? In our view the only settlement area boundary expansion option that needs to be eliminated is the Whitechurch Expansion Area. This area is remote from the existing Built-Up Area and the remainder of the Whitebelt lands and accordingly, deserves to be ranked much lower or eliminated altogether at the outset. It seems to be a somewhat redundant and inefficient process to consider a candidate area such as Whitechurch, which arguably should not have been included as an Urban Expansion Area in the first instance.</p> <p>Thank you for the opportunity to offer comment on the pending evaluation and phasing framework. We trust that our comments will be carefully considered and will lead to needed clarity in the application of and weighting of the criteria and the implementation of the framework as a whole. We would recommend that all of these aspects and factors be addressed in the forthcoming Staff Report to the General Issues Committee and Council.</p>	<p>housing types, range of uses and ability to support transit.</p> <p>12. The criterion grouping has been reworded to focus on the Candidate Expansion Area’s potential to contribute to the completeness of surrounding communities.</p> <p>13. This is largely based on the size of the expansion area, although the location relative to the City’s planned urban structure is also a consideration.</p> <p>14. The evaluation approach is not based on weighting. See comment above regarding methodology (comment 1).</p> <p>15. Staff note that phasing scenarios and implementation approaches are still under review.</p> <p>Phasing Considerations</p> <p>16. Staff note that phasing scenarios and implementation approaches are still under review.</p> <p>17. Staff note that phasing scenarios and implementation approaches are still under review.</p> <p>18. It is staff’s opinion that the wording is consistent with the direction of the PPS and the Growth Plan. The Growth Plan</p>
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				<p>policy 2.2.8.3 requires that settlement area expansions avoid prime agricultural areas where possible. Alternative locations are to be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the agricultural system.</p> <p>19. Comment noted. The Agricultural system phasing criteria already prioritizes the development areas within the candidate areas that have fewer active operations and livestock facilities. This criterion could be expanded to also prioritize development of lands that maximize buffering / distance from active operations and livestock facilities on adjacent lands.</p> <p>20. Comment noted. See response to 18 above.</p> <p>21. Generally covered under the criteria “does the phasing scenario allow for efficient servicing based on existing or planned infrastructure”.</p> <p>22. Comment noted.</p> <p>Regarding the comment on the inclusion of the Whitechurch lands in the evaluation process, staff note that all available candidate areas must be examined for inclusion in the urban area and</p>
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				<p>evaluated against the comprehensive criteria in order to ensure that the City is making an informed choice on where and when to grow.</p> <p><i>Action: Revisions to the framework document included a more detailed explanation of how the information collected in the evaluation and phasing analysis will be used to inform the development of the planning rationale for a preferred growth scenario.</i></p> <p><i>Action: Evaluation Criteria under Complete Communities theme amended to focus on the Candidate Expansion Area's potential to contribute to the completeness of the surrounding communities.</i></p> <p><i>Action required: Amended Part 2 Phasing Criteria under the Agricultural System theme to address buffering to adjacent active agricultural operations and livestock facilities.</i></p>
22	May 30	Nancy Freiday (GSP)	GSP Group represents the landowners of 513, 531 and 537 Dundas Street East located on the north side of Dundas Street East immediately east of Avonsyde Blvd. (Subject Lands) (see Figure 1 below). The west property line of 513 Dundas Street East is the boundary between the Urban Area and Rural Area.	Comments are noted.

		<p>The City is entering the next phase of GRIDS 2 / MCR which is the evaluation of where and when to grow to the year 2051. Appendix B to Report PED17010(j), considered by the General Issues Committee on March 29, 2021, contains the Draft Screening and Evaluation Tool to be used to assess requests to expand the urban boundary of the communities of Binbrook and Waterdown. Both communities are classified as 'Towns' in the Greenbelt Plan. The documents state that the expansion area is limited to ten (10) hectares by A Place to Grow: Growth Plan for the Greater Golden Horseshoe ("Growth Plan").</p> <p>City staff have requested comments on the screening criteria and evaluation framework for the identified Whitebelt lands as well as lands adjacent to the urban areas of Waterdown and Binbrook.</p> <p>Agricultural Lands adjacent to the Waterdown Urban Area 513 Dundas Street East is cultivated and owned by Angelo and Sandra Notarianni who reside on the farm. The farm is approximately 12.3 hectares in size (30.5 acres). The Waterdown Poultry Farm, including livestock barns and a manure storage facility is located on approximately 4 hectares (10 acres) of land located at 531 / 537 Dundas Street East owned by the Gillyatt family. These agricultural parcels are designated Rural Area in the Hamilton Official Plan and Escarpment Rural Area in the 2017 Niagara Escarpment Plan (NEP).</p> <p>Background - 2015 Provincial Plan Review As part of the 2015 Provincial Plan Review, the public was advised that requests for Niagara Escarpment Plan (NEP) urban area expansions would be considered by the Province. On behalf of the landowners, a NEP Amendment application (NEPA) was submitted to the Niagara Escarpment Commission (NEC), including a Planning Justification Statement.</p> <p>Between 2015 and 2017, the landowners participated in the Provincial Plan Review process, at the Provincial and City levels. At a September 2016 City meeting, a recommendation was before Council "to defer any decisions on potential changes to the Greenbelt Plan boundaries in the City of Hamilton to allow the City to complete a municipal comprehensive review". On behalf of the landowners, a request was made to also defer any decisions on potential changes to the NEP boundaries. The request was not supported by City Council as it was stated Council was considering changes to the Greenbelt Plan and not the NEP.</p>	
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		<p>Unfortunately, there was quite a bit of confusion during the Provincial Plan Review regarding the Greenbelt Area (lands in both the Greenbelt Plan and the Niagara Escarpment Plan) and the individual designations in each of these Provincial Plans.</p> <p>The timing of the City's MCR and the Provincial Plan Review were not in sync to allow either the City or the NEC to fully consider the proposed urban area amendment for the Subject Lands. Perhaps if City Council had agreed to defer NEP boundary adjustments to the current MCR, the NEC would have agreed to defer the landowners' application. Then, if successful, the NEPA could have been processed and dealt with by the NEC. There should be a method whereby a MCR and Greenbelt Plan/NEP review can be synchronized (such as deferrals) to allow the consideration of urban area expansions.</p> <p>For example, in 2018, immediately after the Provincial Plan Review, the NEC circulated three proposed amendments to the NEP that were deferred during the Review. One proposed amendment to the NEP involves redesignating approximately 12 hectares of land in the Town of Milton, adjacent to the Urban Area, from Escarpment Rural Area to Escarpment Urban Area. This request is very similar to the request made by the landowners.</p> <p>Overall, during the 2015 Provincial Plan Review, the NEC supported some minor (technical) Urban Area amendments, refused most requests and deferred a few.</p> <p>While the Province refused the landowners' urban area request in 2017, Provincial staff stated, in their report on the application:</p> <p>"Through its next comprehensive review, the City of Hamilton should determine if additional settlement area is needed to accommodate forecasted population growth, and if the subject lands are the most suitable to accommodate the growth. Once that is determined, then an application to amend the NEP could be submitted at the time of the next NEP review."</p> <p>Based on the above, the Province left the door open for the City, during this current MCR to consider expanding the urban area to incorporate the Subject Lands. This provincial statement was made before the amendment to the Growth Plan to consider 10-hectare urban area expansions in the Greenbelt Area. As such, it is our opinion that the City should include the Subject Lands in the GRIDS 2 / MCR evaluation process.</p>	
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<p>i) the settlement area to be expanded is identified in the Greenbelt Plan as a Town / Village;</p> <p><i>Map 91 to the Greenbelt Plan shows that the Waterdown Settlement Area (Urban Area) to be expanded is identified as a Town / Village in the Greenbelt Plan (see Figure 3 below).</i></p> <p>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;</p> <p>The total area of the two (2) farms is approximately sixteen (16) hectares. In our opinion, the ten (10) hectares should be net of the Grindstone Creek and associated buffer area. The Notarianni Farm has been cleared, with some natural vegetation remaining. The Waterdown Poultry Farm contains livestock facilities and some natural features. This matter can be discussed and explored in more detail as the MCR process proceeds. Regardless of this screening criteria, as a participant in the Provincial Plan Review and given the Province's direction to the landowners at the conclusion of the process, in our opinion their lands should be considered for an urban area expansion. Through the Land Needs Assessment, it has been determined that additional settlement area is needed to accommodate forecasted population growth. Therefore, the totality of the Subject Lands should be evaluated for inclusion in the Urban Area.</p> <p>iii) the proposed expansion would support the achievement of complete communities or the local agricultural economy;</p> <p>The Growth Plan defines complete communities as: Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.</p> <p>The proposed expansion to the urban boundary would support the achievement of a complete community. Given the adjacent urban</p>	
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		<p>boundary to the west and south and the future widening of Dundas Street East, the ability to farm the Subject Lands is increasingly restricted, including physical access restrictions for farm vehicles and restrictions on expansion of the Waterdown Poultry Farm given Minimum Distance Separation II (MDS II).</p> <p>the proposed uses cannot be reasonably accommodated within the existing settlement area boundary;</p> <p>There are no specific proposed uses contemplated at this time. The City's Land Needs Assessment (LNA) modelled four (4) land need scenarios based on varying intensification targets and density inputs. Staff has recommended that Council adopt the "Ambitious Density" scenario which requires an urban expansion area of 1,340 hectares. The Subject Lands represent 1.1% of the 1,340 hectares.</p> <p>the proposed expansion would be serviced by existing municipal water and wastewater systems without impacting future intensification opportunities <i>in the existing settlement area; and</i></p> <p>There is existing infrastructure (municipal water and wastewater systems) surrounding the Subject Lands. It is understood that servicing for the Waterdown South Secondary Plan Area is "ahead in the queue" for the allocation of servicing capacity.</p> <p>vi) expansion into the Natural Heritage System that has been identified in the Greenbelt Plan is prohibited.</p> <p>The Subject Lands are not designated Greenbelt Natural Heritage System.</p> <p>In our opinion, the screening criteria are met. The landowners' participation in the Provincial Plan Review and the comments made by the Province regarding their request for an urban area designation qualifies their lands as a candidate area in this GRIDS 2 / MCR Review.</p> <p>Phase Two: Evaluation Criteria</p> <p>The second phase includes an individual evaluation of each potential expansion area. Areas will be evaluated against a series of criteria which represent local and provincial planning priorities, including the GRIDS 2 10 Directions to Guide Development. The City will rank expansion areas that best satisfy the criteria. One expansion may take place from each of Waterdown and Binbrook. As stated in the evaluation document: "If no</p>	
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		<p>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.”</p> <p>The following discussion provides some comments on the evaluation criteria as well as a preliminary assessment of how the criteria are met by the Subject Lands.</p> <p>Some of the criteria are rather broad and their satisfaction will depend on further land use analysis. For example, an assessment of an area’s contribution to a complete community depends upon the specific land use proposed and the number and size of similar services in the neighbourhood / community.</p> <p>The criteria are listed below, followed by a brief comment.</p> <p>1. Can the expansion area be efficiently serviced based on existing water / wastewater and stormwater infrastructure?</p> <p>Hamilton Maps (extract above) shows water and wastewater services in the vicinity of the Subject Lands. Several studies have been undertaken in the recent past addressing servicing upgrades for the Waterdown community. Recently, a Municipal Class Environmental Assessment as been initiated by the City to twin the trunk watermain to provide more reliable water services to Waterdown. Even without the benefit of a Functional Servicing Report and Stormwater Management Report, in our opinion the expansion area can be efficiently serviced based on the existing services and planned services for the area.</p> <p>2. Does the expansion area align well with existing and planned road and active transportation networks?</p> <p>The extract above from the Transportation Master Plan below shows the existing and planned roads in the immediate vicinity of the Site. The City has completed the Waterdown / Aldershot Transportation Master Plan – Transportation Network for Urban Development in the community of Waterdown. Completion of the Waterdown By-pass is underway. A portion of this by-pass (Avonsyde Blvd.) is adjacent to the Subject Lands.</p> <p>What is the impact of the expansion area on the capacity of the road network? In recent years, the capacity of the Waterdown road network has been reviewed and addressed through the Waterdown / Aldershot Transportation Master Plan. A Schedule C</p>	
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Municipal Class Environment Assessment for improvements to Parkside Drive has been completed. Additional studies are underway for road improvements in and around the Waterdown community.

Does the expansion area contribute to the surrounding area's completeness?

This is a difficult criterion to assess now as the end urban use is not known. It is expected that the market and needs of the community will dictate the use and thereby contribute to achieving a complete community.

Does the expansion area represent a logical rounding out of the urban boundary and / or recognize existing uses?

The location of the Subject Lands, bound by urban development and Dundas Street East does represent a logical expansion of the urban boundary. In addition, there is non-farm, rural residential development to the east, along Evans Road. At some point in the future, it may be prudent to assess the urban expansion potential of the lands on both sides of Evans Road to the limit of the City of Hamilton (rounding out the urban area north and south of Dundas Street East).

Does the expansion area present any significant opportunities or risks associated with climate change?

While climate change is a global issue, every community must address how development provides opportunities and risks. On a local level, municipalities can assist by addressing flood defenses, plan for heatwaves and higher temperatures, install water-permeable pavements to better deal with floods and stormwater and improve water storage and use. Opportunities and risks exist for all expansions areas. The type of development proposed, and the preservation of water and natural heritage features will provide opportunities.

Does the expansion area demonstrate avoidance and / or mitigation of potential negative impacts on watershed conditions?

This criterion may require further clarification. All lands in the City of Hamilton are part of a watershed or sub-watershed and all development must avoid or mitigate potential negative impacts. A tributary of Grindstone Creek bisects the Subject lands. Further review would determine how redevelopment for urban purposes can avoid or mitigate potential impacts on the Grindstone Creek watershed. This review must take into consideration the current impacts, given the existing agricultural uses.

		<p>Does the expansion area avoid key hydrologic areas?</p> <p>The expansion area does contain a stream (key hydrologic feature) as shown on Schedule B-8 to the Rural Hamilton Official Plan. Given the rural environment, key hydrologic features exist, or once existed on most lands that have become part of the Waterdown urban area. The features have been retained as stormwater outlets and as environmental features that contribute to a desirable living area.</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>We assume the City may be looking for a scoped environmental assessment for those candidate expansion areas that contain natural features. Further review is required to determine how the features will be maintained, restored or improved. Retaining natural features is an important component of creating a liveable, complete community.</p> <p>10. Does the expansion area minimize / mitigate impacts on the agricultural system, including the agri-food network?</p> <p>An existing urban area and a planned expansion by its very nature creates some degree of impact on the agricultural system surrounding the City of Hamilton. In Waterdown, the potential for future impacts was established when the Urban Area, north and south of Dundas Street was expanded through past land use planning decisions. Continued tilling, cropping and the operation of livestock facilities is threatened by non-farm residents that continue to move into the area and surround the subject farms.</p> <p>In this area, the larger agricultural system itself lies north of Parkside Drive and to the northeast. The Subject Lands are now surrounded by non-farm uses, including the rural residential lots on Evans Road. The larger agricultural system is not adjacent to the Subject Lands and the loss of the Subject Lands will be isolated in nature. There is no real impact on the greater agricultural system.</p> <p>11. Does the expansion area minimize land fragmentation?</p> <p>This criterion is not completely understood. In the end, any expansion area will fragment the land. In the subject area, fragmentation is minimized given that one farm parcel is approximately 12 hectares, and one farm parcel is approximately 4 hectares. The land could be available for a large single use, or several residential community-type uses.</p>	
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		<p>Is the expansion area in compliance with MDS guidelines?</p> <p>Livestock facilities exist on the Subject Lands and if they become part of the urban area, they would eventually be phased out when phased growth occurs. There are no other livestock facilities in the immediate area.</p> <p>Does the expansion area have an unreasonable or unexpected financial impact on the City?</p> <p>We assume this criterion pertains to the cost of servicing an expansion area and providing necessary community benefits such as schools and parks. The Subject Lands are adjacent to a new expanding community, with planned community benefits. Inclusion of the Subject Lands in the urban area boundary is not expected to create an unreasonable or unexpected financial impact on the City.</p> <p>Conclusion Generally, the lands north of the Waterdown Urban Area boundary are designated Greenbelt Natural Heritage System, with a few exceptions and are therefore not eligible for consideration as an urban expansion area. The lands south of the Waterdown Urban Area are designated Escarpment Natural Area, Niagara Escarpment Parks and Open Space System and Escarpment Protection Area and are also not eligible for consideration as an urban expansion area.</p> <p>The western portion of the Waterdown Urban Area has been designated for employment uses. The Land Needs Assessment has concluded that no additional employment land is required in the City to the year 2051.</p> <p>The Subject Lands are designated Escarpment Rural Area and are part of the Greenbelt Area. Except for the Subject Lands, all Escarpment Rural Area lands in the City of Hamilton are adjacent to lands designated Escarpment Protection or Escarpment Natural Area. The Subject Lands are adjacent to an Urban Area. The Subject Lands are unique in the City for this reason and given the fact that they are still used for agricultural purposes. However, encroaching urban development has jeopardized their continued operation. Expansion of the Waterdown Poultry Farm is restricted given the MDS formula. Access to the farms, by farm equipment is increasingly restricted, given existing and proposes transportation infrastructure.</p>	
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			<p>This letter serves as the Landowners' request to consider the Subject Lands as a candidate urban expansion area to the community of Waterdown. We would be pleased to answer any questions staff may have regarding this request or clarify any statement contained within this letter.</p> <p>Thank you for the opportunity to provide input on the Draft Screening Criteria and Evaluation Tool (Waterdown and Binbrook). We look forward to continued participation in the GRID 2 / MCR process.</p>	
23	May 30	George Voros	<p>There should be no encroachment or impact on Greenbelt Plan Protected Countryside. Light pollution is a growing problem and encroachment in our communities and the lack of hindsight, understanding of the current problem or foresight on the part of the City of Hamilton is apparent. The public standards for the mitigation of light pollution are inadequate and do not cross over into private standards. Our by-laws are woefully inadequate and out of date and do not address the issue of light pollution. Light does not have any boundaries and impacts communities and the surrounding natural environment. Our lands and skies are part of our natural heritage and we should be able to look up and see the stars at night and walk the night without blinding lights in our path. I can't even open my curtains in the evening (12th floor apartment) building because of light pollution from the City of Hamilton managed parks, facilities and media signs; efforts to address this with councilors have failed. I respectfully ask that you address the problem of light pollution with any expansion into Whitebelt lands for current and future residents including our natural flora and fauna. There should be no expansion into Greenbelt lands... it will never end and should stop now.</p> <p>I would be happy to discuss this.</p> <p>Here is one of many references on the subject: https://www.ies.org/pressroom/reducing-light-pollution-and-its-negative-affects-ies-and-ida-new-collaboration/</p>	<p>Comments regarding light pollution are acknowledged and staff note that this issue could be considered at the future Secondary Planning stage for any of the new growth areas.</p>
24	May 31	Rob Stovel	<p>Stovel and Associates Inc. has been requested by Greenhorizons Holdings Inc. and The Greenhorizons Group of Farms LTD. ("Greenhorizons"), 1231 Shantz Station Road Inc. ("Shantz") and Willuw Valley Holdings Inc. ("Willow") to provide comments to the City regarding the GRIDS 2 / MCR - Whitebelt Expansion Lands evaluation framework and phasing criteria.</p> <p>My clients' lands include the following parcels:</p>	<p>Comments are noted.</p>

			<p>8474 English Church Road, 2907 Highway 6, 3065 Upper James Street, 3005 Upper James Street.</p> <p>Please note that these parcels are immediately east of the John C. Munro International Airport ("Airport"); these lands are included within the Airport Influence Area. In total, the lands in question comprise approximately 139 acres.</p> <p>Our comments on the draft Evaluation Framework and Phasing Criteria for the Whitebelt Expansion Lands are summarized in the attached table using the nine evaluation criteria themes suggested in the summary document. It is our opinion that, due to the fact that my clients' lands are in close proximity to the John C. Munro International Airport ("Airport"), we feel that the site is an ideal location for Employment Uses.</p> <p>We wish to re-emphasize that an important criterion that seems to be missing is the need for large blocks of land. This avoids the need to assemble large enough parcels to accommodate future employment developments. When we look at the land fabric currently included within the City limits, it is clear that large blocks of land are a rare commodity. My clients' lands help to satisfy this need.</p> <p>You will note that we have previously provided comments to you regarding the appropriateness of my clients lands, most recently on May 14th, 2021.</p> <p>We look forward to participating in discussions with the City and their planning staff/consultant in regards to the GRIDS2/MCR process. Please do not hesitate to contact me should you have any questions.</p>	
25	May 31	John Corbett	<p>On behalf of the Upper West Side Landowners Group (UWSLG) (formerly Twenty Road West Landowners Group), Corbett Land Strategies Inc. (CLS) is pleased to submit the following comments in response to the staff report PED17010(j). The UWSLG is committed to delivering an infill and complete community for lands located within Twenty Road West, Upper James Street, Dickenson Road and Glancaster Road (see Appendix A for additional deliverables). These submissions are made in addition to and in support of our clients' urban boundary expansion applications submitted under Policy 2.2.8.5 of the Growth Plan.</p>	<p>Staff responses to comments as numbered in the email:</p> <ol style="list-style-type: none"> 1. Noise – the City's UHOP identifies the noise forecast contours being utilized in the GRIDS 2 / MCR study. Any changes to these contours would require collaboration and

		<p>As part of the on-going Municipal Comprehensive Review (MCR), City staff presented an update on the MCR and the results of the recently completed Land Needs Assessment (LNA) at the December 14th and March 29, 2021, General Issues Committee (GIC) meetings. Amongst other items, staff are asking that Council endorse the consolidation of the MCR to identify growth between the 2021 and 2051 planning horizons into one process, that the LNA be received, and that Council authorize staff to commence the public and stakeholder consultation process prior to final approval of the LNA. UWSLG comments specific to the LNA were submitted to the City in response to the December 14th Staff Report. Supplementary comments were also submitted by our legal counsel, Mr. Joel Farber, dated December 4th, 2020.</p> <p>Through the MCR and GRIDS 2, the city is assessing the locations of where and when the City will grow to the year 2051. The growth scenarios presented to GIC included a range of options. Staff have recommended that Council adopt the “Ambitious Density” scenario which would require approximately 1,340 ha of community area lands and 0 ha of employment lands to accommodate growth projected to the year 2051. The intensification targets for this scenario are 50% between 2021 and 2031, 60% between 2031 and 2041 and 70% between 2041 and 2051. A density of 77 persons and jobs per hectare (pjh) would be required for new growth areas. Subsequent to hearing public input on the matter, Council directed staff to consider a growth scenario with no lands to be added to the settlement boundary and that all growth be accommodated within the urban boundary.</p> <p>To assist staff with determining the location and timing of where the growth is to occur, once approved by Council, a Draft Evaluation Framework and Phasing Criteria (Whitebelt Lands) has been prepared. Staff have prepared the materials to be reflective of the policy direction of the PPS, Growth Plan and Urban Hamilton Official Plan to address themes related to climate change, financial implications, complete community building and infrastructure requirements.</p> <p>The following details the comments that the UWSLG have identified within the proposed Draft Evaluation Framework and Phasing Criteria:</p> <p>1. Noise Restrictions</p> <p>Within Staff Report PED17010(j), part of the discussion on <i>Where can the city grow</i> identifies that portions of the City’s whitebelt supply are constrained by the airport Noise Exposure Forecast. Through a net developable area calculation, the city has determined that the whitebelt lands available for development are approximately 1,600 ha. The</p>	<p>agreement with the Hamilton International Airport.</p> <p>2. Phase 1 evaluation – the information in the evaluation framework will include a mix of qualitative and quantitative data. No weighting is assigned to any given dataset. The phasing component will include the results of more detailed technical analysis related to agriculture, municipal finance, transportation, water, wastewater and stormwater management.</p> <p>Regarding the Agricultural System criteria, staff note that the criteria as proposed in the Part 1 Evaluation Criteria and Part 2 Phasing Evaluation does consider the agricultural classification of the lands within the candidate areas and the avoidance of prime agricultural lands. However, staff further note that this is one criteria that will be considered comprehensively with the other criteria.</p> <p>2. Evaluation Criteria and Themes:</p> <p>Climate change: comments noted.</p> <p>Municipal Finance: the City has retained Watson & Associates to complete a Fiscal Impact</p>
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	<p>UWSLG would like to advise staff that if this calculation were to be reliant on current UHOP Appendix materials, it would be reflective of materials not illustrating the most current noise exposure forecasts. Further, within the Hamilton Airport Master Plan, it includes forecast mapping to the year 2025 which incorporates planned runway improvements and anticipates technology improvements. The impacts of the 2025 noise forecasts are significant diminished and reduce the amount of land which are identified to be restricted. Staff should take this into consideration in their determination of the available whitebelt land supply.</p> <p>Stage 1 Feasibility Evaluation - Ranking</p> <p>Staff advise that the first phase of the evaluation analysis is based primarily on the Growth Plan criteria identified in Policy 2.2.8.3. In addition, the City applies criteria found within the GRIDS 2 10 Directions to Guide Development and UHOP. This stage is to identify any lands that do not meet the provincial and local criteria and would therefore not progress to the second phase of the evaluation. The Stage 1 evaluation feasibility is not proposed to prioritize or rank one area against another. The UWSLG submits that the evaluation criteria should include a level of prioritization and ranking to the Stage 1. This is particularly relevant as some areas of the whitebelt lands do not conform to Growth Plan policy 2.2.8.3 until other lands have already been identified for growth. Specifically, Growth Plan policy 2.2.8.3.f) establishes that lands identified as non-prime agricultural must be developed prior to lands identified as prime-agricultural:</p> <p><i>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: expansion into specialty crop areas is prohibited; reasonable alternatives that avoid prime agricultural areas are evaluated; and, where prime agricultural areas cannot be avoided, lower priority agricultural lands are used;</i></p> <p>As the City's whitebelt land supply includes both prime and non-prime agricultural lands, by not ranking or prioritizing lands being evaluated for eventual inclusion within the urban boundary, Staff run the risk of considering prime lands prior to ensuring that reasonable alternatives which avoid prime agricultural area exist.</p> <p>Although this is one example, it is an important one as the criteria for agricultural should be considered first and foremost in the evaluation of the whitebelt lands. Further, if staff</p>	<p>Assessment of growth options, including financing of growth options.</p> <p>Servicing Infrastructure: comments noted</p> <p>Transportation Infrastructure: comments noted</p> <p>Natural Heritage: comments noted</p> <p>Complete Communities: Under Phasing, Complete Communities, a development readiness criteria has been added to consider existing studies, etc. Additional study requirements will be acknowledged throughout the evaluation.</p> <p><i>Action: Revisions to the framework document included a more detailed explanation of how the information collected in the evaluation and phasing analysis will be used to inform the development of the planning rationale for a preferred growth scenario.</i></p> <p><i>Action: amended the Part 2 Phasing Criteria to add a criteria related to implementation and readiness of lands for development.</i></p>
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are to consider infrastructure systems, transportation systems or municipal finance ahead of agricultural considerations, it would be contravening Provincial policy. As such, it is recommended that all lands which satisfy all criteria of Growth Plan policy 2.2.8.3 be identified as such and earmarked with the highest standing. It should be noted that by releasing the small amount of land that is non- prime agricultural in the Twenty Road West lands, this would unlock the development potential of the remaining whitebelt lands.

3. Evaluation Criteria and Themes

The UWSLG also provides the following commentary with respect to specific thematic areas for evaluation of Growth Options:

Climate Change:

The key considerations identified related to climate change are best applied when secondary plan level analysis can be provided. Preference should be given to candidate areas that have sufficient sub-watershed planning detail to satisfy the criteria listed.

From a geographic perspective the City can best achieve its Climate Change goals and objectives that essentially do not change the current and designated building footprint of the Urban Area. In this regard, the City has largely satisfied this test by selecting the aggressive intensification option. The next logical step would be to select areas that are infill in nature relative to the geography of the existing urban boundary. Application of a climate change lens necessitates the prioritization of the UWS lands as the first area for growth. The least amount of preference would be given to areas that constitute outward expansion with one or more boundaries extending into the rural Area.

Municipal Finance:

Each growth option (including the 100 per cent intensification scenario) should be subject to a comprehensive financial impact assessment. This assessment should be focussed at measuring total revenue generation potential of the proposed development against the capital and operating costs of servicing (engineering and community services) the area.

The financing analysis should favour those areas that can deliver or front-end finance key infrastructure or facilities under a formalized land owner cost sharing agreement. Such arrangements can not only facilitate the early delivery of infrastructure but also lessen the financial impact on the municipality.

Further, if the 100 per cent intensification scenario were to be advanced, staff must comprehensively measure the cost associated with introducing additional densities into

		<p>the stable and mature neighbourhood of the City. Most of these areas have aging underground infrastructure that will have to be up-graded or replaced which will have a significant financial impact on the municipality. Costs associated with enhanced road network transit, recreational, cultural and educational improvements must also be factored into this assessment</p> <p><i>Servicing Infrastructure:</i> UWSLG whitebelt lands are located adjacent to AEGD which has planned servicing infrastructure. During the planning of the AEGD, the subject lands were included within the planning of the infrastructure needs for this area. As such, the UWSLG whitebelt has been assessed to confirm that there are both existing and planned servicing opportunities. When staff evaluate the subject lands for existing and planned servicing, will they ensure to include these within their assessment.</p> <p><i>Transportation System:</i> The UWS whitebelt areas is located within an area which has a comprehensive Transportation Master Plan currently under review including opportunities for important public transit corridors. In addition, the UWSLG is currently undertaking an Integrated Environmental Assessment to deliver the much-needed Garth Street extension and intersecting collector road system. The highest ranking should be considered for candidate growth areas that have the potential to deliver key municipal infrastructure on an expedited basis through landowner supported planning studies and environmental assessments.</p> <p><i>Natural Heritage and Water Resources:</i> It will be difficult to assess candidate growth areas under this criteria that have not been subject to a sub watershed based environmental impact/natural heritage assessment. However, priority must be given to any area that has advanced assessments of natural heritage and water resources.</p> <p>The UWS area has undergone a natural heritage assessment that enhanced the original sub watershed study that was undertaken as part of the AEGD Secondary Planning Process.</p> <p><i>Complete Communities:</i> The UWSLG have submitted several planning applications to the city to develop both the lands inside and outside the urban boundary. These applications include a draft plan of subdivision which has been designed to enhance the uses permitted along the planned Garth Street extension. This is intended to create a more complete community by</p>	
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			<p>providing additional commercial and office uses in close proximity to future community lands, which are being considered as part of the MCR/GRIDS 2. By doing this, the community is provided with numerous opportunities to reduce reliance on the automobile by ensuring residents can live, work, and play in close proximity. Additionally, opportunities for attainable and affordable housing will be explored. These items will be further refined through a future secondary plan. As such, the UWSLG would like staff to confirm if they will build in some flexibility into the evaluation process that allows future planning approval processes to refine the completeness of the community.</p> <p>In conclusion, the Growth Plan (including previous iterations) has been initiated on the premise of ensuring the continued prosperity of Ontario by offering jobs and the creation of communities with high qualities of life. Specifically, Section 1.2 of the Growth Plan sets out that <i>“A Place to Grow is the Ontario Government’s initiative to plan for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life.”</i> In response to this guiding principle we remind staff that the evaluation framework should be designed in a manner which prioritizes these objectives.</p> <p>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. Should staff require clarification or additional information on the above comments, we would be more than able to discuss further.</p>	
26	June 3	Olivia O’Connor (ACORN Canada)	<p>ACORN Hamilton is an independent community organization with a membership of low and moderate income individuals & families. We join our allies at Environment Hamilton in our submission.</p> <p>ACORN joining our ally Environment Hamilton in advocating for:</p> <ol style="list-style-type: none"> 1. The city needs to have a rigorous evaluation framework and planning criteria applied from the start – so that we are assessing the implications of urban sprawl on the climate emergency, municipal finances, our local agricultural system, natural heritage and water resources, <p>It is inappropriate that staff are consulting on this framework and associated criteria now, given that public input is pending regarding what community members prefer and support where urban growth management in our city is concerned. ACORN is strongly opposed to any urban expansion into the Greenbelt.</p>	<p>Comments noted. Revisions to the framework to address the no urban boundary expansion option will be included.</p> <p>Regarding the comments on food security, staff concur on the importance of this matter and will amend the appropriate sections of the evaluation tools accordingly.</p> <p><i>Action: Agricultural System theme criteria amended to reflect local food security and production.</i></p>

		<p>During the pandemic we have realised how important green space, parks and farmland is essential to strong communities. People need these spaces in their neighbourhoods to have gatherings and local food for food security.</p> <p>We need our local produce, we are trading food for money and properties for money and we are forgetting about the people and community.</p> <p>Every neighbourhood and ward should be consulted, this is a Hamilton expansion. Only having these 2 options is not sufficient for all neighbourhoods, people also need affordable housing not just development boxes which is intended to maximize profit for developers.</p> <p>What kinds of jobs will these areas generate? We need affordable units for the people that work in Hamilton and stay in Hamilton! We need to build a climate resilient city that accommodates all the people in Hamilton.</p>	
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GRIDS 2 / MCR – Stakeholder Comment Summary (May 2021)

Evaluation Framework and Phasing Criteria

Email/Mail Comments

#	Date Received:	Name:	Comment:	Staff Response / Action Required
1.	May 26, 2021	Scott Peck, HCA	<p>Thank you for discussing the evaluation framework and phasing criteria and answering my questions, much appreciated.</p> <p>In general terms, we are satisfied with the evaluation framework and phasing criteria as proposed. For Evaluation Criteria, we do note that Natural Hazards are considered under Climate Change. While we appreciate that this has been included, given the potential for natural hazards to pose restrictions for expansion and development, we would suggest that Natural Hazards be included as a stand alone criteria to ensure that the issues associated with natural hazards (floodplain, slope stability, meander belt and erosion allowances, karst) are given key consideration and not part of a broader topic area. We would also suggest that natural hazard considerations as part of the evaluation must also be related to natural heritage criteria as these features are often associated.</p> <p>The potential expansion of Waterdown does also raise concerns. Given there is no defined area for expansion, there are significant natural hazard and natural heritage issues associated with Borer's Creek and its headwaters. Any proposed expansion in the Waterdown area would need to consider the restrictions associated with the known natural hazards and natural features in this area and, directed away from these features.</p> <p>Thank you for the opportunity to comment on this proposal. Please let me know if you have any questions.</p>	<p>Staff concur that natural hazards pose restrictions for expansion and development and it is appropriate to identify natural hazards as a stand-alone criteria.</p> <p>The proposed evaluation framework for Waterdown / Binbrook includes criteria related to Natural Heritage and Water Resources. Natural Hazards has not been addressed and should be added.</p> <p><i>Action: Identify Natural Hazards as a stand-alone criteria within Whitebelt Lands Phase 1 – Evaluation Framework.</i></p> <p><i>Action: Add Natural Hazards as a Theme Area in the Evaluation Criteria for Waterdown / Binbrook.</i></p>
2	May 26, 2021	Leah Smith, Conservation Halton	<p>We have reviewed the criteria for the Evaluation Framework and Phasing Criteria (Whitebelt Lands) and the draft Screening Criteria and Evaluation Tool for Waterdown and Binbrook. Waterdown is the only geographic area located within Conservation Halton's watershed, so we have focused our review on the Waterdown and Binbrook Criteria and Evaluation Tool.</p>	<p>With regards to the Waterdown / Binbrook Phase 2 Criteria, staff note the following in response:</p> <ul style="list-style-type: none"> Staff concur that Hazard Lands, and avoidance of development

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			<p>Waterdown and Binbrook Phase 2 Screening Criteria:</p> <ul style="list-style-type: none"> • Recommend incorporating criteria to avoid hazardous lands, like the criteria identified for whitebelt lands. Since greenfield areas should have no new development in hazard lands, these lands become a “take out” when identified/confirmed during the Subwatershed Study/Secondary Planning process, which can then impact the developable area, proposed land uses and/or density targets. • Recommend the criteria addressing natural features be expanded to also address the natural heritage system more broadly, like the criteria identified for whitebelt lands. • Consider criteria to assess if the Natural Heritage System can be enhanced (e.g. through the potential for linkages). This could also be applied to the whitebelt criteria. • Support the criteria that address watershed conditions and hydrologic areas. <p>Phasing Criteria</p> <ul style="list-style-type: none"> • Recommend including criteria to evaluate if a subwatershed study (or other supporting technical work) has been completed. These studies often take several years to complete so ensuring the appropriate studies are in place or underway will ensure development phasing is accurate. <p>Thanks for the opportunity to provide feedback.</p>	<p>within these areas, should be added as a theme area;</p> <ul style="list-style-type: none"> • Staff note that the Phase 1: Screening Criteria for Waterdown / Binbrook includes the requirement that the proposed expansion area avoids the natural heritage system. Therefore, it is not necessary to add this criteria to Phase 2. • Staff concur that the opportunity to enhance the natural heritage system can be added to the Waterdown / Binbrook Phase 2 criteria to be consistent with the criterial identified for the Whitebelt lands. <p>With regards to the comment on the Phasing criteria, staff concur with the inclusion of a criteria to evaluate if a subwatershed study has been completed.</p> <p><i>Action: Add Natural Hazards as a Theme Area in the Evaluation Criteria for Waterdown / Binbrook.</i></p> <p><i>Action: Amend Natural Heritage and Water Resources Criteria in the Evaluation Criteria for Waterdown / Binbrook as follows: Does the expansion area maintain, restore or improve the functions and features of the area including</i></p>

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				<p><i>diversity and connectivity of natural features, the long term ecological function of natural heritage systems?</i></p> <p><i>Action: Add criteria to the Part 2 Phasing Criteria for the whitebelt lands to evaluate if a subwatershed study has been completed as well as other information requirements.</i></p>
3.	May 27, 2021	Bianca Caramento (Bay Area Climate Change Council)	<p>On behalf of the Bay Area Climate Change Council, we would like to thank the members of the GRIDS 2/MCR team of hard-working staff for their time and consideration.</p> <p>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.</p> <p>Buildings and transportation account for 28% of Hamilton's overall greenhouse gas emissions (GHG). Any evaluation framework 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.</p> <p>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.</p> <p>In its current form, the draft evaluation framework for urban growth includes criteria that speak to limiting greenhouse gas (GHG) emissions in a number of ways, but it fails to provide safeguards that would prevent emissions from exceeding our carbon budget. To account for this gap, we strongly</p>	<p>Staff are working with Sustainability Solutions Group (SSG) to evaluate the GHG emissions impacts of the No Urban Boundary Expansion option and the Ambitious Density option. In addition, the impact of the phasing of the white belt areas on GHG emissions will be evaluated, including describing the energy and GHG profiles of the areas when built out and whether or not a specific sequence will aid the City's ability to achieve GHG emissions reductions.</p> <p><i>Action: Whitebelt Lands Part 2 Phasing Criteria related to the Climate Change theme amended to include GHG emissions analysis and included GHG emissions analysis in the How Should Hamilton Grow Framework.</i></p>

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			<p>recommend that staff include criteria that determine the impact development will have on the city's carbon budget, measured by GHG projections and accounting.</p> <p>We thank staff for their 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.</p>	
4	May 28, 2021	Nancy Mott (NEC)	<p>Staff of the Niagara Escarpment Commission has reviewed the draft evaluation tools contained in City of Hamilton Staff Report PED17010 for potential Whitebelt expansion lands and potential urban boundary expansions for Binbrook and Waterdown. We offer the following comments.</p> <p>As you are aware, urban boundary expansions for lands within the Niagara Escarpment Plan (NEP) Area can only be considered during a review of the NEP in accordance with Section 6.1(2.3) of the <i>Niagara Escarpment Planning and Development Act</i>. The next Plan review would begin in 2027.</p> <p><u>Whitebelt expansion criteria</u> According to the mapping provided, none of the Whitebelt lands are within the NEP Area. Therefore we have no comment on the evaluation framework for this area.</p> <p><u>Waterdown/Binbrook expansion criteria (City to reply)</u> The screening criteria include an analysis of whether the proposed urban expansion would avoid the natural heritage system. The Growth Plan NHS may not coincide with the natural heritage system in the NEP. If the proposed urban expansion involved lands in the NEP Area, the impact to the natural heritage system in the NEP 2017, based on Escarpment Natural and Protection Areas, might not be taken into consideration. The criteria should ensure that the analysis of impacted natural heritage features is broadly defined and not limited to the Growth Plan NHS. Development within Urban Areas "shall not encroach into Escarpment Natural, Protection, Rural or Mineral Resource Extraction Areas" according to NEP policy in Part 1.7.5.4. This should be a screening criterion.</p>	<p>Regarding the Phase One Screening Criteria for Waterdown / Binbrook, Staff concur that the natural heritage system is to be broadly defined and include consideration of the natural heritage system in all provincial plans (Greenbelt, Growth Plan and Niagara Escarpment Plan). It is not necessary to revise the criteria to explicitly state this interpretation as the natural heritage system broadly includes all systems.</p> <p>Staff concur that with regards to an expansion request for lands in the Waterdown area, the consideration of the impact on scenic resources of the Niagara Escarpment must be considered. This consideration could be included in the complete communities theme.</p> <p>Staff concur that consideration of cultural heritage resources should be added to the Phase 2 Evaluation Criteria for Waterdown / Binbrook.</p>

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			<p>Further, in consideration of the NEP, Part 1.7.5.1, Development Objectives for Urban Areas, consideration should be given to whether the proposed urban area would impact the scenic resources of the Niagara Escarpment.</p> <p>Missing from the screening criteria is any consideration of cultural heritage resources (built form, cultural heritage landscapes and archaeological resources) and the impact of possible urban expansion of lands that may be of interest to First Nation and Métis communities, although it is mentioned in the staff report. This is a consideration of the NEP in Part 1.7.5.9.d and should be added to the screening criteria.</p>	<p>Consultation with indigenous communities will be undertaken.</p> <p><i>Action: Add criteria under the Complete Communities theme in the Waterdown / Binbrook evaluation tool to address impact on scenic resources of the Niagara Escarpment, to be applicable only to certain lands in the Waterdown area.</i></p> <p><i>Action: Add Cultural Heritage as an evaluation criteria to Phase 2 of the Waterdown / Binbrook evaluation tool.</i></p>
5	May 28, 2021	Keanin Loomis (Hamilton Chamber of Commerce)	<p>Thank you to the City of Hamilton Planning and Economic Development Department for your ongoing work on the GRIDS 2 / MCR process. We appreciate the opportunity to provide comments on the Draft Evaluation and Phasing Criteria for the 'Whitebelt' expansion lands, and the 10ha expansions to Binbrook and/or Waterdown.</p> <p>As President & CEO of the Hamilton Chamber of Commerce, Hamilton's oldest institution at 175 years old, I have the privilege of speaking for our 1,000+ members that employ over 75,000 people in our community. The Chamber has consistently supported and promoted long term municipal land use planning in 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.</p> <p>The Chamber has taken the position that the long-term investment opportunities for new growth within the City are properly defined by eligible lands inside the Greenbelt Plan.</p> <p>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</p>	Comments are noted.

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			<p>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.</p> <p>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.</p> <p>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.</p> <p>A long-range planning strategy can be properly 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.</p> <p>In light of this, the Chamber endorses the Evaluation and Phasing Criteria for the 'Whitebelt' expansion lands, and the 10ha expansions to Binbrook and/or Waterdown. Particularly, the Chamber commends the city for its robust evaluation approach for assessing Candidate Expansion Areas that is organized around nine major themes.</p> <p>This evaluation approach includes considerations on climate change, complete communities, transportation and natural resources, and the interplay of each in considering where and when growth will occur.</p>	

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			<p>This is a progressive approach to municipal land use planning that takes into account the multitude of stakeholder considerations surrounding decisions on how our community will grow over the next 30 years and beyond. The Draft Evaluation and Phasing Criteria presented will ensure that Hamilton's future neighbourhoods are designed according to modern land-use planning principles that will inform sustainable and prudential development.</p> <p>The Chamber 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 future development of our community.</p> <p>Thank you for this opportunity to provide comments and we look forward to future consultations.</p>	
6	May 30, 2021	Linda Lukasik (Environment Hamilton)	<p><<Correspondence regarding Whitebelt Lands Evaluation Framework and Phasing Criteria>></p> <p>Comments from Lynda Lukasik on behalf of Environment Hamilton: At the most fundamental level, we do not support the city's decision to move forward with a consultation on criteria designed to evaluate urban expansion areas prior to the conclusion of the public consultation process designed to gather input from residents regarding their perspectives on whether Hamilton's urban area should be expanded at all. Whether intended or not, this approach comes across as being very disingenuous. City planning staff explain, in the explanations provided with this on-line survey that: '(T)o determine if a certain area of the Whitebelt is feasible for urban boundary expansion, the area will be evaluated based on how it preforms (sic) across all of the theme areas. The most appropriate areas will advance to Part 2: Phasing Criteria.' We believe that this approach is fundamentally flawed. The city should be evaluating performance across all theme areas at the decision-making stage that includes consideration of a 'no boundary expansion' option. This is the most reasonable approach to take given the nature of the themes included in the performance evaluation process. Other jurisdictions have undertaken assessments that do this - that consider the different urban growth management scenarios by subjecting these scenarios to a performance evaluation. This must be done for Hamilton and the evaluation should be centered around the climate emergency. The</p>	<p>Staff acknowledge the comment on the City's process and the inclusion of the 'no urban boundary expansion' option as part of the evaluation. Staff note that the 'no urban boundary expansion' option is being modelled and considered and will be evaluated as part of the growth options consideration.</p> <p>Staff are working with Sustainability Solutions Group (SSG) to evaluate the impacts of the phasing of the white belt areas on GHG emissions, including describing the energy and GHG profiles of the areas when built out and whether or not a specific sequence will aid the City's ability to achieve GHG emissions reductions.</p>

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			<p>city's CEEP process is where this assessment should be occurring but this process has been decoupled from the GRIDS 2/MCR land needs assessment process and this is a dire mistake. The spatial configuration of a city has profound implications for greenhouse gas emissions. Outward expansion, as the city's own CEEP consultants SSG will attest, results in carbon lock-in. If the City of Hamilton is serious about effectively addressing the climate emergency, this MUST include applying a climate lens to the land needs evaluation process. We know city planners will argue that they are unable to do this using the provincial land needs assessment methodology. To that we would respond that the climate emergency is an existential crisis and we must get our priorities right here! The proposed themes and criteria, in their current form, completely fail to acknowledge and address the climate impacts of outward expansion, not to mention the fact that we have yet to retrofit our existing suburban areas in order to make them more complete, climate resilient communities. The climate emergency is real and we need to take this seriously and get it right. Should the city proceed on the problematic path that it is on right now, where urban growth management is concerned, we have the following comments regarding the theme areas and associated where & when considerations. Climate Change - The 'where' considerations must also include avoiding prime agricultural land as food security is a core climate issue. The 'when' must recognize what we have already outlined above - the carbon lock-in that results from outward expansion. Municipal Finance - This section must also include the need to ensure that new development pays for itself. Outward expansion comes with added cost - and developers should pay for these costs. Existing taxpayers should not have to carry the burden of increased taxes to accommodate outward expansion. Municipal finance must also consider the long term when decisions are being made regarding outward expansion. Servicing Infrastructure - see comments above regarding municipal infrastructure. Additionally, carbon lock-in considerations must be made for major servicing infrastructure investments. Transportation Systems - One central factor that must be considered when assessing viability of active transportation and public transportation options - which we are presuming will be prioritized should the city end up expanding even further into rural Hamilton - is whether the population density being accommodated in new areas will support public transit and other amenities that work to make a complete community. It is unclear to us at this point whether this will be the case in expansion areas, given the dominant role that market demand plays in the current provincial land needs assessment process. Natural Heritage & Water Resources - It</p>	<p>Evaluation of the 'no urban boundary expansion' option will also include consideration of GHG emissions.</p> <p>Staff note that the avoidance of prime agricultural lands has been included as a consideration, amongst others, in the Agricultural System theme.</p> <p>Staff concur that there is opportunity to more broadly address food security. In addition, the definition of Agri-food Network includes agricultural distributors and farmers markets. Staff concur that food security should be more explicitly referenced within the evaluation framework.</p> <p>Re the Municipal Finance and Infrastructure criteria, staff note the comment that development should pay for itself, and note that a Fiscal Impact Assessment is being completed which will include options for financing of growth.</p> <p>Re the comments on the Transportation System, staff confirm that the future potential population density will be a consideration regarding the ability of a candidate area to support transit. An</p>

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			<p>is essential that these features be protected in any expansion areas. But we know that expansion means more hard surfaces and the associated impacts on natural heritage and water systems. The city must prioritize LID in these areas, if the choice is made to continue the outward march into rural Hamilton. We also wonder - why are there no 'when' questions in the framework when it comes to this category? Complete Communities - We continue to be concerned that most of Hamilton's existing suburban area does not contain complete communities. How will this shortcoming be addressed and what hope do we have that any expansion areas will be able to effectively function as complete communities if there is a span of the city in between the more urban area and expansion areas that is significantly lacking where 'completeness' is concerned? Ideally, you would want to expand complete communities on the urban/rural edge where they exist. But they don't exist on the urban/rural edge in Hamilton. Agricultural System - We must avoid urban expansion into prime agricultural land. This means that the majority of the existing whitebelt land should be left as rural land. Remaining land likely contains natural heritage features and water resources that need protection too. We do not support any decision to expand urban Hamilton into prime agricultural land - period. Natural Resources - Do any of our whitebelt lands include petrochemical resources? Even if they do, given the climate emergency, are we not better to leave these resources in the ground? Consideration also needs to be given to the reality that aggregate resources often sit below prime agricultural land. Ontario needs to do a better job on the aggregate policy side of things - including updated rules that allow for more aggregate recycling. Cultural Heritage - Shouldn't there be some reference here to Indigenous culture and history?</p> <p><<Correspondence regarding 10ha expansion into Greenbelt (Waterdown / Binbrook>></p> <p>Comments from Lynda Lukasik on behalf of Environment Hamilton With respect to the 10 ha expansions to Binbrook and Waterdown, we are saddened and dismayed that the public is even being consulted on these areas as potential expansion options. We are not aware of any pressing agricultural need that would even warrant moving in the direction of utilizing the 10ha expansion option set out in the Greenbelt plan. Further, Waterdown is a predominantly suburban area of Hamilton, and more recent development in Binbrook is also best described as suburban leapfrog</p>	<p>amendment to the framework will make this consideration explicit.</p> <p>Staff concur with the comment on the protection of Natural Heritage and Water Resources. Further, LID considerations are included in the climate change theme.</p> <p>Staff acknowledge the comment re Complete Communities and the status of the City's existing neighbourhoods as 'complete'. Staff note that many initiatives have already been undertaken, notable permissive and flexible zoning regulations, to encourage mixed uses and housing options within the City's existing neighbourhoods.</p> <p>The comments re the Agricultural System are noted. The criteria as drafted reflect the criteria of the Provincial Growth Plan to avoid expansion into prime agricultural land, and where avoidance is not possible, to evaluate alternative and minimize / mitigate impacts.</p> <p>Staff concur with the importance and recognition of indigenous culture and note that consultation with indigenous communities is an important component of GRIDS 2 /</p>

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			<p>development. Why would the city want to even contemplate expansion into the Greenbelt for these areas? Is there something we are missing here?</p>	<p>MCR and any future planning studies for urban growth areas.</p> <p>Regarding the comments on the Waterdown / Binbrook evaluation tool, staff note that the tool has been drafted to allow staff to review and evaluate any requests for expansion in these areas as per the criteria of the Growth Plan so that the City is prepared to properly respond to requests that are received.</p> <p><i>Action: Addition of the “How Should Hamilton Grow?” Framework to include the No Urban Boundary Expansion option.</i></p> <p><i>Action: Part 2 Phasing Criteria related to the Climate Change theme amended to include GHG emissions analysis. Included GHG emissions modelling in the evaluation of the ‘no urban boundary expansion option’.</i></p> <p><i>Action: Part 1 Evaluation Criteria and Part 2 Phasing Criteria related to the Agricultural System theme amended to include food security.</i></p> <p><i>Action: identified the population density of future growth area as a measurement factor in the ability of a candidate area to support transit.</i></p>

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7	May 31	Mike Collins – Williams (WE HBA)	<p>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.</p> <p>Our industry has faced significant challenges affecting 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. The current method of planning for growth in the Greater Golden Horseshoe has not kept pace with the growing demand for housing our region has seen in the last 10 years. This can be seen in the following data published by Michael Moffatt with the Smart Prosperity institute.</p> <p>Within this context, the WE HBA appreciates the opportunity to provide feedback on the MCR Phasing Criteria, as part of the GRIDS 2 and MCR process. We recognize Hamilton—as required by the Schedule #3 Growth Plan population forecasts and the Land Needs Assessment methodology—must rapidly advance the creation of new housing units both within the City through a more permissive zoning framework and through an urban boundary expansion.</p> <p>The WE HBA is offering our feedback on the phasing criteria that has been put forward for consultation by the City of Hamilton. Furthermore, the WE HBA is providing some commentary regarding our significant concerns about the ramifications of planning for a potential intensification target of 81% to 2051, which will not be achievable. It will have significant public policy implications on housing affordability,</p>	<p>Staff provide the following response to the comments, provided by theme area:</p> <p>Climate Change: the comments are acknowledged. In particular, the comments on the recognition of the length of time between urban boundary expansion and development within the expansion areas is accurate, and the potential for new communities to develop as net zero as per future Ontario Building Code (OBC) changes is acknowledged.</p> <p>Staff acknowledge the comment re climate change related concerns and the National Code and OBC. Recommendation will be added to final report that the most up-to-date standards must be considered at the time of development.</p> <p>Municipal Finance: staff acknowledge the comments and note that the Fiscal Impact Assessment being completed by Watson & Associates will examine the financial implications of growth options, including options for how to pay for growth.</p>

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			<p>housing suitability for different household formations and for the economic competitiveness of the City of Hamilton in terms of attracting and retaining talent for diverse industries. Simply put, the housing policy we create today will have direct implications on our long-term economic development and the location/expansion decisions for private capital through both the allocation of new development and the decisions businesses make to operate in Hamilton.</p> <p>Evaluation Approach for Urban Expansion</p> <p>The WE HBA would like to reiterate our appreciation that professional planning staff at the City of Hamilton recognize an urban boundary expansion is in the public interest and will be required to accommodate population growth to the year 2051. However, WE HBA is significantly concerned that the City is now consulting the public on an option for growth that staff has identified as not feasible and will likely not be accepted by the Province given such an option does not conform with provincial policy. Despite this, WE HBA would like to provide the following comments on the phasing criteria put forward for consultation.</p> <p><i>Climate Change</i></p> <p>WE HBA appreciates the significant impacts climate change will have on our community and recognizes that action to address climate mitigation and adaptation is necessary. WE HBA encourages the city to adopt a wholistic approach to climate change mitigation, recognizing that meaningful climate action in our community does not involve displacing our climate impacts to neighbouring communities. Through not permitting an urban boundary expansion, this would effectively limit the available land for residential and employment development in our community, displacing growth and climate impacts to other neighbouring communities.</p> <p>Through the climate change lens provided in the expansion criteria, WE HBA notes that by allowing new expansion areas to proceed in a housing form that is desired by the market, residents will be able to live closer to where they work, thereby reducing transportation GHG's for those who would otherwise commute long distances. As a result, consideration for reducing the number of people who "drive</p>	<p>Transportation Systems: comments are acknowledged. Staff note that reduced parking minimums are beyond the scope of the evaluation and phasing criteria.</p> <p>Agricultural System: comments are acknowledged. The Agricultural System criteria in the draft framework have been drafted in accordance with provincial policy direction.</p> <p>Consultation, Community Impacts and Education – the comments are acknowledged. With particular regard to the comments on Community Impacts, staff note that the forthcoming Official Plan Review and new residential Zoning By-law offer opportunities to further support and facilitate intensification through policy and zoning as described in the letter.</p>

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			<p>until they qualify” for a mortgage should be considered when evaluating the climate impacts of urban expansion in Hamilton.</p> <p>Furthermore, as part of these climate impacts, it is also important to understand the significant environmental and social costs of driving this type of growth and development to other communities in smaller towns and cities beyond the Greenbelt, into the “outer ring” of the Greater Golden Horseshoe, and even further afield. Given these towns and cities often do not have the same infrastructure capacity to accommodate growth as communities do within the Greater Golden Horseshoe, we should ensure that Hamilton is maximizing the amount of growth we plan to accommodate.</p> <p>Any new communities built as part of an urban boundary expansion would be the most energy efficient communities in the City of Hamilton. Due to long planning processes and timelines, when the urban boundary expansion occurs, it will likely be five to ten years before the first building permits are being pulled for new homes in the boundary expansion area. Such a timeframe would put these new homes one to two National Building Code cycle reviews from now. Currently the Ontario Building Code and National Code have some of the most stringent energy efficient requirements in North America and the code has advanced significantly over the past two code cycles. Prior to 2010, energy efficiency was not a code priority, but significant changes to the building code are being made to support net-zero development.</p> <p>The homes built under the Ontario Building Code today are vastly more efficient than a decade ago, let alone the Hamilton suburbs built in the 70s, 80s and 90s. Looking forward – the National Code is targeting Net Zero Ready homes to be the minimum standard as we enter the 2030s. Despite climate related concerns being levied by those whom politically oppose a well planned urban expansion, the reality is that any new communities built as part of an urban expansion will be the most energy efficient in Hamilton. They may in fact be carbon neutral (net zero) housing. The WE HBA strongly recommends that any evaluation framework notes that the National Code and OBC as they currently exist in 2021, will not be the standards by which permits will be evaluated against in 2030, and recognize that new communities built a decade from now will be two code cycles into the future.</p>	

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			<p><i>Municipal Finance</i></p> <p>To the WE HBA, municipal finance is a key consideration in determining the need for an urban boundary expansion. WE HBA notes that popular discourse surrounding the GRIDS process assumes that an urban boundary freeze is by default the most financially sustainable outcome of the GRIDS/MCR process. However, this assumption ignores the significant infrastructure upgrades required within the existing built boundary to accommodate growth. The WE HBA notes that while the City of Hamilton’s downtown is prime for intensification (which we strongly support), the lower city is also home to aging infrastructure that does not meet modern environmental standards. In particular, there are areas of the city that have near century old, combined sewers that require modernization. The sheer volume of new intensification units in the downtown core will require newly built and vastly expanded water capacity. The WE HBA also notes that unlike greenfield development in which 100% of the growth can be allocated to “new residents” and thus paid for through development charges, that all infrastructure upgrades within existing communities must (as required by the Development Charges Act) allocate a percentage of the costs of such infrastructure costs as a “benefit to existing” residents. Thus a potentially a significant portion of infrastructure upgrades for aging downtown infrastructure will have to be paid for from the property tax base. The WE HBA supports the concept of growth paying for growth – our members are proud to support and fund infrastructure required in our communities, but that does not mean that development charges can pay for entirely for replacing and upgrading aging infrastructure that will, in part, service existing residents. The allocation of growth-related financing through development charges and financing for infrastructure upgrades from existing ratepayers through property taxes will require significant studies that the WE HBA intends to carefully review.</p> <p>Additionally, WE HBA notes the significant financial risk of planning for growth and intensification at a rate that may not occur. What do we mean by this? If the City is planning for a high rate of intensification, such as through the Ambitious Density Scenario, it will have to front end finance infrastructure improvements in areas of the city that may not have a strong enough market for the anticipated level of density, to attract the necessary volume of new housing to meet the Schedule #3 targets. However, if that rate of intensification is unrealistic, the development charges revenue for which those infrastructure improvements were financed on may</p>	

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			<p>never materialize. This could leave Hamilton taxpayers on the hook for hundreds of millions of dollars through a misguided attempt to manipulate the market.</p> <p>Hamilton is already seeing the effects of people leaving our City in favour of smaller cities and towns so they can afford lower density ground-oriented housing. This means our City's tax base is not growing at the rate it could be. The City must also recognize that market distortions where demand for ground-oriented housing continues to exceed supply will continue to cause significant increases in the cost of ground-oriented housing and the displacement of existing residents. We must plan our City in a way that does not continue this trend of economic displacement. Allowing for the small urban boundary expansion in a planned way is one option to help the municipality offset the risks associated with planning for growth as there is significant demand for ground oriented residential housing opportunities.</p> <p><i>Transportation Systems</i></p> <p>In terms of transportation systems, WE HBA supports expansion criteria that considers future infrastructure planning based on planned transportation infrastructure. In addition to this, WE HBA recommends the City implement immediate reductions in parking minimums which will help reduce car dependency throughout the city, consistent with the Climate Change Action Plan.</p> <p><i>Agricultural System</i></p> <p>WE HBA appreciates that the Greenbelt Plan was brought into effect to mitigate the impacts of growth on the Agricultural System on the scale of the Greater Golden Horseshoe, and more broadly the Province of Ontario. WE HBA maintains that since the inception of the Greenbelt Plan and the Growth Plan, the Whitebelt lands have been for a buffer between community greenfield areas and the greenbelt for future urban expansion, provided the municipality meets the foundational considerations. The City of Hamilton is forecast by 2051 to grow by 326,000 people, while continuing to protect 83,674 hectares (836 km²) of land designated in the City boundaries within the existing provincial <i>Greenbelt</i>. Any consideration for an urban boundary expansion is a fraction of this permanently protected Greenbelt. Additionally, impacts to farmland outside of both the Hamilton boundary and the Greater Golden Horseshoe created through leapfrog development should be a</p>	

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			<p>consideration given rural towns not bounded by the greenbelt are experiencing significant growth pressures.</p> <p>WE HBA notes that the intention of the Greenbelt plan is to create a permanent reserve of productive farmland province wide, and so urban expansion into agricultural lands outside of the Greenbelt in Hamilton cannot be viewed in isolation. WE HBA reiterates the draft phasing criteria emphasizes that the provincial direction as set out in the Growth Plan policies pertaining to urban expansion, 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. Through the GRIDS 2 / MCR process, professional planning staff have identified that these impacts to agricultural lands cannot be avoided, and as such a boundary expansion into the agricultural system is necessary and must take precedent.</p> <p>Consultation, Community Impacts, and Education</p> <p><i>Consultation</i></p> <p>WE HBA has concerns that the public consultation being done on the GRIDS 2/MCR process has been monopolized by special interest groups, some of which are not based in Hamilton with the intention of disrupting the orderly development of new housing in accordance with the policies of the Growth Plan and the Provincial Policy Statement. In fact, WE HBA would be so bold as to state some of these groups do not advocate for a balanced approach and are motivated to stop growth planning altogether. The City should be aware of this when creating policy, recognizing that these interests do not represent the broader public interest, especially amidst the growing housing crisis. While there are many factors that contribute to housing prices, the effects of supply and demand in one of the fastest growing regions in North America cannot be understated. The rapid population growth Hamilton has experienced has created a shortage of family housing, which needs to be addressed in a thoughtful, balanced and rationale manner.</p> <p>Furthermore, WE HBA notes that the COVID-19 pandemic has emphasized the importance of a home coupled with access to a yard or greenspace. While downtown living in higher density communities has been the focus of our planning</p>	

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			<p>framework, that has resulted in a clear divergence in the types of housing we are building versus the types of housing the market and the public is demanding. This is having a direct impact on housing affordability and is contributing to growth patterns that were never contemplated by the Growth Plan as more people drive out of the Greater Golden Horseshoe to communities that never planned to grow like they are today to access housing that meets their family needs. It is expected that this trend has been accelerated by the COVID-19 Pandemic and will likely continue as post pandemic immigration ramps up, in combination with a lack of affordable housing options for families in the GTA and Hamilton. The WE HBA strongly recommends that the City of Hamilton contribute towards solving the housing crisis rather than contributing to it. Consultation on the GRIDS 2/MCR phasing should maintain a primary focus on bringing land forward for development in an environmentally, socially, and economically sustainable way and not ignore the significant housing crisis our City is facing. The only way out of this crisis is to build more housing to catch up with our growing population.</p> <p><i>Community Impacts</i> WE HBA notes that there are significant community impacts associated with intensification projects that cause significant delays for our membership. With the continued drive to intensify our communities within the existing urban boundary, the City must do significant work to educate residents on the benefits of growth and intensification in our community. The City must also invest in transportation and urban amenities for residents to continue their efforts to shift preferences towards a higher density forms of living in both the urban area and new greenfield development. Additionally, existing neighbourhoods will need to shoulder a significant amount of growth, through new housing types in their communities. As such, with the upcoming Official Plan update emerging from the GRIDS2/MCR process, policies that emphasize the stability of existing neighbourhoods will need to be removed. This must be coupled with the introduction of updated residential zoning that removes parking requirements city-wide and enables higher density forms of housing to be permitted as of right. The impacts and rationale for these changes will need to be communicated broadly with Hamilton residents.</p> <p><i>Education</i></p>	

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			<p>Emerging and recovering from the pandemic, Hamilton needs to address the housing crisis in our community to begin to build back better for future generations. Without addressing and educating residents on the need to address this crisis, Hamilton runs the risk of continuing to exacerbate income inequality, further contributing to problems of social and civic unrest. To begin with, WE HBA recommends that the City enable the planning and construction of housing that meets public demand and rapidly advance all opportunities for new housing units. This can help mitigate the dramatic price increases we have seen. Finally, opposition to all forms of residential development in our community continues to delay much needed housing supply. Providing education to all residents that the addition of new housing supply to our community is a crucial part of Hamilton's pandemic recovery will be of utmost importance.</p> <p>Conclusion</p> <p>The COVID-19 Pandemic has further emphasized the importance of having a safe, adequate, and affordable home to Hamiltonians. Through restricting housing supply and not building new homes within the range of what the market demands we have created significant price distortions for ground-related units. Additionally, opposition to the construction of higher density forms of development has made many of these projects significantly more difficult to construct. The result is we have not been building enough housing. There has been renewed interest and funding for mitigating climate impacts, and the biggest threat to Canada not meeting our climate targets remains a shortage of skilled labour and a lack of adequate housing supply.</p> <p>The WE HBA believes strongly that an urban boundary expansion is necessary and is in the public interest given the significant housing supply shortage our City and economic region is facing. Without addressing this, our City will continue to see significant displacement of our residents. 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.</p>	

Provincial Policy Statement (PPS), 2020

The Provincial Policy Statement provides direction on growth management, housing supply and criteria for settlement area boundary expansion which is applicable to the GRIDS 2 / MCR evaluation of growth options. Policy references are cited below followed by staff commentary:

"1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of *settlement areas* in those areas which are adjacent or close to *settlement areas*;
- e) promoting the integration of land use planning, growth management, *transit-supportive* development, *intensification* and *infrastructure* planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary *infrastructure* and *public service facilities* are or will be available to meet current and projected needs;
- h) promoting development and land use patterns that conserve biodiversity;
and
- i) preparing for the regional and local impacts of a changing climate.

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time

period has been established for specific areas of the Province as a result of a provincial planning exercise or a *provincial plan*, that time frame may be used for municipalities within the area.

Within *settlement areas*, sufficient land shall be made available through *intensification* and *redevelopment* and, if necessary, *designated growth areas*.

Nothing in policy 1.1.2 limits the planning for *infrastructure*, *public service facilities* and *employment areas* beyond a 25-year time horizon.

- 1.1.3.1 *Settlement areas* shall be the focus of growth and development.
- 1.1.3.2 Land use patterns within *settlement areas* shall be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;
 - b) are appropriate for, and efficiently use, the *infrastructure* and *public service facilities* which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - d) prepare for the *impacts of a changing climate*;
 - e) support *active transportation*;
 - f) are *transit-supportive*, where transit is planned, exists or may be developed; and
 - g) are *freight-supportive*.
- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for *transit-supportive* development, accommodating a significant supply and range of *housing options* through *intensification* and *redevelopment* where this can be accommodated taking into account existing building stock or areas, including *brownfield sites*, and the availability of suitable existing or planned *infrastructure* and *public service facilities* required to accommodate projected needs.
- 1.1.3.5 Planning authorities shall establish and implement minimum targets for *intensification* and *redevelopment* within built-up areas, based on local conditions. However, where provincial targets are established through *provincial plans*, the provincial target shall represent the minimum target for affected areas.
- 1.1.3.6 New development taking place in *designated growth areas* should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, *infrastructure* and *public service facilities*."

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.

1.4.3 Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected market-based and affordable housing needs of current and future residents of the *regional market area* by:

- b) permitting and facilitating:
 - 1) all *housing options* required to meet the social, health, economic and well-being requirements of current and future residents, including *special*

- needs* requirements and needs arising from demographic changes and employment opportunities; and,
- 2) all types of *residential intensification*, including additional residential units, and *redevelopment* in accordance with policy 1.1.3.3;
 - c) directing the development of new housing towards locations where appropriate levels of *infrastructure* and *public service facilities* are or will be available to support current and projected needs;
 - d) promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation* and transit in areas where it exists or is to be developed;
 - e) requiring *transit-supportive* development and prioritizing *intensification*, including potential air rights development, in proximity to transit, including corridors and stations;

1.6.1 *Infrastructure* and *public service facilities* shall be provided in an efficient manner that prepares for the *impacts of a changing climate* while accommodating projected needs.

Planning for *infrastructure* and *public service facilities* shall be coordinated and integrated with land use planning and growth management so that they are:

- a) financially viable over their life cycle, which may be demonstrated through asset management planning; and,
- b) available to meet current and projected needs.”

Staff comments:

The PPS provides general direction on managing growth and the creation of healthy and liveable communities through the efficient use of land, provision of an affordable and market-based mix of housing, protection of the environment and public health, integration of land use, infrastructure and transportation planning amongst other matters. Both the “How Should Hamilton Grow?” and the Evaluation and Phasing Criteria frameworks are consistent with the above direction and provide tools to ensure Hamilton will grow in a sustainable and efficient manner.

GRIDS 2 / MCR is planning to the year 2051 in accordance with the time horizon established in the Provincial Growth Plan, as per the direction of PPS policy 1.1.2. The “How Should Hamilton Grow?” framework includes consideration of the ability of each scenario (No Urban Boundary Expansion and Ambitious Density) to provide for an appropriate range and mix of land uses to meet future needs.

The PPS policies direct growth to be focussed in settlement areas through efficient and transit-supportive land use patterns, in accordance with intensification and density targets.

Policy 1.1.3.8 of the PPS provides direction on the considerations that a municipality must undertake prior to expanding a settlement area (urban area) boundary. These considerations are reflected in the Evaluation and Phasing Principles. 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.

The importance of planning for a range and mix of housing options and densities to meet future needs is identified in Policy 1.4.3. The “How Should Hamilton Grow?” framework includes consideration of the ability of each growth scenario (No Urban Boundary Expansion and Ambitious Density) to provide for an appropriate range and mix of land uses to meet future needs.

The evaluation tools attached as Appendices “A” to “C” of Report PED17010(I) meet the requirements of policy 1.6.1 by integrating infrastructure and public service facility considerations into the evaluation process and ensuring fiscally responsible planning for these needs.

Growth Plan 2019, as amended

The Growth Plan provides policy direction on managing growth, including the population forecasts municipalities must plan for and the minimum intensification and density targets which municipalities must use for planning purposes. In addition, the Growth Plan identifies the requirements for municipalities to plan in accordance with the Provincial land needs assessment methodology. Detailed direction on settlement area expansion criteria is also provided. Policy references are provided below followed by staff commentary:

“2.2.1.1 Population and employment forecasts contained in Schedule 3 or such higher forecasts as established by the applicable upper- or single-tier municipality through its *municipal comprehensive review* will be used for planning and managing growth in the *GGH* to the horizon of this Plan in accordance with the policies in subsection 5.2.4.

2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a. the vast majority of growth will be directed to *settlement areas* that:
 - i. have a *delineated built boundary*;
 - ii. have existing or planned *municipal water and wastewater systems*;
 - and
 - iii. can support the achievement of *complete communities*;
- b. growth will be limited in *settlement areas* that:
 - i. are *rural settlements*;
 - ii. are not serviced by existing or planned *municipal water and wastewater systems*; or
 - iii. are in the *Greenbelt Area*;

- c. within *settlement areas*, growth will be focused in:
 - i. *delineated built-up areas*;
 - ii. *strategic growth areas*;
 - iii. locations with existing or planned transit, with a priority on *higher order transit* where it exists or is planned; and
 - iv. areas with existing or planned *public service facilities*;
- d. development will be directed to *settlement areas*, except where the policies of this Plan permit otherwise;
- e. development will be generally directed away from *hazardous lands*; and
- f. the establishment of new *settlement areas* is prohibited.

2.2.1.3 Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:

- a. establish a hierarchy of *settlement areas*, and of areas within *settlement areas*, in accordance with policy 2.2.1.2;
- b. be supported by planning for *infrastructure* and *public service facilities* by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;
- c. provide direction for an urban form that will optimize *infrastructure*, particularly along transit and transportation corridors, to support the achievement of *complete communities* through a more *compact built form*;
- d. support the environmental and agricultural protection and conservation objectives of this Plan; and
- e. be implemented through a *municipal comprehensive review* and, where applicable, include direction to lower-tier municipalities.

2.2.1.4 Applying the policies of this Plan will support the achievement of *complete communities* that:

- f. feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and *public service facilities*;
- g. improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- h. provide a diverse range and mix of housing options, including additional residential units and *affordable* housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- i. expand convenient access to:
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of *active transportation*;
 - ii. *public service facilities*, co-located and integrated in community hubs;
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and

- iv. healthy, local, and affordable food options, including through urban agriculture;
 - j. provide for a more *compact built form* and a vibrant *public realm*, including public open spaces;
 - k. mitigate and adapt to the *impacts of a changing climate*, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
 - l. integrate *green infrastructure* and appropriate *low impact development*.
- 2.2.1.5 The Minister will establish a methodology for assessing land needs to implement this Plan, including relevant assumptions and other direction as required. This methodology will be used by upper- and single-tier municipalities to assess the quantity of land required to accommodate forecasted growth to the horizon of this Plan.
- 2.2.6.1 Upper-and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:
- a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:
 - i. identifying a diverse range and mix of housing options and densities, including additional residential units and *affordable* housing to meet projected needs of current and future residents; and
 - ii. establishing targets for *affordable* ownership housing and rental housing;
 - b) identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);
 - c) align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011;
 - d) address housing needs in accordance with provincial policy statements such as the Policy Statement: “Service Manager Housing and Homelessness Plans”; and
 - e) implement policy 2.2.6.1 a), b), c) and d) through official plan policies and designations and zoning by-laws.
- 2.2.6.2 Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of *complete communities* by:
- a) planning to accommodate forecasted growth to the horizon of this Plan;
 - b) planning to achieve the minimum intensification and density targets in this Plan;
 - c) considering the range and mix of housing options and densities of the existing housing stock; and
 - d) planning to diversify their overall housing stock across the municipality.

- 2.2.6.3 To support the achievement of *complete communities*, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.
- 2.2.6.4 Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for *intensification* and *redevelopment*.
- 2.2.6.5 When a *settlement area* boundary has been expanded in accordance with the policies in subsection 2.2.8, the new *designated greenfield area* will be planned in accordance with policies 2.2.6.1 and 2.2.6.2.
- 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.

3.2.1.2. Planning for new or expanded *infrastructure* will occur in an integrated manner, including evaluations of long-range scenario-based land use planning, environmental planning and financial planning, and will be supported by relevant studies and should involve:

- a) leveraging *infrastructure* investment to direct growth and development in accordance with the policies and schedules of this Plan, including the achievement of the minimum intensification and density targets in this Plan;
- b) providing sufficient *infrastructure* capacity in *strategic growth areas*;
- c) identifying the full life cycle costs of *infrastructure* and developing options to pay for these costs over the long-term; and
- d) considering the *impacts of a changing climate.*"

Staff comments:

Section 2.2.1 of the Growth Plan establishes direction for managing growth to the horizon of the Plan. The policies encourage the vast majority of growth to be directed to serviced settlement areas, and further, to be focussed within strategic growth areas

within settlement areas. Growth management is to be undertaken in a manner that considers financial implications of growth through the full life cycle of assets, and also prioritizes environmental and agricultural protection, complete community development, and planning for the impacts of a changing climate.

Policy 2.2.1.5 identifies the requirement for the Minister to establish a methodology to be used by municipalities to assess the quantity of land require to accommodate growth.

The “How Should Hamilton Grow” framework, attached as Appendix “A” to Report PED17010(i), has been modelled based on the direction of Section 2.2.1 of the Growth Plan, supplemented by other locally important matters in accordance with the GRIDS 10 Directions to Guide Development.

The Growth Plan provides direction on planning for housing needs to the horizon of the Plan to include a range of housing options, including a mix of unit sizes, for all incomes and residents. A minimum three year serviced land supply is required.

The Growth Plan identifies a series of comprehensive criteria that must be considered prior to expansion of the urban boundary. 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 Urban Boundary Expansion - Evaluation and Phasing Criteria (Whitebelt Lands), attached as Appendix “B” to Report PED17010(I), 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 “C” to Report PED17010(I) responds to the policy direction above.

The evaluation tools attached as Appendices “A” to “C” of Report PED17010(I) meet the requirements of Policy 3.2.1.2 by integrating infrastructure and public service facility considerations in to the evaluation process and ensuring fiscally responsible planning for these needs.

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 in Section B.2.2 remain under appeal, and policies noted in bold or strikethrough are the subject of Ministry modifications to the UHOP. Staff comments follow the policy references.

- 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)].*

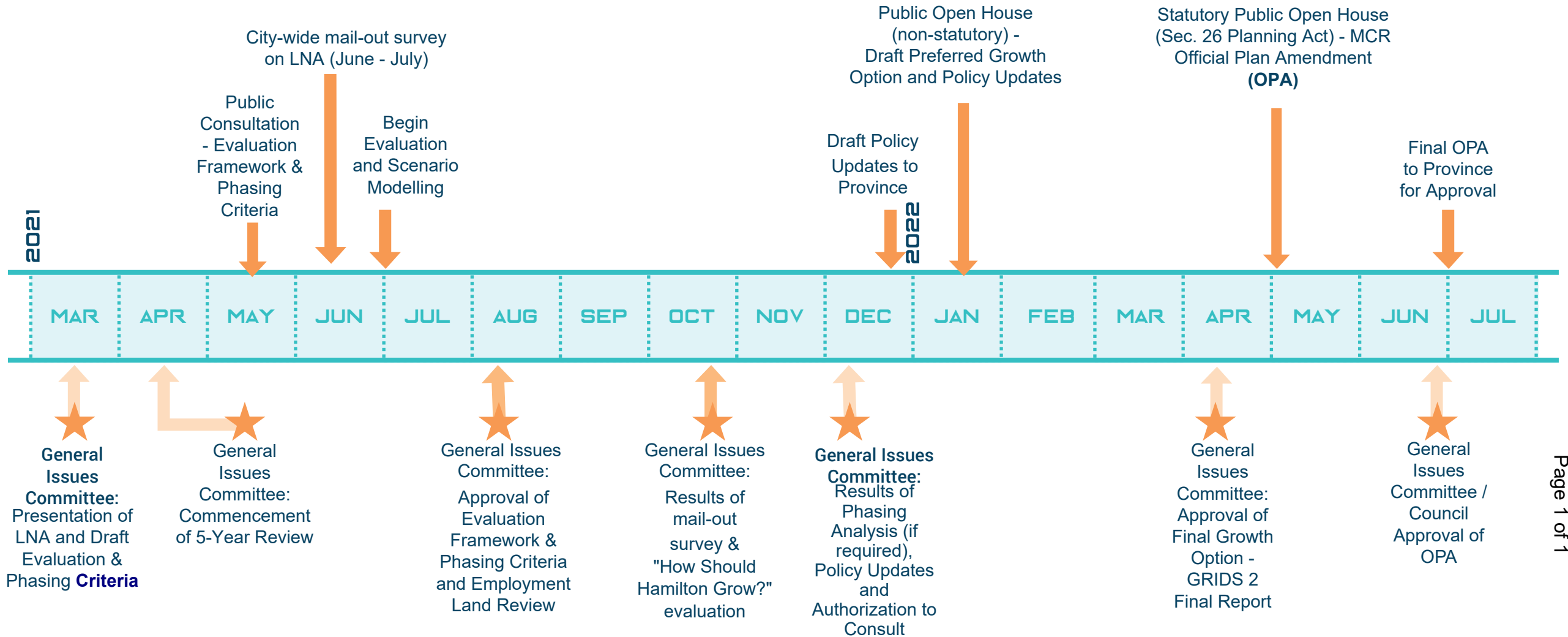
- f) completion of a financing policy for urban services and other community infrastructure; and,
- g) other studies and policies which the City deems necessary for the development of the future urban growth district as a sustainable transit oriented urban community.
- h) *the urban boundary expansion 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)]***

E.2.1 Hamilton's urban structure shall be a node and corridor structure guided by the following general principles:

- a) Nodes and corridors are the focus of reurbanization activities (i.e. population growth, private and public *redevelopment*, and infrastructure investment).
- b) Nodes and corridors provide focal points of activity for Hamilton's local communities and neighbourhoods.
- c) Nodes and corridors are connected to each other and are internally served by various modes of transportation, including *higher order transit*.
- d) Nodes and corridors provide a vibrant pedestrian environment and facilitate *active transportation* through careful attention to urban design.
- e) Nodes and corridors evolve with higher residential densities and mixed use *developments* to achieve their planned functions and support transit."

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).

The Urban Structure identified in the UHOP promotes the focus of growth in the City's nodes and corridors. The nodes and corridors structure is intended to support transit and active transportation, create vibrant activity areas and pedestrian environments, and plan for higher densities in strategically planned areas. The nodes and corridors growth focus is consistent with the policies of Section 2.2.1 Managing Growth of the Growth Plan (see above).





General Issues Committee

August 4, 2021

PROJECT UPDATE

March 2021 –

- Staff presented draft Land Needs Assessment and recommended approval of the ‘Ambitious Density’ scenario (Report PED17010(i))
- Ambitious Density scenario – average intensification rate of 60% between 2021 and 2051, designated greenfield area density target for new communities of 77 pjh, land need of 1,340 ha for Community Area lands
- Committee directed staff to evaluate and model both the Ambitious Density scenario and a No Urban Boundary Expansion scenario as potential growth options
- Committee directed staff to undertake a city-wide mail-out survey on the two growth options

PROJECT UPDATE

March 2021 –

- Staff report presenting draft Evaluation Framework and Phasing Criteria (Report PED17010(j)) received by Council
- Draft Evaluation Framework / Phasing Criteria was based on the ‘Ambitious Density’ scenario and considered criteria for evaluating where and when the City would grow
- Council authorized public consultation on the draft materials

PROJECT UPDATE

May 2021 –

- Public engagement undertaken on the Draft Evaluation Framework and Phasing Criteria through the Engage Hamilton portal
- More than 90 responses received from public and stakeholders
- Key themes:
 - Need to include evaluation of the No Urban Boundary Expansion option
 - Weighing / ranking of criteria
 - Agricultural system criteria
 - Climate change and GHG Emissions modelling

PROJECT UPDATE

June / July 2021 –

- Mail-out survey to all households in Hamilton delivered by Canada Post the week of June 21
- Respondents asked to select between three options
- Option to reply via mail (hard copy) or email
- Survey closed July 23, 2021
- Staff to report on survey responses in late October

EVALUATION CONTEXT



- A Place to Grow is the Province's Growth Plan for the Greater Golden Horseshoe
- The Provincial Plan lays out the growth management framework for municipalities to implement and provides guidance for decision-making
- The evaluation framework draws heavily from the Growth Plan policy framework

EVALUATION APPROACH



STAGE 1

How Should Hamilton Grow?
(selecting a Preferred Growth Option for the City)



STAGE 2

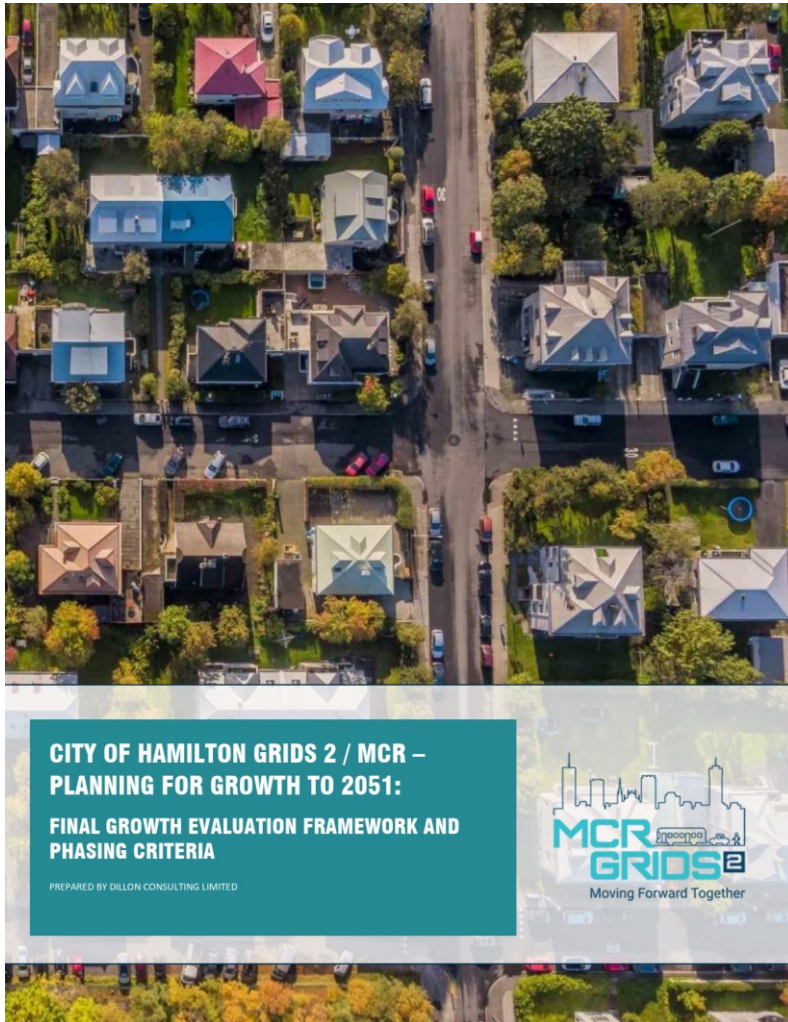
Where to Grow?
(if a boundary expansion is required, which Whitebelt lands are feasible for Community Area development?)



STAGE 3

When to Grow?
(what will the timing be for phasing growth)

EVALUATION FRAMEWORK



STAGE 1

Preferred Growth Option

Examines the implications for two different Growth Options at the City-scale (Ambitious Density vs. No Expansion)

STAGE 2

Whitebelt Evaluation

If the Ambitious Density Option is selected, Stage 2 evaluates four Whitebelt Candidate Expansion Areas to determine feasibility

STAGE 3

Phasing Analysis and Scenarios

Candidate Expansion Areas that meet the test of feasibility will be advanced to Stage 3, where we will examine up to four Phasing Scenarios

EVALUATION FRAMEWORK

- 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
- Organized around 10 main themes
- Key findings for the Evaluation will be summarized in a document in a Report
- Additional background information and supporting technical reports that inform the evaluation will also be available for public review, if interested

EVALUATION THEMES



Climate Change



Transportation Systems



Natural Hazards



Natural Heritage and Water Resources



Municipal Finance



Agricultural System



**Infrastructure & Public
Service Facilities**



Complete Communities




Growth Allocation




Conformity with Provincial Methodology

STAGE 1: PREFERRED GROWTH OPTION

THEME	CONSIDERATIONS	GROWTH OPTION 1: NO URBAN BOUNDARY EXPANSION	GROWTH OPTION 2: AMBITIOUS DENSITY (1,340 HA EXPANSION)	DATA SOURCES
<p>Growth Allocation</p> 	<p>Does the growth option direct the vast majority of growth to the settlement area?</p> <hr/> <p>Does the growth option focus growth in:</p> <ul style="list-style-type: none"> a) Delineated built-up areas b) Strategic growth areas c) Locations with existing or planned transit, with a priority on higher order transit where it exists or is planned d) Areas with existing or planned public services facilities 			<ul style="list-style-type: none"> • Anticipated growth allocations based on identified intensification rates and density targets

STAGE 1: PREFERRED GROWTH OPTION

THEME	CONSIDERATIONS	GROWTH OPTION 1: NO URBAN BOUNDARY EXPANSION	GROWTH OPTION 2: AMBITIOUS DENSITY (1,340 HA EXPANSION)	DATA SOURCES
Climate Change 	Does the growth scenario contribute to the City's goal of carbon neutrality by 2050 by providing opportunities for reductions in greenhouse gas emissions?			<ul style="list-style-type: none"> • GHG Emissions Analysis • Input from City staff and stakeholders
	Does the growth option present any significant opportunities or risks associated with climate change?			

STAGE 2: WHITEBELT 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?

Energy Efficient Community Design

- Does the Candidate Expansion Area provide opportunities for energy efficient community

What information will we use?

- Level of connectivity of Candidate Expansion Area to existing or planned transit and active transportation network
- Review of City's planned urban structure

- Input from City staff
- Best practices for energy efficient community design including United

STAGE 2: WHITEBELT EVALUATION



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?

What information will we use?



- 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

STAGE 3: PHASING SCENARIOS

THEME	PHASING CRITERIA	SCENARIO 1	SCENARIO 2	SCENARIO 3	SCENARIO 4
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?				
	Does the phasing scenario result in negative GHG emissions impacts?				
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?				
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?				

THEME	PHASING CRITERIA	SCENARIO 1	SCENARIO 2	SCENARIO 3	SCENARIO 4
Transportation System 	Does the phasing scenario allow for efficient stormwater management based on existing or planned stormwater master plans/Subwatershed studies?				
	Are there options which optimize the timing and delivery of servicing infrastructure to reduce the City's financial exposure?				
	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?				

STAGE 3: PHASING SCENARIOS

THEME	PHASING CRITERIA	SCENARIO 1	SCENARIO 2	SCENARIO 3	SCENARIO 4
Complete Communities 	Does the phasing scenario support the creation of a complete community?				
	Does the phasing scenario contribute to a logical expansion of the existing urban area?				
	To what extent are the lands within the phasing scenario ready for development?				
Agricultural System 	Does the phasing scenario prioritize development of areas that are non-prime agricultural?				
	Does the phasing scenario minimize impacts on adjacent agricultural uses?				
	Does the phasing scenario support local food security through food production, processing and distribution?				
	Does the phasing scenario minimize land fragmentation?				



No aspect of the consideration is being addressed or considered



One or a couple aspects of the consideration are addressed or considered



Approximately half of the considerations are addressed or considered



The majority of the considerations are addressed or considered



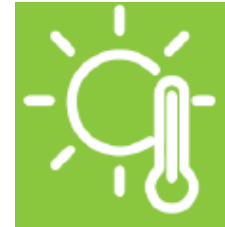
All aspects of the consideration are reasonably addressed or considered

GREENBELT: WATERDOWN / BINBROOK EVALUATION TOOL

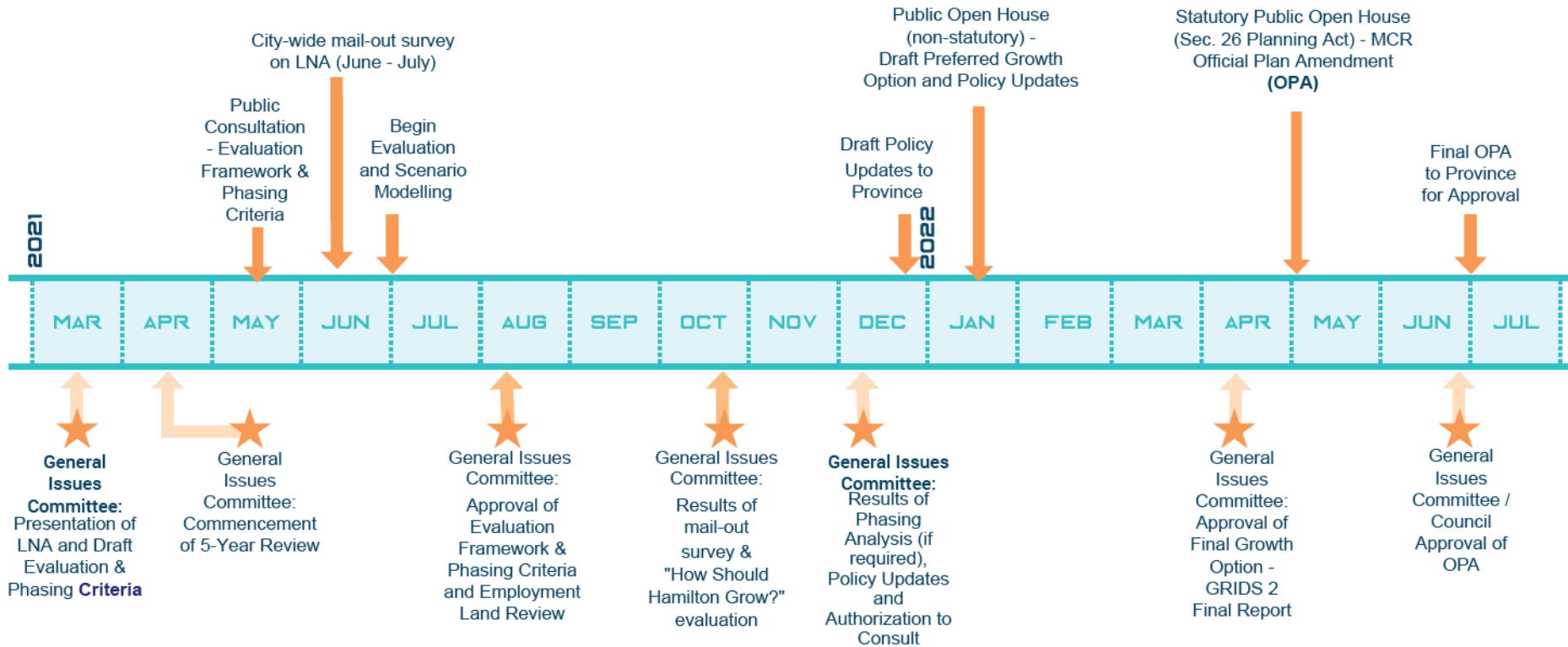
- Growth Plan allows a provision for a minor expansion (up to 10 ha) from a “Town / Village” in the Greenbelt Plan.
- Waterdown and Binbrook are classified as “Towns” in the Greenbelt Plan.
- Staff have prepared a modified framework for the evaluation of any requests for expansion from Binbrook or Waterdown; a two phase process is proposed.

GREENBELT: WATERDOWN / BINBROOK EVALUATION TOOL

THEME	SCREENING CRITERIA	AREA 1	AREA 2	AREA 3
Size / Use	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?			
Complete Communities	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?			
Servicing Infrastructure	Can the proposed expansion area be serviced by existing water / wastewater systems without impacting future intensification opportunities in the existing urban area?			
Natural Heritage	Does the proposed expansion area avoid the natural heritage system?			



NEXT STEPS





CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Planning Division

TO:	Chair and Members General Issues Committee
COMMITTEE DATE:	August 4, 2021
SUBJECT/REPORT NO:	GRIDS 2 and Municipal Comprehensive Review – Employment Land Review (PED17010(k)) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Lauren Vraets (905) 546-2424 Ext. 2634
SUBMITTED BY:	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
SIGNATURE:	

RECOMMENDATION

- (a) That the Employment Land Review Report, dated August 4, 2021, attached as Appendix “C” to Report PED17010(k), and the following conversions of Employment Lands, be approved by Council for implementation through the Municipal Comprehensive Review process:
- (i) The conversion of 44.2 ha of Employment Lands to non-employment designations as identified in Appendices “A” to “C” to Report PED17010(k);
 - (ii) The following conversions of lands in the vicinity of the Confederation GO Station, as identified in Appendix “D” to Report PED17010(k):
 1. The southern portion of lands, known municipally as 185 Bancroft Street and 25 Arrowsmith Drive, with an area of 2.13 ha, be redesignated to a site specific Mixed Use – High Density Designation,
 2. The northern portion of lands, known municipally as 395 Centennial Parkway North and 460 Kenora Avenue, with an area of 1.92 ha, be redesignated to a site specific Utilities Designation.

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- (b) That the following four privately-initiated conversion requests be deferred for consideration to later in the Municipal Comprehensive Review process to allow for additional information to be provided and evaluated and for the requests to be considered as part of the GRIDS 2 / MCR review of growth options:
- (i) McMaster Innovation Park lands within the West Hamilton Innovation District, Hamilton (approximate area of conversion request 3.1 ha);
 - (ii) 70 – 100 Frid Street (West Hamilton Innovation District “ANNEX precinct”), Hamilton (approximate area of conversion request 2.24 ha);
 - (iii) Lands in the vicinity of Twenty Road West, bounded by Upper James Street, Twenty Road West, Dickenson Road and Glancaster Road, Glanbrook (approximate area of conversion request 55.2 ha); and,
 - (iv) 700 Garner Road East, Ancaster (approximate area of conversion request 26.6 ha).
- (c) That following the review of the four deferred conversion requests identified in Recommendation (b), staff report back with a final recommendation on each request and a confirmation of the Employment Area land need calculations in the City’s Land Needs Assessment to 2051 that is scheduled to be presented to the General Issues Committee in October, 2021, to ensure that the City’s Employment Area land needs are met.

EXECUTIVE SUMMARY

On November 20, 2019 Planning staff brought forward Report PED17010(f) to the General Issues Committee, which presented the draft recommendations of the Employment Land Review (ELR). Following public consultation and review of supplementary information provided by conversion applicants, Staff have completed the Employment Land Review.

The Employment Land Review includes review of Residential Enclaves and privately initiated requests for Employment Land conversion as part of the Growth Related Integrated Development Strategy update (GRIDS 2) and the Municipal Comprehensive Review (MCR). Report PED17010(k) highlights the changes made to the draft Employment Land Review (Report PED17010(f)) presented in November, 2019.

The final recommended employment land conversion sites include staff identified conversions through the Employment Land Review and the Residential Enclaves Review, as well as two privately initiated requests for conversion. Staff have also considered the potential conversion of the Confederation GO Station lands, as directed by Council in November, 2019.

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A total of 48.2 hectares of Employment Area designated land is recommended for conversion to non-employment designations. Appendix “A” to Report PED17010(k) provides a breakdown of the recommended conversion sites by Ward. Appendix “B” to Report PED17010(k) provides mapping of the recommended conversion sites within their respective Employment Areas. Four privately initiated conversion requests are recommended for deferral. A final recommendation for the deferred conversion requests will be presented towards the completion of the MCR.

The final recommendations for all employment land conversion through the MCR will be accompanied by a draft Official Plan Amendment (OPA) for review by the Province. The final recommendation for conversion will take into consideration any applicable policy changes that arise from the future release of the Ministry of the Environment Conservation and Parks’ Land Use Compatibility Guidelines. Any changes to the recommendations provided in Appendix “C” to Report PED17010(k) will be summarized in the staff report presenting the draft OPA for the MCR.

Alternatives for Consideration – See Page 14

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: N/A

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

Report PED17010(f) – Draft Employment Land Review Report

On November 20, 2019 Planning Staff brought forward Report PED17010(f) to the General Issues Committee, which presented the draft recommendations of the Employment Land Review (ELR). The presentation of the draft ELR document at that time was to facilitate discussion of the initial recommendations for employment land conversion and to seek direction to begin the second round of GRIDS2 / MCR public consultation. At this time, Planning staff were also directed by Committee motion to review the potential conversion of the Confederation GO station to a mixed use or other appropriate designation. The motion reads as follows:

“That Staff be directed to consider the removal of the lands located at 395 Centennial Parkway North, 185 Bancroft Street and 25 Arrowsmith Road (site of the future GO Station and associated parking) from the Light Industrial designation within the Centennial Neighbourhoods Secondary Plan, and add the lands to a Mixed Use designation or other appropriate designation, as part of the

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Employment Land Review being completed as part of the Municipal Comprehensive Review.”

Public Consultation

In November / December, 2019, public open houses were held in four locations across the City which included presentation of the draft Employment Land Review results, including the sites which had been recommended for conversion in the draft Report. The open house events were advertised in the Hamilton Spectator and Hamilton Community News, through social media, and through direct emails. Approximately 150 people attended the open house events. Members of the public were provided the opportunity to comment on the proposed conversion sites and the staff rationale for supporting or not supporting the requests.

Provincial Policy Changes

Since the draft ELR was presented, there have been significant changes to provincial policy which informed revisions to the City’s Land Needs Assessment evaluation. Amendment 1 to the Growth Plan for the Greater Golden Horseshoe 2019 came into effect in August, 2020, and extended the planning horizon to the year 2051. The population and employment growth forecasts for the City of Hamilton were revised for the 30-year planning horizon, predicting that the City will grow by 122,000 jobs over the next 30 years. The Province’s Land Needs Assessment methodology was also changed to take a more market-based approach to determining Community Area and Employment Area land need. A summary of Policy Implications and Legislated Requirements is included in the next section, beginning on page 5 of Report PED17010(k).

City of Hamilton Draft Land Needs Assessment to 2051

The City has now completed the Land Needs Assessment (Report PED17010(i)), which calculates that the forecasted demand for Employment Area employment will be approximately 112,020 jobs to the year 2051. The current supply of Employment Area designated land in the City has the capacity to accommodate 114,000 jobs during this time period. The result is a slight oversupply of Employment Area land to the year 2051, which equates to a small surplus of approximately 60 hectares. The removal of 48 ha of Employment Area lands as per Recommendation (a) in this report would result in a net surplus of approximately 12 ha of Employment Area lands. However, following consideration of the deferred conversion requests (recommendation (b) to Report PED17010(k)), a re-evaluation of the surplus / deficit of Employment Area lands will need to be undertaken and a recommendation will be presented to Committee and Council to ensure that the City has sufficient supply of employment lands to accommodate forecasted growth to 2051. Further discussion on the findings of the

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City's Draft Land Needs Assessment is included in the Analysis / Rationale for Recommendation section below.

Updates to Draft Employment Land Review Report

Since Report PED17010(f) was presented in November, 2019, Staff have reviewed additional requests for conversion and revised information submitted by applicants for their original conversion requests. Staff have also reviewed the conversion potential for the Confederation GO station lands, in response to the General Issues Committee motion. The findings of the City's completed LNA have also been incorporated into the analysis of the potential employment land conversions. Report PED17010(k) provides the final staff recommendations for employment land conversions, with the exception of three deferred requests for conversion (see Analysis and Rationale for Recommendation section below).

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

A review of the Provincial and local Official Plan policies related to employment land conversion was previously provided in Report PED17010(f) in November, 2019. Since that date, the Provincial Policy Statement was updated, and the Growth Plan 2019 was amended. The following policy review highlights the changes to the provincial policy documents as they relate to the conversion of Employment Lands.

Provincial Policy Statement (PPS), 2020

Policy review for the previous version of the PPS (2014) was provided in Report PED17010(f) in November 2019. On May 1, 2020 the Province released an update to the PPS. The following sections of the PPS, including new policies 1.3.2.2 and 1.3.2.5 below, provide policy direction related to the review and conversion of employment areas.

“1.3.2.2 At the time of the official plan review or update, planning authorities should assess employment areas identified in local official plans to ensure that this designation is appropriate to the planned function of the employment area. Employment areas planned for industrial and manufacturing uses shall provide for separation or mitigation from sensitive land uses to maintain the long-term operational and economic viability of the planned uses and function of these areas.

1.3.2.4 Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.

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1.3.2.5 Notwithstanding policy 1.3.2.4, and until the official plan review or update in policy 1.3.2.4 is undertaken and completed, lands within existing employment areas may be converted to a designation that permits non-employment uses provided the area has not been identified as provincially significant through a provincial plan exercise or as regionally significant by a regional economic development corporation working together with affected upper and single-tier municipalities and subject to the following:

- a) there is an identified need for the conversion and the land is not required for employment purposes over the long term;
- b) the proposed uses would not adversely affect the overall viability of the employment area; and,
- c) existing or planned infrastructure and public service facilities are available to accommodate the proposed uses.”

The PPS directs municipalities to review employment areas at the time of Official Plan review to ensure designations are appropriate. Through the Employment Land Review, attached as Appendix “C” to Report PED17010(k), staff are recommending conversion of identified and specific lands in employment areas to an appropriate alternative designation. The evaluation and recommendation of employment lands to allow non-employment use has been undertaken as part of the Municipal Comprehensive Review (MCR). While PPS policy 1.3.2.5 (introduced in the 2020 PPS) allows for limited conversions of employment lands prior to the current MCR, the City is considering all conversion requests comprehensively as part of the MCR.

Growth Plan 2019, as amended

A policy review of the Growth Plan, 2019 was provided in Report PED17010(f) in November, 2019. In August, 2020, Amendment 1 to the Growth Plan came into effect. Amendment 1 included a lengthened planning horizon to the year 2051 and adjusted Schedule 3 Population and Employment growth forecasts. The Employment growth forecast for Hamilton has increased to 122,000 new jobs between 2021 and 2051. The changes to the Growth Plan through Amendment 1 did not alter policy 2.2.5.9 which speaks to consideration of employment conversions only through the MCR and specifies criteria for conversion. Policy 2.2.5.10 c) was updated to allow conversion of certain employment lands within Provincially Significant Employment Zones (PSEZ) in advance of the MCR, provided they area located within a delineated Major Transit Station Area. The Employment Land Review, attached as Appendix “C” to Report PED17010(k) includes all of the City’s employment areas, as well as those areas within and outside of identified PSEZs, and evaluates potential conversion sites against Growth Plan criteria specified in policy 2.2.5.9.

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In accordance with the requirements of the Growth Plan, including the mandated Provincial Land Needs Assessment methodology, the City has completed the Land Needs Assessment (Report PED17010(i)), which calculates that the City has a slight oversupply of Employment Area land to the year 2051, which equates to a small surplus of approximately 60 hectares. The Land Needs Assessment (LNA) was received by Council and staff were directed to have further public consultation on the LNA and report back no later than October, 2021. The removal of 48 ha of Employment Area lands as per Recommendation (a) in this report would result in a net surplus of approximately 12 ha of Employment Area lands, subject to further review of the outstanding deferred conversion requests. Further discussion on the findings of the City's Draft Land Needs Assessment is included in the Analysis / Rationale for Recommendation section below.

Urban Hamilton Official Plan (UHOP)

A summary of the relevant policies of the UHOP as they relate to employment land conversion is provided in Report PED17010(f). The UHOP contains policy goals relating to the protection of employment lands for employment uses and identifies the uses to be permitted within employment areas. The UHOP also provides policy direction related to the review of employment lands through the MCR, and notes that the City may establish additional criteria to that of the Growth Plan to guide the review of potential conversion sites. The Employment Land Review attached as Appendix "C" to Report PED17010(k) responds to this policy direction and utilizes criteria established by the City, in addition to the Growth Plan criteria, to evaluate conversion sites.

RELEVANT CONSULTATION

Public Consultation

Staff have consulted with the public on the draft Employment Land Review as detailed in the November, 2019 Report PED17010(f). Results of the public and stakeholder consultation conducted in November and December, 2019 are provided in Report PED17010(g), presented to the General Issues Committee on December 14, 2020. The following is a high-level summary of the public consultation results as they relate to Employment Land Conversions:

- Employment area densities should take into account changes in the way people will work in the future and anticipated trends in the type of work being done;
- Concern that a loss of employment land will result in Hamilton becoming a bedroom community; and,
- Support for employment uses associated with the agricultural sector.

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With regard to the public comments, Staff note the updated employment forecasts included with Amendment 1 to the Growth Plan 2019 take into account changing trends in employment, including type and location of employment. The LNA has incorporated anticipated future job trends into the calculation of Employment Area land need. The findings of the LNA indicate the City has sufficient supply of Employment Area land for the planning horizon to 2051, with a surplus of 60 hectares. Finally, a review of employment policies as they relate to supporting the agricultural sector will be undertaken as part of the City's MCR and Official Plan updates.

Individual Site Specific Requests for Conversion

Staff have met with several requestors for employment land conversion regarding their proposals. In these meetings, Planning staff have clarified the process for considering employment land conversions as part of the MCR, and provided initial feedback about supplementary material that was submitted as part of the conversion request. For those sites that submitted supplementary justification or studies for their conversion request, Planning staff have included additional analysis of the proposal in Appendix "B" of the ELR Report (Appendix "C" to Report PED17010(k)).

City Department Consultation

Economic Development Divisions staff have reviewed the proposed conversion sites and confirmed that they are in support of the staff recommended conversions.

ANALYSIS AND RATIONALE FOR RECOMMENDATION**1. Report Structure:**

The ELR Report, attached as Appendix "C" to Report PED17010(k), provides a review of the City's Employment Areas (industrial areas, business parks) and identifies areas for conversion to a non-employment designation. The ELR report is broken into three sections:

- sites identified for potential conversion by Planning Staff in the main body of the ELR report (attached as Appendix "C" to Report PED17010(k));
- review of Residential Enclaves in various Employment Areas (included as Appendix "A" to ELR report which is attached as Appendix "C" to Report PED17010(k)); and,
- review of individual Requests for Conversion submitted by the public (included as Appendix "B" to ELR report which is attached as Appendix "C" to Report PED17010(k)).

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2. Summary of Changes from Draft Report:

Since the draft ELR report was presented in Report PED17010(f) in November 2019, the following revisions / updates to the ELR report resulting from consultation and policy changes have been made:

Employment Land Review (Main Body of ELR Report)

The main body of the ELR report, which summarizes the staff review of all the City's Employment Areas and recommended conversions, has undergone minor updates:

- Updated policy references to the Provincial Policy Statement 2020 and Amendment 1 to the Growth Plan, 2019;
- Added reference and analysis related to the City's Land Needs Assessment to 2051;
- Fixed typographical and formatting errors including the addition of 39 Lloyd Street (0.06 ha) in the Bayfront Industrial Area to the list of recommended conversion sites, which was unintentionally omitted from the previous draft, and corrected mapping to show the proper boundary of the Red Hill North Business Park; and,
- Added a requirement for an area specific policy to be applied to lands identified for conversion to the Neighbourhoods designation in the Bayfront Industrial Area. The area specific policy will require that, at the development stage, any future redevelopment of the parcels be required to demonstrate compatibility with adjacent uses, including but not limited to the completion of a noise study, record of site condition (if required) and compliance with the Ministry of Environment, Conservation & Parks D-Series Guidelines.

Residential Enclaves Review (Appendix "A" to ELR Report)

Planning staff have made no changes to the analysis or recommendations for the Residential Enclaves review (Appendix "A" to ELR Report, which is Appendix "C" to Report PED17010(k)).

Requests for Conversion (Appendix "B" to ELR Report)

The following paragraphs included a summary of the changes made to the Requests for Conversion review (Appendix "B" to ELR Report, which is Appendix "C" to Report PED17010(k)):

- The conversion request for 645-655 Barton Street, Stoney Creek, has been reviewed further following the submission of a Market Study by the applicant.

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Planning staff recommend conversion to a modified District Commercial designation, with a site specific policy to prohibit sensitive land uses;

- The analysis of the conversion request for 85 Division Street and 77 – 79 Merchison Avenue has been updated to reference a Noise Impact Study submitted by the applicants. Planning staff recommend conversion of the lands to a site specific Neighbourhoods designation, with a requirement to complete a detailed noise control study and other studies to demonstrate land use compatibility, including but not limited to a record of site condition, at the development stage;
- Staff have provided a full analysis summary of conversion requests for certain properties which did not pass City screening Criteria 1 (i.e. site(s) are within an area that contains a mix of uses and located along the edges of employment areas). For the following properties, the applicants submitted additional information/analysis for Planning staff to consider in their evaluation:
 - 1400 South Service Road – Supplementary information and planning analysis was submitted by the applicant with regard to the mixed-use development concept for the site, and justification for the site’s conversion. Planning Staff do not recommend conversion of the site, as staff maintain the opinion the site is not located on the edge of the employment area and would therefore fragment the employment lands, and further, a need for the conversion has not been justified.
 - 385 Nebo Road and 1280 Rymal Road East (new submission since draft ELR in 2019) - The applicant submitted planning justification and demographic information to support the request for conversion to allow a specialty grocery store use. Planning staff do not recommend conversion of the site, as the site is not located on the edge of the employment area, does not meet the intent of the UHOP, and a need for the conversion has not been justified. There has been no business case submitted which supports the proposed change to the Arterial Commercial Designation to permit a specialty grocery store use.

3. Deferral sites:

Four sites are recommended for deferral until later in the MCR process (McMaster Innovation Park (MIP) lands, 70 – 100 Frid Street (WHID “ANNEX precinct”), Twenty Road West lands, and 700 Garner Road East), as per Recommendation (b) of Report PED17010(k).

For the MIP lands, the deferral request was made by the applicant to allow for additional time to prepare studies for submission to the City in support of the deferral.

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For the 70 – 100 Frid Street lands, Staff are recommending deferral in order to have more time to assess the merits of the proposal as well as to consider the future uses of the east section of the West Hamilton Innovation District.

For the remaining two deferral areas (Twenty Road West and 700 Garner Road E), the conversion requests are being deferred to allow for review of the requests in coordination with the evaluation of growth options as part of the next phase of GRIDS 2 / MCR.

The deferral of these conversion requests should not be construed as support for the proposed conversions, and the future recommendation on these requests could be for no change to the current Employment Area designation, enhanced permissions for certain parcels, or for conversion to an alternative designation. Following further review of the deferred requests, staff will report back to Council with a final recommendation on each site, as per Recommendation (c) of this Report. Further information on the deferred sites is provided below:

- McMaster Innovation Park (MIP) – the conversion requested for MIP includes the introduction of multiple dwellings within mixed use buildings. Ground floor uses would continue to provide employment uses consistent with the current M1 – Research and Development zone. The conversion area is approximately 3.1 hectares. MIP is completing planning and marketing studies for the conversion request, and have requested deferral of a decision for the site until the studies are completed.
- 70 – 100 Frid Street, Hamilton (West Hamilton Innovation District “ANNEX precinct”) – the conversion request for this site involves approximately 2.24 hectares of land currently designated as “Research District” in the West Hamilton Innovation District Secondary Plan. The applicant submitted a Planning Justification Report in support of the proposed conversion. The requested conversion would allow the development of mixed-use multiple dwellings ranging from 4 to 24 storeys in height, with ground floor uses consistent with the existing M1 – Research and Development zoning. Deferral of a decision for this site will allow Staff to comprehensively review and research the conversion request and to review the anticipated future uses of the easterly section of the West Hamilton Innovation District.
- Twenty Road West / Upper West Side area (multiple parcels) – the conversion request involves approximately 55.2 hectares of lands within the Airport Employment Growth District (AEGD). Multiple land use designations apply to the lands, including Airport Prestige Business, Airport Light Industrial and Natural Open Space. A portion of the lands abutting Twenty Road West are identified as an Employment Supportive Centre and Site Specific Policy - Area I, which restricts certain industrial and utility uses and permits certain non-employment uses. The requested conversion proposes the introduction of mixed use development along the future extension of

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Garth Street, as well as compact residential uses. A portion of the lands proposed for conversion are located between two parcels of land that will be reviewed as possible options for future Urban Boundary expansion through GRIDS 2.

It is appropriate to consider the conversion request in coordination with the review of growth options in the next phase of GRIDS 2 / MCR. The deferral of the employment land conversion request is being recommended to allow for the area to be evaluated comprehensively, and should not be construed as support for either the conversion request or for the redesignation of the adjacent rural lands.

- 700 Garner Road East, Ancaster – the proposed conversion involves approximately 26.6 hectares of land located within the AEGD, currently designated as Institutional with Site Specific Policy – Area D. Policy B.8.7.2 of the AEGD requires that the lands be considered as the Airport Prestige Business designation should institutional uses cease or are not developed. The conversion request proposes a mix of uses for the lands, including a long-term care facility and retirement home, commercial uses, residential uses as well as other institutional uses. The subject lands are immediately adjacent to lands along Garner Road East that are not currently located within the Urban Boundary, but which will be reviewed as a possible option for future urban boundary expansion through GRIDS 2. It is appropriate to consider the conversion request in coordination with the review of growth options in the next phase of GRIDS 2 / MCR. The deferral of the employment land conversion request is being recommended to allow for the area to be evaluated comprehensively, and should not be construed as support for either the conversion request or for the redesignation of the adjacent rural lands.

The total land area of the deferred requests is approximately 87 ha.

4. Confederation GO Station Council Motion:

Planning staff have reviewed the conversion potential of the Confederation Go Station lands (known as 395 Centennial Parkway North, 185 Bancroft Street and 25 Arrowsmith Drive) as directed by Council motion in November 2019. Staff find that the request merits recommendation for conversion for the southern portion of the lands (185 Bancroft Street and 25 Arrowsmith Drive) to the Mixed Use – High Density designation. The northern area of the Confederation Go Station lands (395 Centennial Parkway North) is located adjacent to the Kenora Waste Transfer Station which continues to be operational and is not recommended for conversion to a Mixed Use designation. However, staff recommend that the northern parcel be redesignated to the Utilities Designation with a site specific policy, in recognition of the existing and future use of the property as a GO station, and compatibility requirements if the lands are to redevelop in the future to accommodate mixed uses, including residential. A full analysis of the employment land conversion review for the Confederation GO Station lands is provided in Appendix “D” to Report PED17010(k).

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5. Summary and Next Steps:

In total, Planning staff are recommending conversion of 48.2 hectares of land currently designated Employment Area throughout the City. Table 1 details the total areas of land recommended for conversion through the various components of the Employment Land Review:

Table 1: Summary of recommended Employment Land conversions

Conversion Analysis	Area (ha)
ELR Conversions (Staff identified)	37.1
Residential Enclaves	5
Request for Conversion	2.1
Confederation Go Station	4.0
Total Recommended Conversions	48.2

A full summary of all recommended employment land conversions, by Ward, is provided in Appendix “A” to Report PED17010(k). Mapping of the recommended employment land conversions is provided as Appendix “B” to Report PED17010(k).

The City’s Land Needs Assessment (LNA), undertaken as part of GRIDS 2 and the MCR, has identified a small surplus of employment lands equating to roughly 60 hectares. The recommended employment land conversions detailed in Appendices “C” and “D” to Report PED17010(k) can be accommodated within the identified surplus of employment lands. However, as noted above, there are four conversion requests that are being recommended for deferral. 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, as recommended through Report PED17010(i) (March 29, 2021), and through Recommendation (c) of this Report.

It should also be noted that on May 4, 2021 the Ministry of the Environment Conservation and Parks released a draft Land Use Compatibility Guideline for review and comment. Staff Report PED21137, presented to Planning Committee on July 6, 2021, summarizes the City’s comments to the Province on the proposed Land Use Compatibility Guideline. The draft Land Use Compatibility Guideline directs that municipalities include Area of Influence (AOI) distances and Minimum Separation Distances (MSD) for classes of industrial land uses in their Official Plan. Should this draft Land Use Compatibility Guideline be finalized to include the prescriptive AOIs and MSDs as requirements instead of guidelines for best practices, there may be a need to

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further review the recommendations made through the Employment Land Review (Appendix “C” to Report PED17010(k)).

The final recommended Employment Land conversions, including any lands from the deferred requests, will be implemented through a future Official Plan Amendment (OPA) submitted to the Province for the MCR. It is anticipated that the City will submit the MCR OPA in early 2022.

ALTERNATIVES FOR CONSIDERATION

Council could choose not to endorse the recommended Employment Land conversions. This alternative is not recommended, as it would delay the GRIDS 2 and MCR workplan.

Council could choose to endorse additional Employment Land conversions beyond those recommended by Staff. While all of the sites reviewed through this analysis are generally small in size, and their conversion would not have a significant impact on the City’s overall employment need, this approach is not recommended, as the requests do not meet the conversion criteria of the Provincial Growth Plan and / or the City. Furthermore, the sites which are currently deferred for further review are larger in size, and should these and additional lands beyond those recommended by staff be endorsed for conversion, there is a potential risk that the result may be a deficit of employment land based on the 30 year planning horizon to 2051. An urban boundary expansion for employment lands may be required to offset the deficit resulting from additional conversions.

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” to Report PED17010(k) – Summary of recommended Employment Land conversion sites by Ward

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: GRIDS2 and Municipal Comprehensive Review – Employment Land Review (PED17010(k)) (City Wide) - Page 15 of 15

- Appendix “B” to Report PED17010(k) – Mapping summary of recommended Employment Land conversion sites
- Appendix “C” to Report PED17010(k) – Employment Land Review Report
- Appendix “D” to Report PED17010(k) – Review of Confederation Go Station Employment Land conversion
- Appendix “E” to Report PED17010(k) – Summary table of all Employment Land conversion requests land areas

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

Summary of Recommended Conversion Sites by Ward**Ward 3**

Address	Existing Land Use	Area (ha)	Recommendation
390 Victoria Ave	Vacant, parking	0.2	Neighbourhoods (site specific policy)
15 – 121 Shaw St (odd only)	Residential, vacant, parking, commercial (office)	0.96	Neighbourhoods (area / site specific policy)
360 – 368 Emerald St (even only)	Residential	0.05	Neighbourhoods (area specific policy)
6 – 16 Douglas Ave (even only)	Residential, community garden	0.1	Neighbourhoods (area specific policy)
83 – 105 Cheever St (odd and even)	Residential	0.2	Neighbourhoods (area specific policy)
110- 166 Burton St	Residential	0.4	Neighbourhoods (area specific policy)
286 Sanford Ave	Commercial – office, vacant	0.2	Neighbourhoods (site specific policy)
42 Westinghouse Ave	Vacant, parking	0.5	Neighbourhoods (site specific policy)
268 – 276 Sanford Ave N & 13 – 23 Westinghouse Ave	Residential, vacant	0.3	Neighbourhoods (area specific policy)
39 Lloyd Street	Vacant	0.06	Neighbourhoods (area specific policy)
43 Lloyd Street	Vacant, industrial (automotive repair), residential	4.6	Neighbourhoods (area specific policy)
221 Gage Ave N	Retail	0.4	Neighbourhoods (area specific policy)
39 – 67 Lloyd St	Residential, vacant	0.65	Neighbourhoods (area specific policy)

Ward 3 Total Area: 8.62ha

Ward 4

Address	Existing Land Use	Area (ha)	Recommendation
401 Parkdale Ave N	Commercial - industrial	1.1	Arterial Commercial
300 Parkdale Ave N	Utilities – Hydro One	0.1	Arterial Commercial
308 Parkdale Ave N	Warehousing	0.1	Arterial Commercial
324 Parkdale Ave N	Commercial – Auto sales and rentals (Hyundai)	0.8	Arterial Commercial
350 Parkdale Ave N	Commercial – Auto sales and rentals (Ford)	2.0	Arterial Commercial
380 Parkdale Ave N	Commercial – Service/Auto Repair (Eastgate Collision)	0.1	Arterial Commercial
1811 Barton St E	Commercial – Sales (Spar-Marathon Roofing)	0.6	Arterial Commercial
1831 Barton St E	Commercial – Truck dealer	1.0	Arterial Commercial
85 Division St & 77 – 79 Merchison Ave	Vacant	0.5	Neighbourhoods (site specific policy)
166 – 180 Harmony Ave	Residential	0.15	Neighbourhoods

Ward 4 Total Area: 6.45 ha

Ward 5

Address	Existing Land Use	Area (ha)	Recommendation
2255 Barton St E	Commercial – Plaza with restaurant, grocery	2.4	Arterial Commercial
2275 Barton St E	Industrial - U-Haul self-storage	1.1	Arterial Commercial
2289 Barton St E	Commercial – Hall/ Sports Club, Ultimate Cycle	1.3	Arterial Commercial
2311 and 2333 Barton St E	Commercial – Car dealership (Toyota)	1.6	Arterial Commercial

2243 Barton St E	Industrial – (Fellfab)	0.7	Arterial Commercial
2345 Barton St E	Commercial - Tint Boyz, M&R Automotive	0.3	Arterial Commercial
305 & 307 Kenora Ave	Commercial – Billy Buff Auto Spa	0.1	Arterial Commercial
311 Kenora Ave	Industrial - Hess Millwork	0.2	Arterial Commercial
315 Kenora Ave	Industrial - Warehousing	0.2	Arterial Commercial
310 Kenora Ave	Industry – Modern Training Ontario – Truck/Forklift	0.3	Arterial Commercial
2371 Barton St E	Commercial (Food store – Lococo's)	0.9	Arterial Commercial
2399 Barton St E	Industrial (Appears Vacant)	1.8	Arterial Commercial
2493 Barton St E	Industrial – Speedy Glass, Main Grocer, Young Kings Detailer, Krishna Sweets, Greco's Auto Repair	0.2	Mixed Use – High Density
185 Bancroft Street and 25 Arrowsmith Drive	Vacant – lands for Confederation Go Station	2.13	Mixed Use – High Density
395 Centennial Parkway North	Confederation GO Station	1.92	Utilities (site specific policy)

Ward 5 Total Area: 15.15 ha

Ward 6

Address	Existing Land Use	Area (ha)	Recommendation
1423 Upper Ottawa St	Commercial Plaza	0.6	District Commercial (area specific policy)
1439 Upper Ottawa St	Commercial Plaza	0.7	District Commercial (area specific policy)
1447 and 1453 Upper Ottawa St	Commercial Plaza	0.8	District Commercial (area specific policy)
1475 Upper Ottawa St	Institutional/Commercial – Plaza Mall, McMaster Family Health Centre	0.9	District Commercial (area specific policy)

1515 Upper Ottawa St	Commercial Plaza	0.3	District Commercial (area specific policy)
1521-1527 Upper Ottawa St	Commercial Plaza	0.9	District Commercial (area specific policy)
1555 Upper Ottawa St	Commercial Plaza (Banquet Hall)	1.4	District Commercial (area specific policy)

Ward 6 Total Area: 5.6 ha

Ward 10

Address	Existing Land Use	Area (ha)	Recommendation
Margaret Enclave (320 – 352 Millen Rd, 318 – 352 Margaret Ave, 413 – 431 Barton St)	Residential	5.0	Neighbourhoods
645-655 Barton Street	Vacant / Industrial	1.43	District Commercial (site specific policy)

Ward 10 Total Area: 6.43 ha

Ward 15

Address	Existing Land Use	Area (ha)	Recommendation
Portions 56 Parkside Drive, 90 and 96 Parkside Drive and 546 Hwy 6	Natural open space	6.0	Open Space

Ward 15 Total Area: 6.0 ha

Employment Area Conversion Sites - Bayfront 1

Employment Area Conversion Sites

- Area 1
- Area 2
- Area 3

- Area 1: 390 Victoria Ave N,
15-121 Shaw St (odd only)
360-368 Emerald St (even only)
6-16 Douglas Ave (even only)
83-105 Cheever St (odd and even)
110-166 Burton St (even only)
- Area 2: 268-286 Sanford Ave N (even only)
13-23 Westinghouse Ave (odd only)
42 Westinghouse Ave
- Area 3: 36-67 Lloyd St (odd only)
221 Gage Ave N

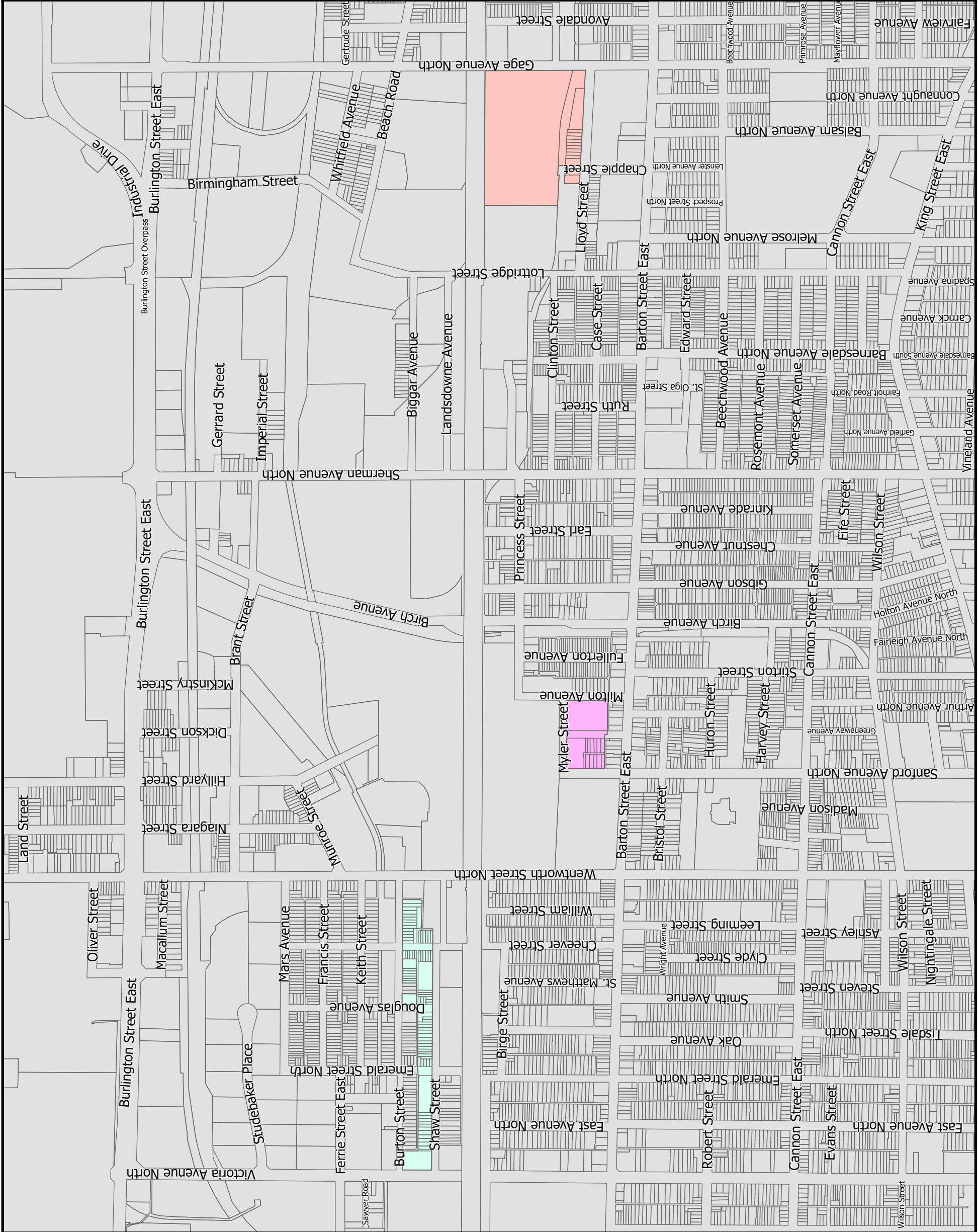


Date: 10/03/19



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Employment Area Conversion Sites - Bayfront 2


Employment Area Conversion Sites

- Area 4
- Area 5


Area 4: 401 Parkdale Ave N
 300-380 Parkdale Ave N (even only)
 1811 Barton St E
 1831 Barton St E

Area 5: 85 Division St
 77-79 Merchison Ave
 166-180 Harmony Ave (even only)

Date: 10/22/19



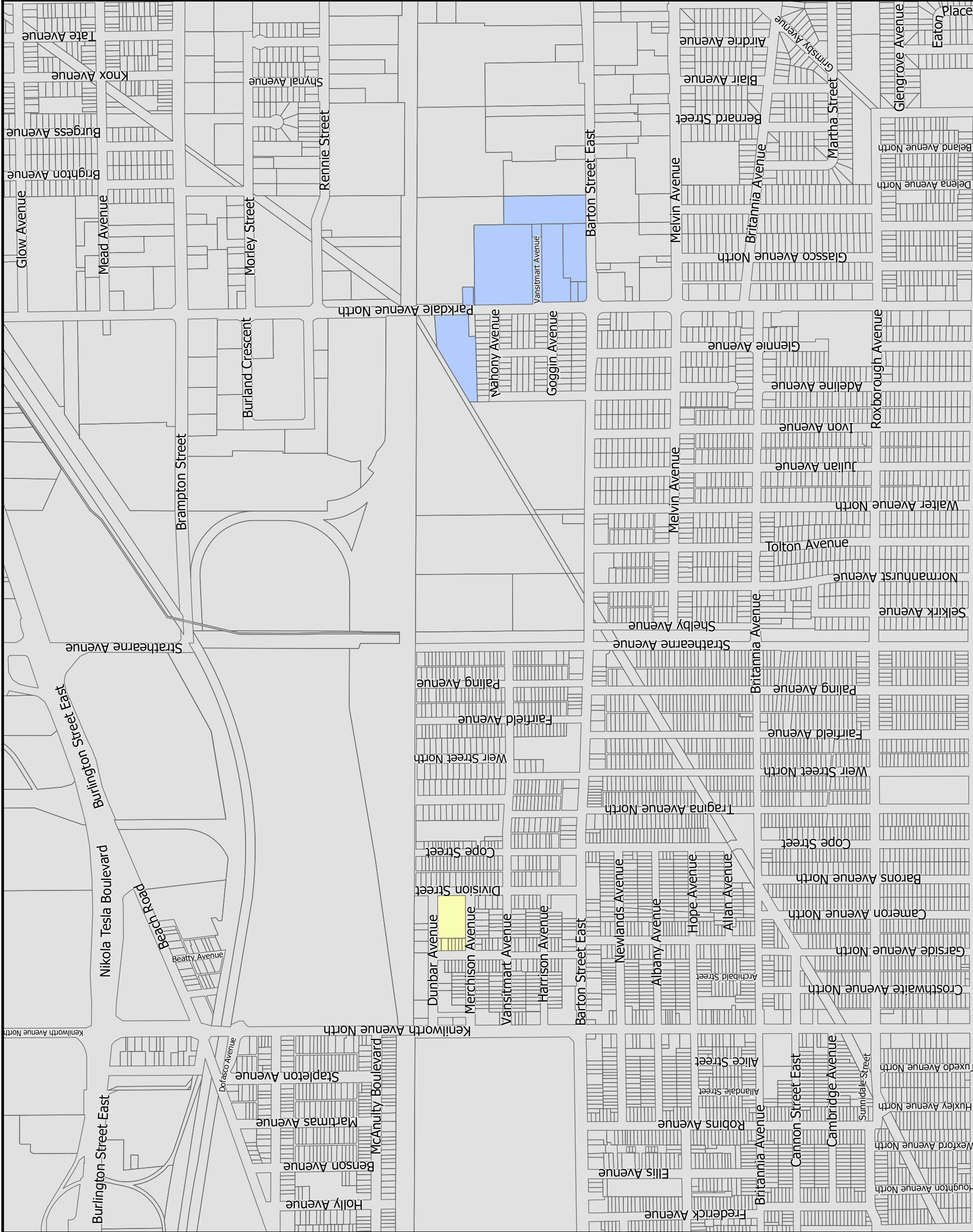
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Employment Area Conversion Sites - East Hamilton

Employment Area Conversion Sites

- Area 1
- Area 2
- Area 3

Area 1: 2255 - 2399 Barton St E (odd only)
 2493 Barton St E
 305-315 Kenora Ave
 Southerly portion of 2 Arrowsmith Rd

Area 2: 185 Bancroft Street
 25 Arrowsmith Rd

Area 3: 395 Centennial
 0 Kenora

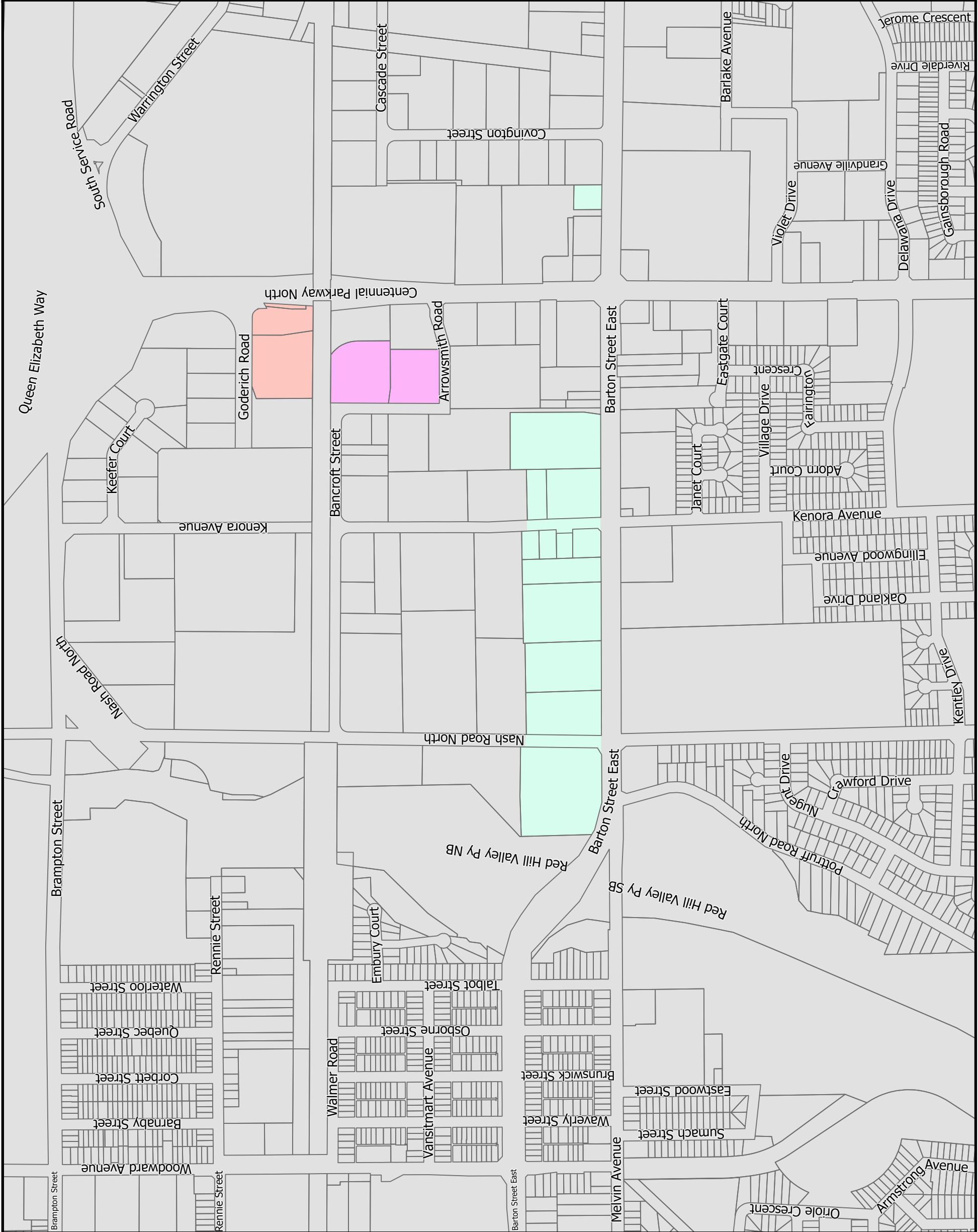
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Employment Area Conversion Sites - Flamborough

Employment Area Conversion Sites
Area 1

Area 1: Portions of 56, 90, & 96 Parkside Dr
546 Hwy 6

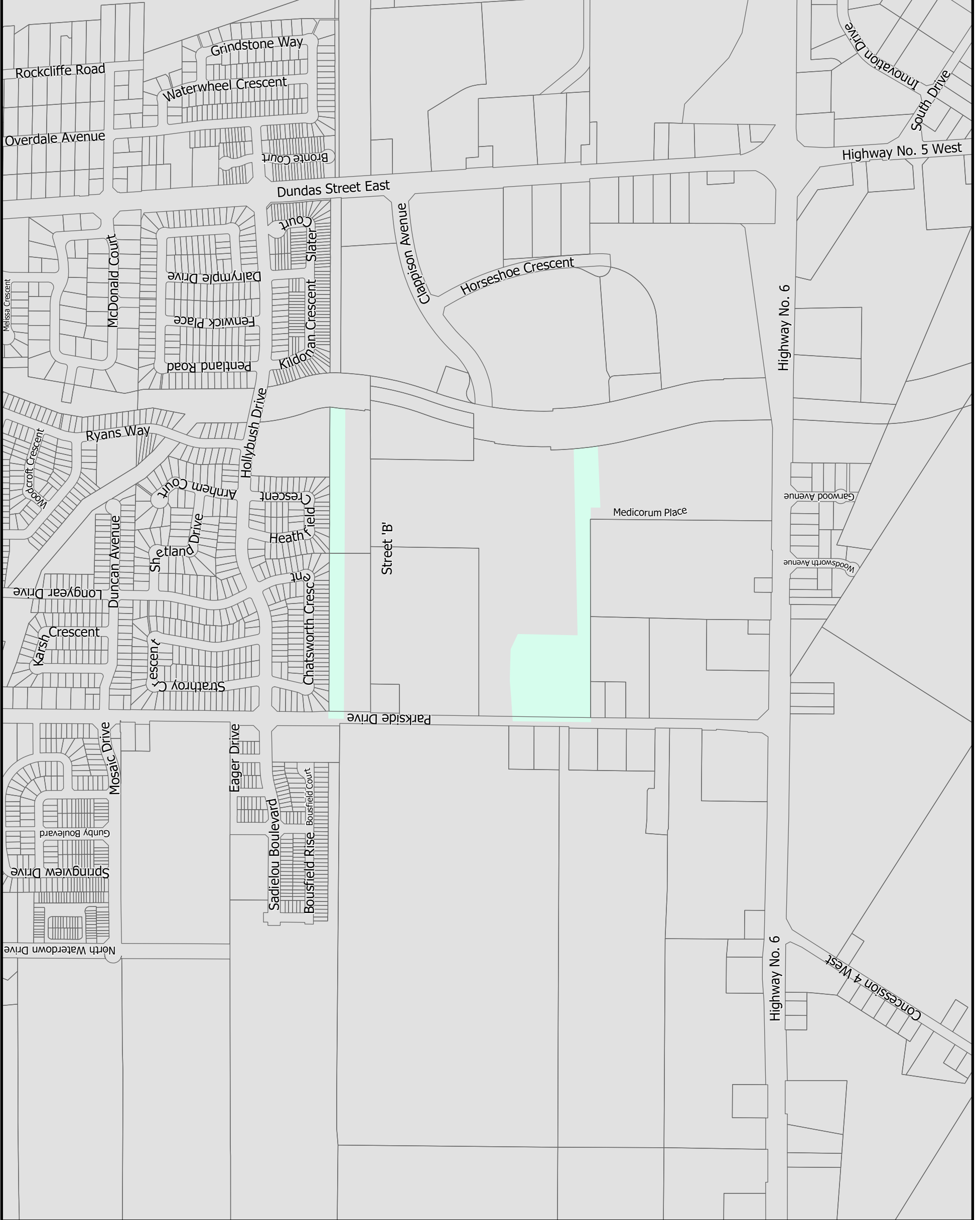


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Employment Area Conversion Sites - Red Hill


Employment Area Conversion Sites
Area 1

Area 1: 1423-1555 Upper Ottawa St (odd only)

Date: 10/03/19



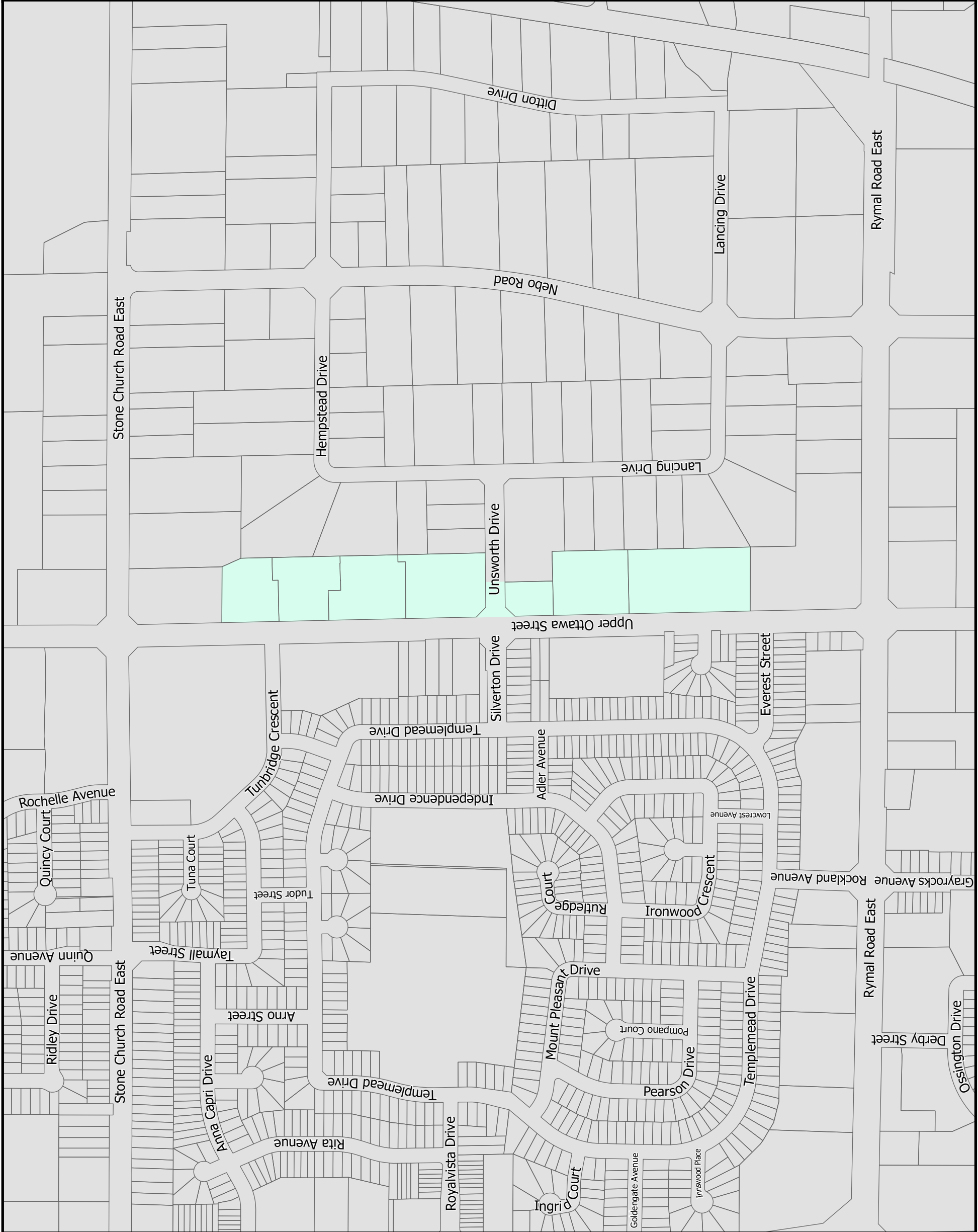
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Employment Area Conversion Sites - Stoney Creek


Employment Area Conversion Sites

- Area 1
- Area 2


Area 1: 320-352 Millen Rd (even only)
318-352 Margaret Ave
413-431 Barton St

Area 2: 645-655 Barton St

Date: 2/19/21



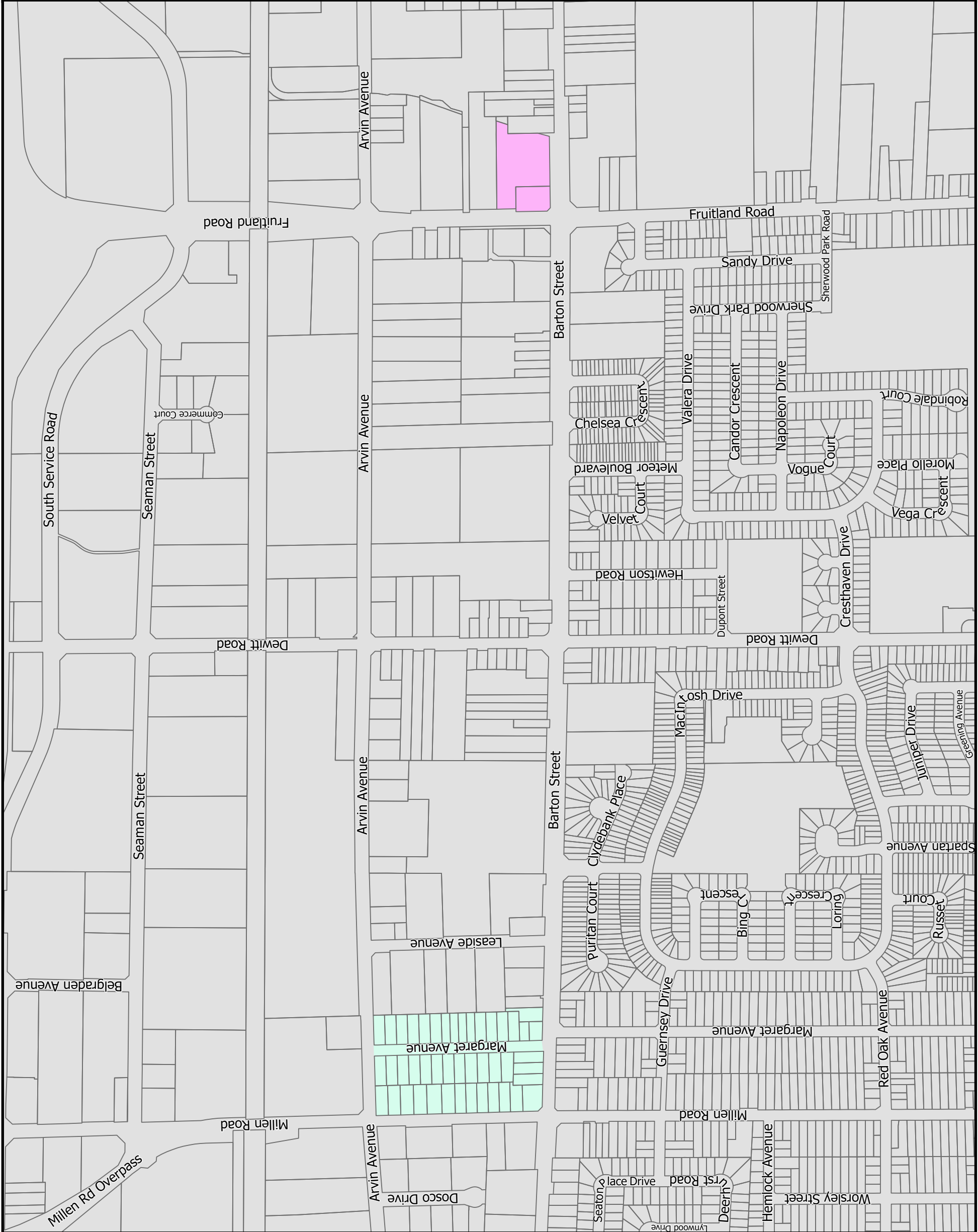
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CITY OF HAMILTON: EMPLOYMENT LAND REVIEW

AUGUST 2021



CITY OF HAMILTON

EMPLOYMENT LAND CONVERSION ANALYSIS

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1. INTRODUCTION

1.1 PURPOSE OF REPORT AND BACKGROUND INFORMATION

The purpose of this analysis is to review lands designated “Employment Area” within the Urban Hamilton Official Plan (UHOP) and identify any lands that may warrant conversion to non-employment uses. This review addresses lands along the margins of existing Employment Areas within the City of Hamilton where land uses may have morphed over time and the existing Employment Area designation may no longer be appropriate. A rigorous application of established conversion criteria serves as a guide in determining which lands are most appropriate for conversion. The output of this analysis is a list of recommended conversion sites for Council consideration.

Provincial Policy Framework, Requirements, and Municipal Comprehensive Review

Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) provides land use planning direction related to employment areas. The PPS requires planning authorities to plan for, protect and preserve employment areas for current and future uses. Further, policy 1.3.2.4 addresses conversion of employment lands:

“Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.”

A comprehensive review as defined by the PPS is an official plan review initiated by a municipality based on a review of population and employment projections, which considers alternative directions for growth and development, and how best to accommodate development while protecting the provincial interest. As noted in policy 1.3.2.2, conversion of employment lands may be permitted through this municipally initiated process.

The PPS provides additional direction regarding the potential for employment land conversions prior to the next comprehensive review through Policy 1.3.2.5:

“Notwithstanding policy 1.3.2.4, and until the official plan review or update in policy 1.3.2.4 is undertaken and completed, lands within existing employment areas may be converted to a designation that permits non-employment uses provided the area has not been identified as provincially significant through a provincial plan exercise or as regionally significant by a regional economic development

corporation working together with affected upper and single-tier municipalities and subject to the following:

- a) there is an identified need for the conversion and the land is not required for employment purposes over the long term;
- b) the proposed uses would not adversely affect the overall viability of the employment area; and
- c) existing or planned infrastructure and public service facilities are available to accommodate the proposed uses.”

The Growth Plan, 2019, as amended, provides further direction regarding employment land conversions.

[Growth Plan 2019, as amended](#)

The *Growth Plan for the Greater Golden Horseshoe (2019), as amended* identifies the role that Hamilton will serve in accommodating employment in the Greater Golden Horseshoe region. The *Growth Plan* sets out population and employment forecasts for Hamilton to the year 2051. In order to meet these forecasts, the City of Hamilton needs to identify and designate an adequate supply of employment land suitable for a variety of employment uses that can accommodate employment growth to the year 2051.

The *Growth Plan* also provides the planning framework for protection of the long term supply of employment land. Policy 2.2.5.9 of the *Growth Plan* requires that employment land conversions to non-employment uses may only be permitted through a municipal comprehensive review (MCR). The MCR is the process undertaken by a municipality to update the municipal Official Plan to conform to the policies of the Growth Plan and other provincial plans. The MCR will result in a municipally-initiated Official Plan Amendment which comprehensively applies the policies of the Growth Plan.

Conversion criteria are set out in Growth Plan Policy 2.2.5.9, as follows:

“The conversion of lands within employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that:

- a) there is a need for the conversion;
- b) the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;
- c) the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;

- d) the proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and
- e) there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.”

The 2019 Growth Plan introduced the concept of Provincially Significant Employment Zones (PSEZs). PSEZs are employment areas identified by the Province for the purpose of long term employment planning and economic development. In Hamilton, three of the City’s employment areas have been identified as PSEZs:

- Bayfront Industrial Area, East Hamilton Industrial Area and Stoney Creek Business Park;
- Red Hill North and South Business Parks; and,
- Airport Employment Growth District.

Additional PSEZs may be identified by the Province in the future.

The Growth Plan, 2019, as amended provides additional direction regarding Employment Land conversion for lands outside of PSEZs prior to the next MCR in Policy 2.2.5.10:

“Notwithstanding policy 2.2.5.9, until the next municipal comprehensive review, lands within existing employment areas may be converted to a designation that permits non-employment uses provided the conversion would:

- a) Satisfy the requirements of policy 2.2.5.9 a), d) and e);
- b) Maintain a significant number of jobs on those lands through the establishment of development criteria; and
- c) Not include any part of an employment area identified as a provincially significant employment zone unless part of the employment area is located within a major transit station area as delineated in accordance with the policies in subsection 2.2.4.”

While it is acknowledged that policy 2.2.5.10 permits employment land conversions outside of PSEZs (unless the PSEZ is within a major transit station area), to be considered in advance of the completion of the MCR, it is the City’s intention to consider employment land conversion comprehensively as part of the MCR. This report will consider all of the City’s employment areas, including those that are and are not identified as PSEZs, and will make recommendations to be implemented as part of the MCR.

Land Needs Assessment

This conversion analysis serves as one component of the MCR. The results of this analysis have been considered as part of the employment land supply information for the City's Land Needs Assessment (LNA) exercise. The LNA is a supply and demand analysis which identifies how much of the City's forecasted population and employment growth to the year 2051 can be accommodated in the City's existing land supply. Based on Provincial growth projections, Hamilton's employment areas are forecasted to accommodate approximately 112,090 jobs by the year 2051. The calculated supply capacity of the employment areas across the City is approximately 114,420 jobs, which equates to roughly a 60 hectare surplus of employment land. The proposed employment land conversions reviewed through this report account for approximately 44 ha of land to be redesignated for non-employment uses. Based on the City's LNA findings, the supply of employment lands after the recommended conversions, is sufficient to accommodate the anticipated job growth to the year 2051. There remain 4 conversion requests that are deferred at this time, which will be addressed at a later stage in the MCR. Should the outstanding deferral requests be approved, there is potential that the City will enter into a deficit of Employment Area designated lands during the planning horizon to 2051, but it is anticipated the deficit would be within the margin or error for the analysis of determining Employment Land Need as part of the LNA. A full review of the employment land needs analysis as part of the LNA is provided in Report PED17010(i).

Municipal Planning Framework

Urban Hamilton Official Plan (UHOP)

In addition to providing policy direction pertaining to the protection and enhancement of Employment Areas in the City, the UHOP also identifies Employment Area designations, permitted uses, and other provisions such as scale and design. The Employment Area Designation contains four land use designations that capture the range of employment lands in the city, which includes historical heavy industrial uses, port lands, and planned business parks. The Employment Area designations are Industrial Land, Business Park, Airport Employment Growth District, and Shipping and Navigation (see Figure 1).

The policies of the UHOP recognize and permit a broad range of uses within the Employment Area designations, including traditional manufacturing uses, research and development uses, warehousing, and logistics. Office uses are permitted, though limited in size and function in keeping with the intent of the Plan to encourage larger scale office uses to locate in the Downtown Urban Growth Centre. Ancillary uses which primarily support businesses and employees within the Employment Area (eg. restaurants, hotels, banks, personal services) may also be permitted, subject to certain restrictions. Ancillary

uses are to be located along the periphery of the Employment Area so as not to encourage the intrusion of non-employment uses into the employment lands. Further, the policies require that the types of permitted ancillary uses will be determined by the Zoning By-law. The intent of the restrictions is to ensure that such ancillary uses remain small scale and true to the primary function of supporting the businesses and employees.

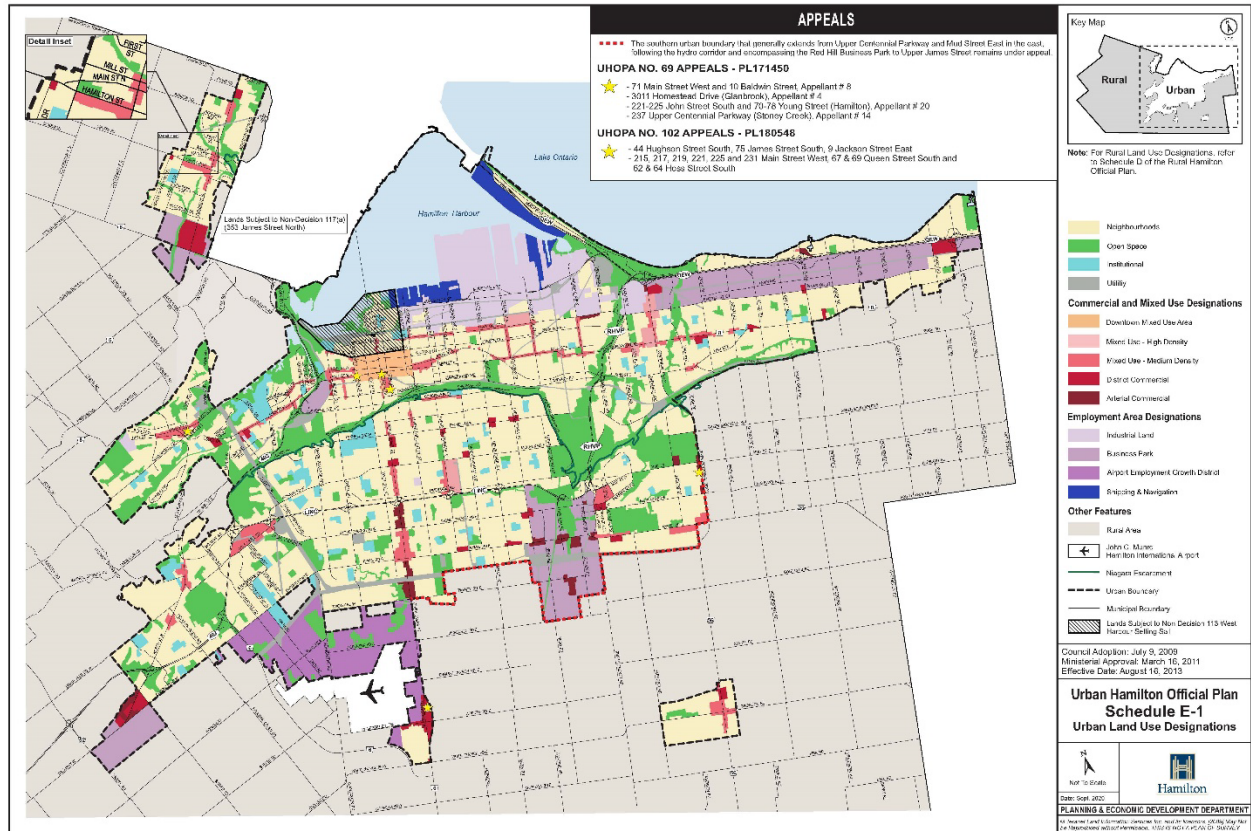


Figure 1 – Urban Hamilton Official Plan Schedule E-1

In this conversion analysis, the primary focus of the review is lands designated either Industrial Land or Business Park. Lands that fall within these designations are evaluated against the permitted use policies of the UHOP. Policies E.5.2.4, E.5.2.5, E.5.3.2, and E.5.4.3 of Volume 1 of the UHOP identify permitted uses in the Industrial Land and Business Park designations. Policy E.5.2.6 of the UHOP prohibits *major retail* uses, residential uses, and other sensitive uses within lands designated Employment Area on Schedule E-1 of Volume 1 of the UHOP. The permitted uses in these designations are identified in Table 1.

Table 1 – Permitted Uses in Industrial Land and Business Park Designations

Use	Industrial Land Designation	Business Park Designation
Manufacturing	✓	✓
Warehousing	✓	✓
Repair service	✓	✓
Building or contracting supply establishments	✓	✓
Building and lumber supply establishments	✓	✓
Transport terminals	✓	
Transportation terminals		✓
Research and development	✓	✓
Communication establishment	✓	✓
Private power generation	✓	✓
Dry cleaning plants	✓	-
Salvage/storage yards	✓	Prohibited
Motor vehicle repair and wrecking	✓	-
Waste processing facilities and waste transfer facilities	✓	✓
Office	Yes with limitations	Yes with limitations
Retail	Limited to 500 square meters of gross floor area for any individual business	Limited to 500 square meters of gross floor area for any individual business
Ancillary uses (hotels, fitness centers, financial establishments, restaurants, personal services, motor vehicle service stations, retail establishments, labour association halls, conference and convention centres, trade schools, commercial parking facilities, commercial motor vehicle and equipment sales, and commercial rental establishments)	If uses primarily support industry, businesses, and employees within Employment Area	If use primarily supports industry. If uses primarily support business and employees within business parks; must front arterial roads or collector roads

Use	Industrial Land Designation	Business Park Designation
Accessory uses	Limited retail and office	Limited retail and office
Agriculture	Limited (only a cannabis growing and harvesting facility, a greenhouse, and an aquaponics facility)	Limited (only a cannabis growing and harvesting facility, a greenhouse, and an aquaponics facility)

Chapter F of the UHOP provides additional direction on the protection of employment areas, and in particular, policy F.1.1.11 indicates that the City may prepare additional criteria (beyond that of the Growth Plan) to evaluate potential employment conversion sites. This criteria is discussed in section 1.2 below.

Zoning By-law 05-200

Zoning By-law 05-200 is the Zoning By-law for the City of Hamilton. The Industrial Zones were approved and added to the By-law in 2011. While the UHOP provides high level policy direction regarding the different types of Employment Areas in the City (eg. Industrial Land, Business Park), the Zoning By-law implements this direction with permitted uses and regulations specific to each Zone. The Zones are structured to apply to specific geographic areas or to address specific functions. For example, there are different zones applied at the interior of an industrial area or business park as opposed to the exterior of these areas. The zones to be applied at the exterior permit different uses to ensure compatibility with adjacent lands and contain more stringent design criteria. There is also a zone which is applied in areas where ancillary uses are to be permitted. There are six primary industrial zones that are relevant to the discussions of this report, summarized below. In addition to the zones noted below, there are special zones that are applicable to certain geographic areas (i.e. airport related zones and shipping and navigation (port) zones) or specific activities (extractive industrial zone). There are no recommended conversion sites within lands applicable to the other industrial zones. The zones applicable to the conversion analysis are the following:

Business Park Zones:

Research and Development (M1) Zone – applied to the West Hamilton Innovation District, and permits a range of research and development related uses.

General Business Park (M2) Zone – applied to the interior of Business Parks, and permits a wide range of manufacturing and employment uses with minimal urban design requirements.

Prestige Business Park (M3) Zone – applied to the exterior of Business Parks and the entirety of the Red Hill North and South Parks. Permits a range of light industrial, office,

and research and development uses, with enhanced urban design and setbacks to sensitive land uses.

Business Park Support (M4) Zone – designed to support employees and businesses within the Park, and generally applied at the exterior of the Park. Permits the same range of uses as the M3 Zone, but also limited commercial support uses.

Industrial Area Zones:

General Industrial (M5) Zone – applied in the interior of the Bayfront Industrial Area and the East Hamilton Industrial Area. This zone is the most permissive industrial zone and permits the widest range of manufacturing and employment related uses, as well as some uses which may take advantage of existing buildings or locate on existing smaller lots.

Light Industrial (M6) Zone – applied in the exterior of the Bayfront and all other industrial areas. Permits range of light industrial and ancillary uses.

1.2 METHODOLOGY AND CONVERSION CRITERIA

This conversion analysis builds on the previous conversion analysis, which was completed by the City of Hamilton in 2008. The methodology of this study utilizes a similar approach to the 2008 analysis, and incorporates information from the previous conversion analysis, while also assessing the current-day context of employment land in the City. This review addresses lands along the margins of existing Employment Areas within the City of Hamilton where land uses may have morphed over time and the existing Employment Area designation may no longer be appropriate. Areas that have experienced change since the completion of the previous study, in the form of new development, vacant lands or planning applications, will be reviewed through this analysis, as well as areas where staff have identified a need for potential boundary refinement due to existing uses.

The primary focus of this report is the Bayfront Industrial Area due to its longer history, complexity of existing land uses, and therefore greater need for potential boundary refinement, particularly along the edges of the area. Consideration is also given to potential conversion sites in the East Hamilton Industrial Area, Red Hill North Business Park, and the Flamborough Business Park due to existing uses or the need for boundary refinement. For the remaining employment areas in the City, no potential conversion sites were identified, and these areas are therefore not addressed in this Report.

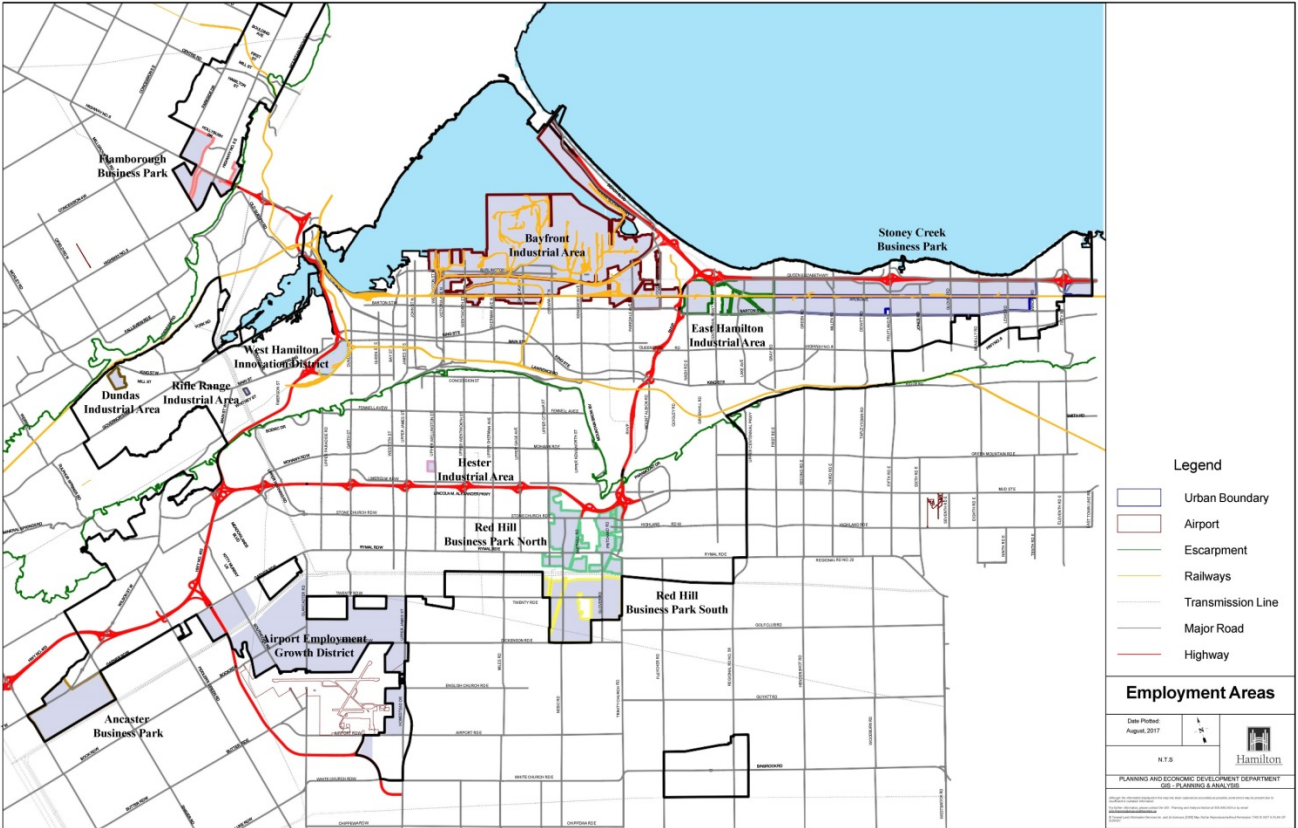


Figure 2 – City of Hamilton Employment Areas

Conversion Criteria

Sites were evaluated against the criteria for conversion of the Growth Plan Policy 2.2.5.9:

“The conversion of lands within *employment areas* to non-employment uses may be permitted only through a *municipal comprehensive review* where it is demonstrated that:

- a) there is a need for the conversion;
- b) the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;
- c) the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;
- d) the proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and

- e) there are existing or planned *infrastructure* and *public service facilities* to accommodate the proposed uses.”

Criteria (a) of Policy 2.2.5.9 addresses the question of ‘need’ for the conversion. The question of ‘need’ could be considered in different ways. For the purposes of this review, staff consider the test of need as being whether or not there are compelling, site / area specific reasons to convert the lands to a non-employment designation. This could include considerations of existing and surrounding land uses, suitability (size, location) of a property to accommodate employment uses, or potential benefit arising from a proposed non-employment use. The question of ‘need’ is not directly related to the City’s overall employment land supply, rather it is a local, site specific consideration of each conversion candidate.

Criteria (b) and (c) of Policy 2.2.5.9 relate to the City’s overall employment land need and that the conversion lands are not required for employment purposes to the planning horizon, and that the City will maintain sufficient employment lands. When considering the City’s overall employment land needs, it must be remembered that determining employment land need must take into account the adequacy of land supply to accommodate projected growth. It is not only about the amount of land available (supply), but also about the location, size, and readiness for development of the available lands. For this analysis, the sites and areas under consideration are generally small in size, in a location containing an existing mix of non-employment land uses, and the majority are already developed with other uses. Based on the results of the City’s LNA, the conversion of such lands will not have a significant impact on the City’s overall employment land need. Undeveloped lots of vacant, greenfield employment lands were not considered for conversion as they did not meet the conversion criteria. Based on the parcel sizes, none of the sites under consideration would offend criteria (b) and (c) of Policy 2.2.5.9.

Building on the Criteria for Evaluation identified by Policy 2.2.5.9 of the *Growth Plan*, this analysis uses an additional set of criteria to guide identification of potential conversion candidates. The additional criteria are similar to the criteria used in the conversion analysis completed in 2008. The additional City criteria are as follows:

Part A

1. Site(s) are mixed use blocks and located along the edges of industrial areas;

Part B (only applied to sites / areas that meet Criteria 1)

2. Conversion of the site(s) will not adversely affect the long-term viability and function of the employment areas;

3. Conversion of the site(s) will not negatively affect the long-term viability of existing employment uses, including large, stand-alone facilities;
4. Conversion of the site(s) will not compromise any other planning policy objectives of the City, including planned commercial functions;
5. Conversion of the site(s) will not create incompatible land uses, including a consideration of the Ministry of Environment, Conservation and Parks Land Use Compatibility (D-series) guidelines;
6. Conversion of the site(s) will be beneficial to the community through its contribution to the overall intent and goals of the City's policies and demands on servicing and infrastructure;
7. Conversion of the site(s) will result in a more logical land use boundary.

This criteria was modified from the criteria utilized in the City's 2008 Employment Land Conversion Analysis. The previous analysis included additional criteria to address smaller industrial area (less than 10ha) and scattered industrial sites. There has been no change to these smaller areas since 2008, and therefore these areas are not being reviewed further in this analysis, and the additional criteria was removed. The remainder of the criteria from 2008 remains valid and applicable to the review of employment lands and has been utilized for this analysis.

Any sites / areas that meet criteria 1 pass the initial screening. The remainder of the criteria are applied to the site / area to determine if the conversion is appropriate. If a site / area does not pass criteria 1, it is not evaluated any further.

Each site / area is reviewed under both the Growth Plan Policy 2.2.5.9 criteria and the City's criteria noted above.

GIS land use information and aerial photos were used to identify conversion candidates. Site visits were made to all sites that passed criteria 1 or where in-person analysis was required. Information from the 2008 conversion analysis was also taken into consideration in this analysis.

1.3 REPORT ORGANIZATION

The report is organized by Employment Area. A general description of each Employment Area is provided, followed by a planning analysis which identifies any sites under consideration for conversion and how these sites performed against the criteria. Recommendations for either no change in designation or conversion to another designation are provided.

Appendix A to this Report presents a separate review of the several residential enclaves which are scattered throughout the Bayfront and Stoney Creek Business Park. Recommendations regarding the future land use considerations of each enclave will be made in the appendix.

Appendix B provides a summary of the requests for employment land conversion which were received in response to the public call for conversion requests initiated in 2017. In total, 22 conversion requests were received through the public process. The staff analysis and response to each request is included in Appendix B.

Finally, Staff have been directed, through motion at the November 19, 2019 General Issues Committee, to review the potential conversion of the Confederation GO Station lands (395 Centennial Parkway North, 185 Bancroft Street and 25 Arrowsmith Drive). Analysis of conversion for this transit station property is provided separately as Appendix "D" to Report PED17010(k).

2. BAYFRONT INDUSTRIAL AREA

The Bayfront Industrial Area (the Bayfront) is located at the north end of the lower city and is roughly bounded by Wellington Street North, Barton Street East, Woodward Avenue, and Hamilton Harbour to the north. It is the largest Employment Area in Hamilton, at over 1,512 hectares (ha). The Bayfront Industrial Area has been identified by the Province as a Provincially Significant Employment Zone.

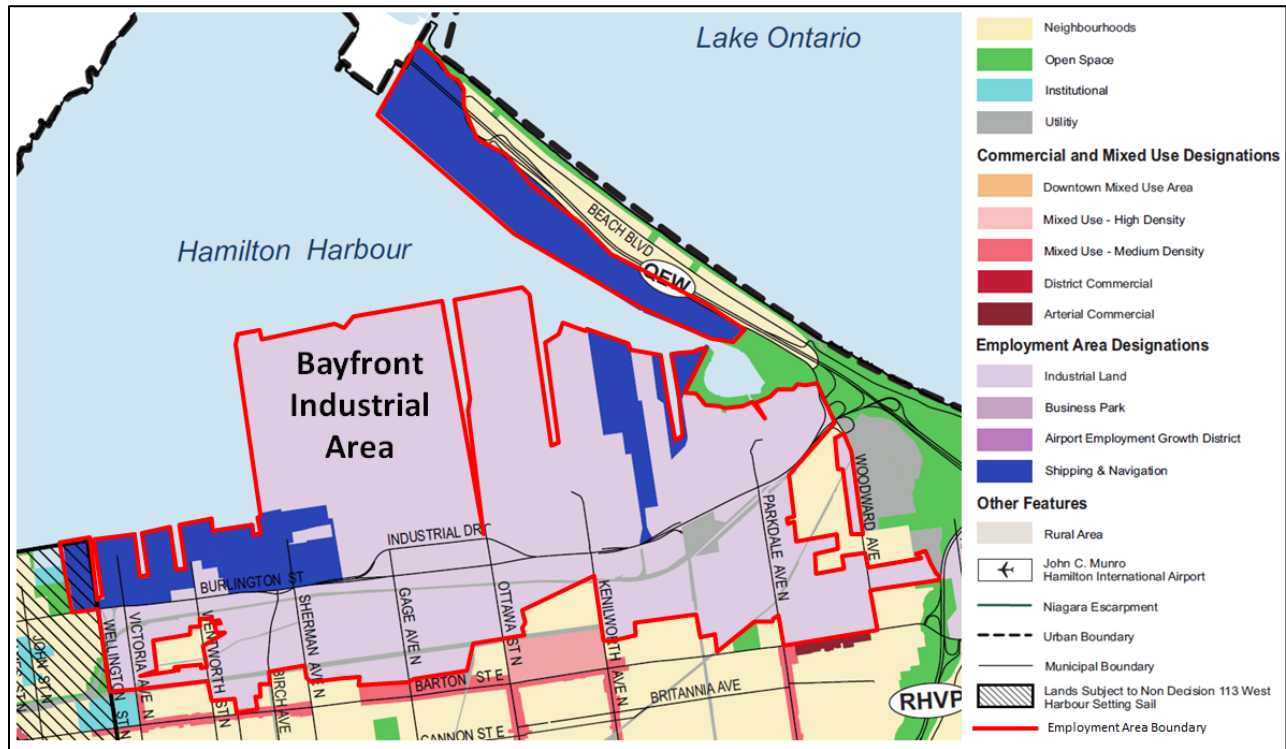


Figure 3 – Land Use Designations in Bayfront Industrial Area

The predominant land use in the Bayfront is industrial, which accounts for 77 per cent of the land in the area (1159 ha). Approximately 11 per cent (163 ha) of land in the area is attributed to transportation (includes port uses) and utilities. Vacant land accounts for 9 per cent of the area (137 ha). Remnant residential enclaves and residential parcels scattered throughout the area make up a small amount (1 per cent) of the total area in the Bayfront. Residential enclaves include Alpha East, Beatty, Biggar, Land, Leeds, Rowanwood, and Stapleton. Previous planning analyses conducted throughout the 1970's, 1980's, and 1990's identified that the long term intent for these residential enclaves was to retain the industrial land use designation and on the premise that they would evolve over time into industrial land uses. A separate consideration of these enclaves is addressed in Appendix A.

There is one Urban Hamilton Official Plan, Volume 3, area specific policy in this area. UH-1 applies to lands in the Bayfront Industrial Area that were identified for conversion through the previous analysis. The area specific policy directs that the zoning of the parcels should allow for the existing industrial or commercial use to continue. At such time as the industrial uses cease, and a new use is proposed, a number of criteria must be met including a restriction on major retail uses, demonstration that no negative impact on surrounding properties will be created, submission and approval of a Record of Site Condition, and compliance with provincial D-Series Guidelines.

Table 2 - Land Uses in Bayfront Industrial Area

Land Use	Total Hectares (ha)	Percentage of Total Area (%)
Commercial	22.66	1.50
Industrial	1159.19	76.67
Institutional	4.55	0.30
Office	1.89	0.13
Open Space	4.78	0.32
Residential	19	1.23
Transportation/Utility	162.74	10.76
Vacant Land	137.19	9.07
Total	1512	100

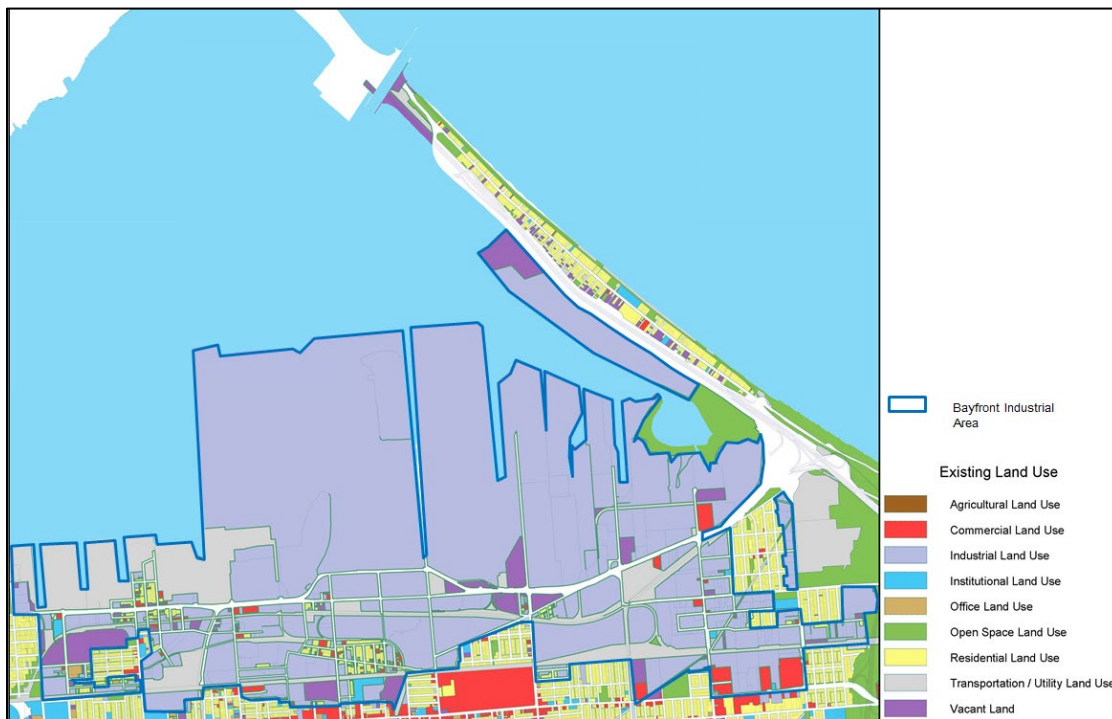


Figure 4 – Land Uses in Bayfront Industrial Area

The review of the Bayfront Industrial Area is broken down by sub-area in the analysis that follows.

2.1 AREA BOUNDED BY WELLINGTON STREET NORTH, WENTWORTH STREET NORTH, BURLINGTON STREET EAST AND RAIL LINE TO SOUTH

The Keith and Monroe residential neighbourhoods are located in the core of this area. The majority of the residential dwellings are designated Neighbourhoods and zoned Residential, although a small number of dwellings to the south of the area remain Industrial Land. A portion of the Land Residential Enclave is located in this area (southwest corner of Burlington and Wentworth) and is reviewed in Appendix "A" (Residential Enclaves Review).

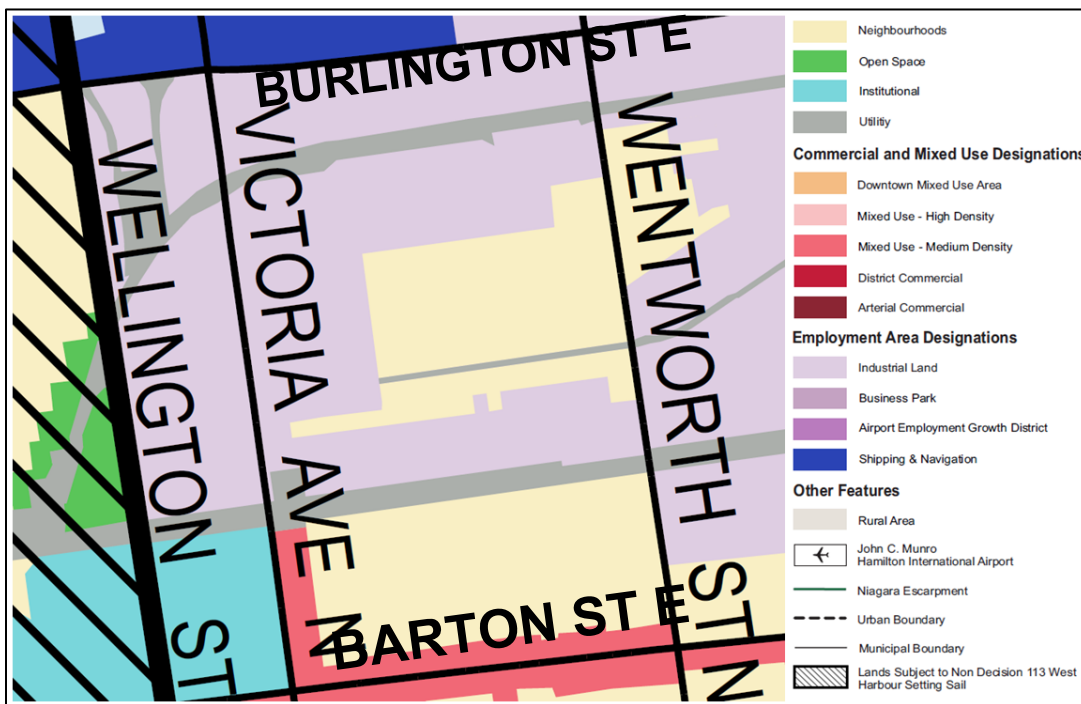


Figure 5 - Land Use Designations in area bounded By Wellington Street North, Wentworth Street North, Burlington Street East, and the utility/rail line to the south

Land uses in this area include industrial, office, transportation (rail lines), small blocks of residential parcels, and scattered commercial, residential, and open space uses. There are two large vacant sites and several smaller vacant sites.

Sites under review for potential conversion are identified in the table below and on the map. These sites were identified based on their location and existing land use.

**Table 3 – Potential Conversion Sites in area bounded by Wellington St N,
 Wentworth St N,
 Burlington St E and utility/rail line**

Address	Land Use	Zoning	Area (Ha)
240 Burlington St E	Industrial/community centre/community garden	M6 – Light Industrial	0.5
472 Wellington St N	Vacant	M6 – Light Industrial	0.8
450 Wellington St N	Mixed use – Ubrew, residential	M6 – Light Industrial	0.1
451 Victoria Ave N	Vacant	M6 – Light Industrial	3.2
390 Victoria Ave N	Vacant/parking	M6 – Light Industrial - SE/375	0.2
366 Victoria Ave N	Industrial	M6 – Light Industrial - SE/375	0.25
15 – 35 Shaw St	Single (7) and semi-detached (2) dwellings	M6 – Light Industrial - SE/375	0.2
20 – 24 Shaw St	Single (3) dwellings	M6 – Light Industrial - SE/375	0.09
26 Shaw St	Industrial	M6 – Light Industrial - SE/375	0.04
30 – 58 Shaw St	Single (11) dwellings	M6 – Light Industrial - SE/375	0.4
60 Shaw St	Vacant	M6 – Light Industrial - SE/375	0.06
64 Shaw St	Single (1) dwelling	M6 – Light Industrial - SE/375	0.02
65 Shaw St	Vacant/parking	M6 – Light Industrial - SE/375	0.2
353 Emerald St N	Single (1) dwelling	M6 – Light Industrial - SE/375	0.02
356 Emerald St N	Industrial	M6 – Light Industrial - SE/375	0.8

Address	Land Use	Zoning	Area (Ha)
118 Shaw St	Industrial	M6 – Light Industrial - SE/375	0.4
360 – 368 Emerald St N	Single (1) and semi-detached (2) dwellings	M6 – Light Industrial - SE/375	0.05
71 – 99 Shaw St	Single (6), semi-detached (3) and triplex (1) dwelling	M6 – Light Industrial - SE/375	0.25
103 Shaw St	Vacant	M6 – Light Industrial - SE/375	0.04
6 – 10 Douglas Ave	Triplex (1) dwelling	M6 – Light Industrial - SE/375	0.03
16 Douglas Ave	Park/community garden	M6 – Light Industrial - SE/375	0.07
107 – 117 Shaw St	Triplex (2) dwellings	M6 – Light Industrial - SE/375	0.07
121 Shaw St	Office	M6 – Light Industrial - SE/375	0.2
83 – 105 Cheever St	Single (1), triplex (2), townhouse (1) dwellings	M6 – Light Industrial - SE/375	0.1
92 – 104 Cheever St	Single (1) and triplex (2) dwellings	M6 – Light Industrial - SE/375	0.1
110 – 166 Burton St	Single (14) and semi-detached (5) dwellings	M6 – Light Industrial - SE/375	0.4
175 Wentworth Ave N	Industrial	M6 – Light Industrial - SE/375	0.4
331 Wentworth Ave N / 170 Shaw St	Industrial / Warehousing / Office	M6 – Light Industrial - SE/375	0.55
335 Wentworth Ave N	Single (1) dwelling	M6 – Light Industrial - SE/375	0.02

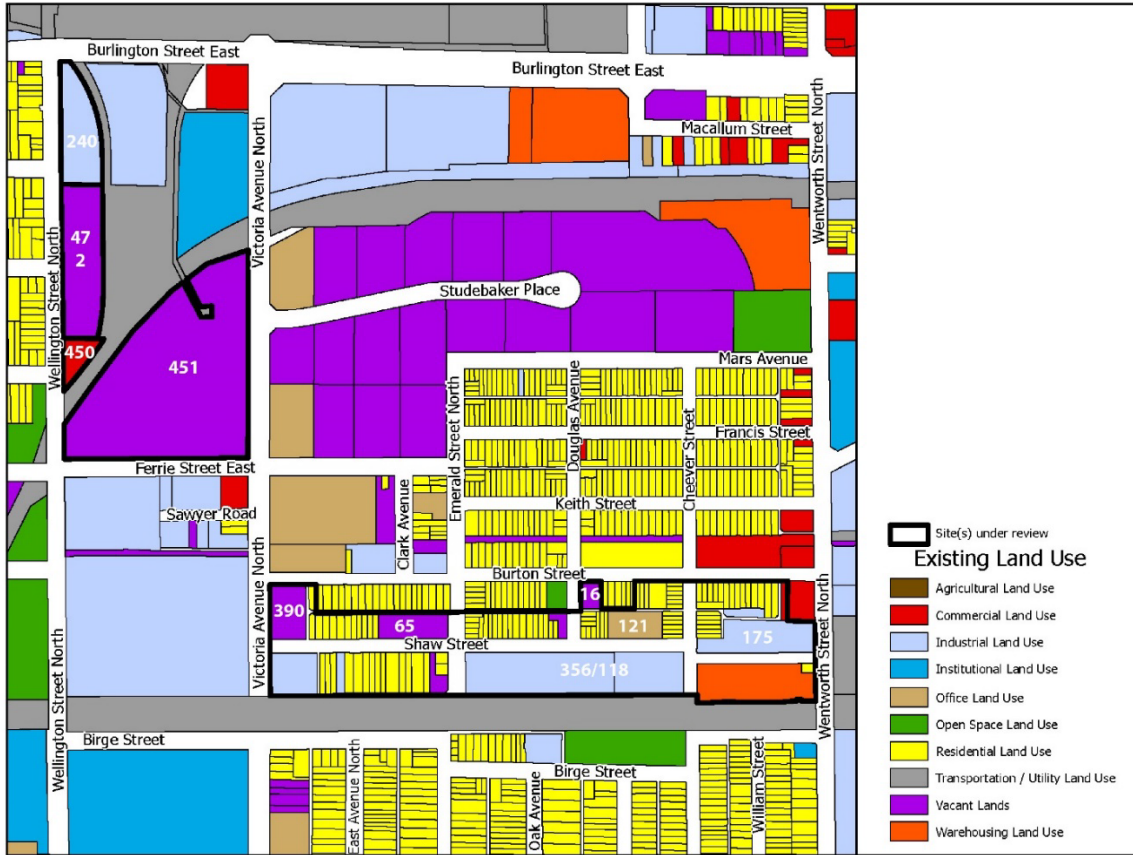


Figure 6 - Land Use in area bounded By Wellington St N, Wentworth St N, Burlington St and rail line

240 Burlington St E, 472 Wellington St N, and 450 Wellington St N

Do these parcels meet Criteria 1: Yes. 240 Burlington St E, 472 Wellington St N, and 450 Wellington St N are mixed use and vacant sites along the margin of the Bayfront, and are adjacent to residential uses.

Evaluation: These sites would not be a sizable loss to the industrial area should they be converted to non-employment uses since their collective area is 1.4 ha. The rear of these parcels abuts a railway junction. Conversion to a sensitive land use may create land use compatibility issues due to the adjacent railroad, which would not meet Criteria 5. At present, the boundary of the Bayfront Industrial Area logically follows Wellington St N, and therefore conversion of these sites would not meet Criteria 7.

Recommendation: Retain Employment Area designation. No conversions are recommended.

451 Victoria Ave N

Does this parcel meet Criteria 1: No. 451 Victoria Ave N is a vacant 3.2 ha parcel located internal to the industrial area, south of the rail line.

Recommendation: Retain Employment Area designation. No conversion recommended.

Lands south of Burton Street and north of rail line (366 and 390 Victoria Ave N, 15 – 175 Shaw St, 20 Shaw St – 64 Shaw St, 351 – 356 Emerald St, 118 - 170 Shaw St, 360 – 368 Emerald St, 6 – 16 Douglas Ave, 83 – 105 Cheever St, and 110 – 166 Burton St, 335 Wentworth St N)

Do these parcels meet Criteria 1: Yes. These parcels directly abut the lands designated Neighbourhoods to the north. The area is mixed use with a range of residential, commercial and industrial uses.

Evaluation: The existing boundary of this area is irregular, particularly along the south side of Burton St which abuts the Keith neighbourhood. There are two small parkettes at the intersection of Burton and Douglas. The park at 90 Burton St is designated Neighbourhoods while the open space at 16 Douglas Ave (which contains a community garden) is in the employment area. A newer townhouse development at 104 – 108 Burton St has been designated Neighbourhoods, while the remainder of the homes on the same block are designated Industrial. It is recommended that the parcels on the south side of Burton St which are currently designated Industrial Land (110 – 166 Burton St and 16 Douglas Ave) be converted to the Neighbourhoods designation to clean up this boundary and recognize the existing uses in the area, which are primarily residential.

For the remainder of the parcels in this area, Shaw St becomes a natural boundary, with the parcels to the north of Shaw St being recommended for conversion. The exception would be one property (175 Shaw St) to the north of Shaw St, at Wentworth St N, which contains an active industrial use and should remain in the employment designation. Included amongst the parcels being recommended for conversion are three vacant lots which are currently being utilized for parking. Two of these lots were included in a public request for conversion which is discussed in more detail in Appendix B. There is also one office building located at 121 Shaw St which is currently occupied by an engineering firm. The remainder of the lots being recommended for conversion contain residential uses.

There is a need for the conversion of the subject parcels to recognize the long-standing non-employment uses in the area which have not changed over time and are not transitioning to employment uses. There is also a demonstrated need to address the existing illogical boundary between the Neighbourhoods and the Employment Area designations in this area. The conversion of the parcels in this area would not adversely affect the existing employment area or existing uses or create incompatibilities as the

conversion is recognizing existing uses, and therefore satisfies City criteria 2, 3, 4 and 5 and Growth Plan criteria (d) and (e). Conversion could result in an overall community benefit by facilitating redevelopment of the vacant parcels for a wider range of uses, satisfying criteria 6. Criteria 7 is satisfied through the clean-up of the boundary between designations.

It is recommended that lands to the south of Shaw Street should remain industrial, as this area incorporates large active industrial operations abutting the rail line (Karma Candy at 356 Emerald St N / 118 Shaw St and 170 Shaw St). The Karma Candy lands, as well as an additional parcel south of Shaw St (60 Shaw St), were included in a public request for conversion which is analysed in more detail in Appendix B.

Recommendation: Within this area, lands to the north of Shaw St (with the exception of 175 Shaw St) are recommended for conversion. The identified lands should be redesignated to the Neighbourhoods designation, with a site specific policy to recognize the existing office building at 121 Shaw St (which exceeds the square footage permitted in the parent designation). An additional site specific policy area is recommended for the vacant parcel at 390 Victoria Ave N, which is adjacent to active industrial uses, to prohibit the use of these lands for sensitive uses. A local commercial or community use would be appropriate on these lands. An area specific policy will be applied to the remaining conversion parcels which will require that, at the development stage, any future redevelopment of the parcels be required to demonstrate compatibility with adjacent uses, including but not limited to the completion of a noise study, record of site condition (if required) and compliance with the Ministry of Environment, Conservation & Parks D-Series Guidelines.

2.2 AREA BOUNDED BY WENTWORTH ST N, BURLINGTON ST, SHERMAN AVE N, AND BARTON ST

This area is largely designated Industrial Land, with the Neighbourhoods designation on the southern margin of the Industrial Area and the Mixed Use – Medium Density designation along Barton St E. The land uses within the Industrial Area designation are largely industrial and utility land uses and as such, the designation is appropriate. While there are pockets of residential and vacant lands to the north, these lands are internal to the park and therefore do not warrant further review (the Land residential enclave at the northern edge of this area will be considered in Appendix A). However, one mixed use block on the periphery of the Industrial Area warrants further review.

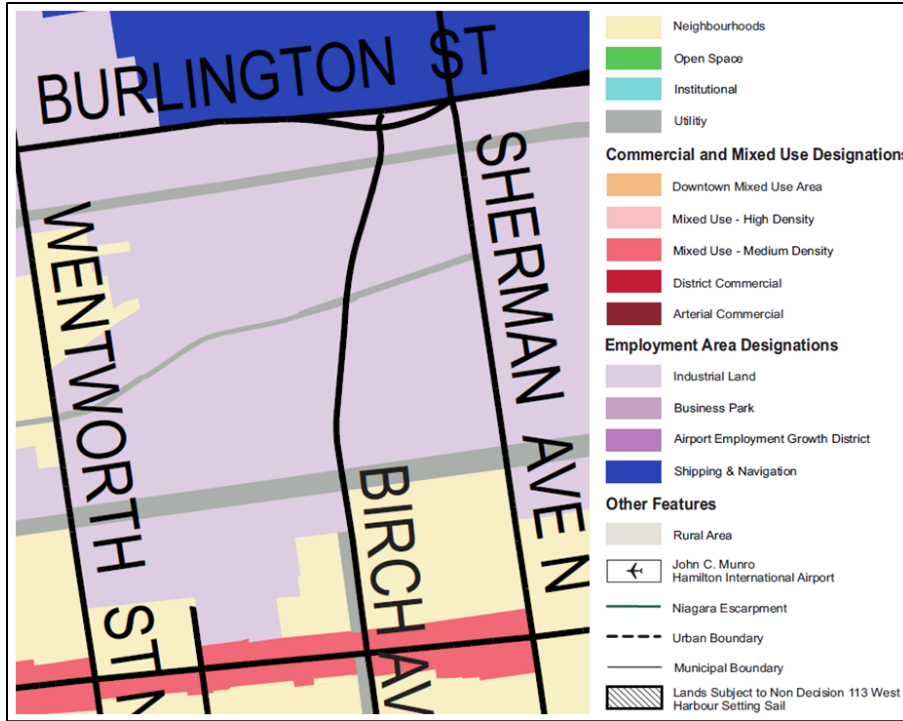


Figure7 - Land Use Designations in area bounded by Wentworth Street North, Burlington Street East, Sherman Avenue North, and Barton Street East

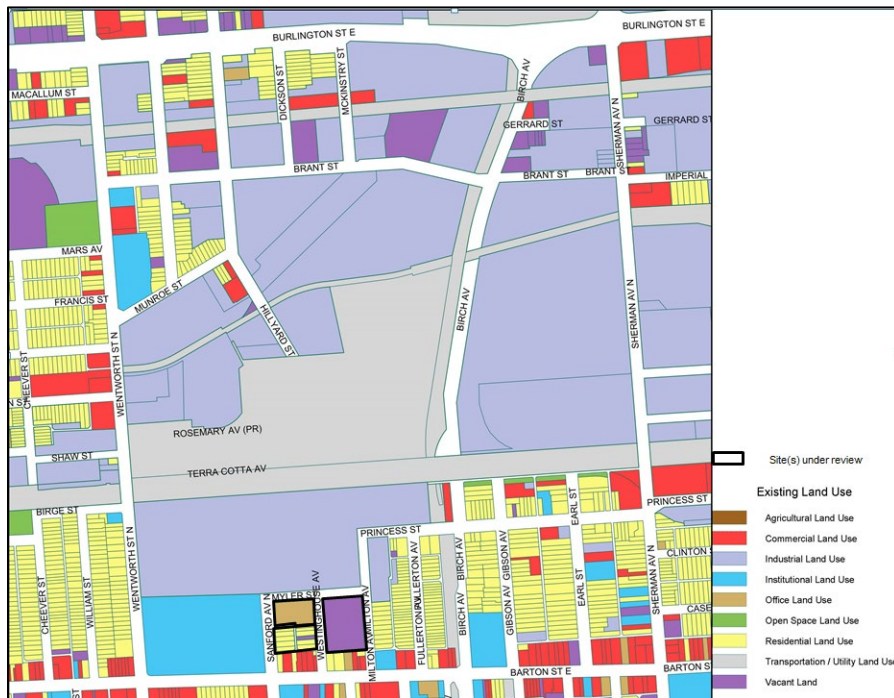


Figure 8 - Land uses in Area bounded by Wentworth St N, Burlington St, Sherman Ave N, and Barton St E

(OMB) decision in the 1990's that denied a request to convert the site with the former office building (286 Sanford Ave N) to residential. The OMB decision identified noise from adjacent industry at 20 Myler Street that precluded the opportunity for redevelopment of 286 Sanford Avenue as a sensitive land use.

Since the last conversion analysis was completed, a new use of 286 Sanford Ave N has been realized. The building has been partially renovated for use as an office building, which is permitted under the current zoning because of the legal non-conforming status from the former use of the building as the Westinghouse head office. A need for the conversion of the lands at 286 Sanford to the Neighbourhoods designation has been demonstrated to recognize the office use. Conversion of the lands at 268 – 276 Sanford Ave N and 13 – 23 Westinghouse Ave to Neighbourhoods would recognize the existing residential uses. Inclusion of the vacant parcel at 42 Westinghouse in the conversion to Neighbourhoods would result in a more logical boundary, satisfying City criteria 7. It is suggested that the lands at 286 Sanford and 42 Westinghouse be placed in site specific policy area which would prohibit the development of residential or other sensitive land uses until such time as a Noise Impact Study is submitted and approved. The Noise Impact Study must demonstrate no negative impact on the existing adjacent industrial use from the introduction of a sensitive land use, which may result in the need to design any future sensitive uses to shield sensitive living areas from exposure to the industry to the north. The site specific policy would also permit the entirety of the existing building at 286 Sanford to be utilized for office purposes (in excess of the parent permissions of the Neighbourhoods designation for local commercial uses), satisfying City criteria 2, 3 and 5 and Growth Plan criteria (d). Conversion of the sites would satisfy City criteria 6 by recognizing the adaptive reuse of the heritage building at 286 Sanford, and allowing for an array of uses permitted under the Neighbourhoods designation, including local commercial uses, which can provide benefit to the local community. Finally, due to the small size of the converted parcels, conversion would not compromise other planning objectives, including planned commercial functions, as per City criteria 4. As is noted above, the use of the property at 286 Sanford for commercial office purposes is already a permitted use. Conversion will recognize existing permissions. It is not anticipated that the conversion would place undue demands on infrastructure or public service facilities, satisfying Growth Plan criteria (e).

Recommendation: The following conversions are recommended:

- 286 Sanford Ave and 42 Westinghouse to Neighbourhoods, with site specific policy area prohibiting residential or other sensitive uses until a Noise Impact Study and any other required studies are approved, and to permit an increased floor area for office uses.

- 268 – 276 Sanford Ave N and 13 – 23 Westinghouse Ave to Neighbourhoods, with an area specific policy which will require that, at the development stage, any future redevelopment of the parcels be required to demonstrate compatibility with adjacent uses, including but not limited to the completion of a noise study, record of site condition (if required) and compliance with the Ministry of Environment, Conservation & Parks D-Series Guidelines.

Note:

Through the public call for conversion requests, two requests for this area were received. These requests included the above noted lands, as well as an additional site at 30 Milton Ave. The applicants proposed a mix of uses for the area, including residential uses. As discussed in Appendix B, the applicants were asked for additional studies to justify the request for mixed uses on the site, including residential. The applicants did not provide the requested studies to justify any additional sensitive uses in this area.

2.3 AREA BOUNDED BY SHERMAN AVENUE NORTH, BURLINGTON STREET EAST, GAGE AVENUE NORTH, AND BARTON STREET EAST

The southern margin of the industrial area in this block abuts Neighbourhoods and Mixed Use – Medium Density designations. The majority of this area contains industrial land uses. Parcels along Barton Street East that fell within the industrial area were previously converted to Mixed Use – Medium Density. The previous conversion analysis also considered conversion of a small residential area in the Stipley Neighbourhood. These lands were not converted due to their adjacency to functioning industrial land uses. A number of residential enclaves exist in this area (Rowanwood, Alpha East, Biggar and Leeds), which are discussed in Appendix A. Since the previous conversion analysis, a large industrial site has become vacant, changing the context of the area and warranting a new analysis.

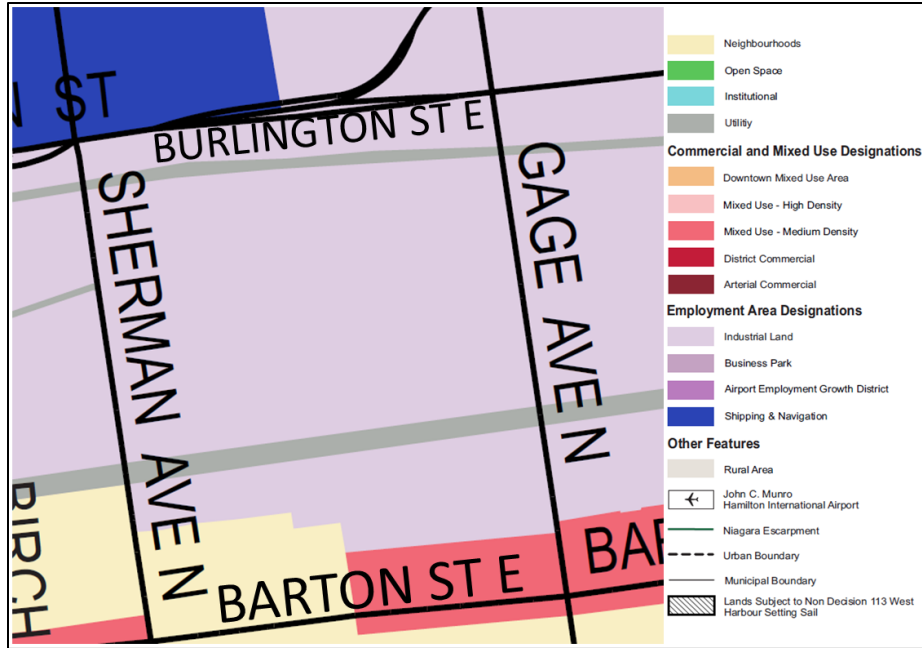


Figure 10 - Land use designations in area bounded by Sherman Avenue North, Burlington Street East, Gage Avenue North, & Barton Street East

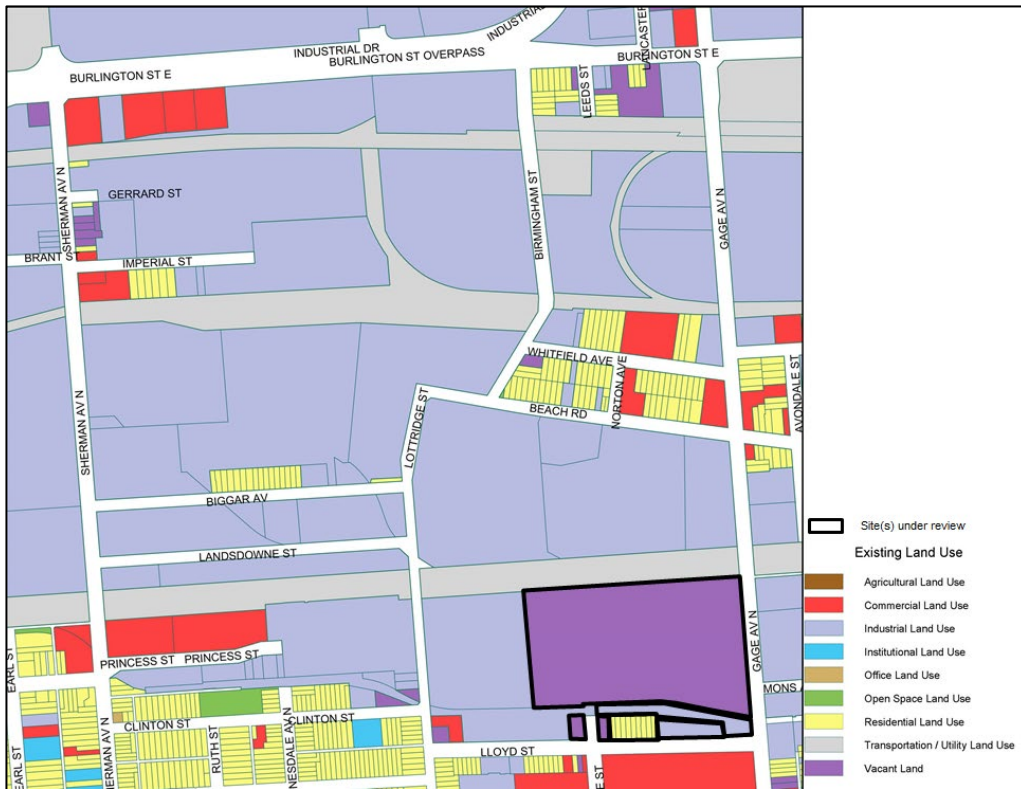


Figure 11 - Land uses in area bounded by Sherman Avenue North, Burlington Street East, Gage Avenue North, & Barton Street East

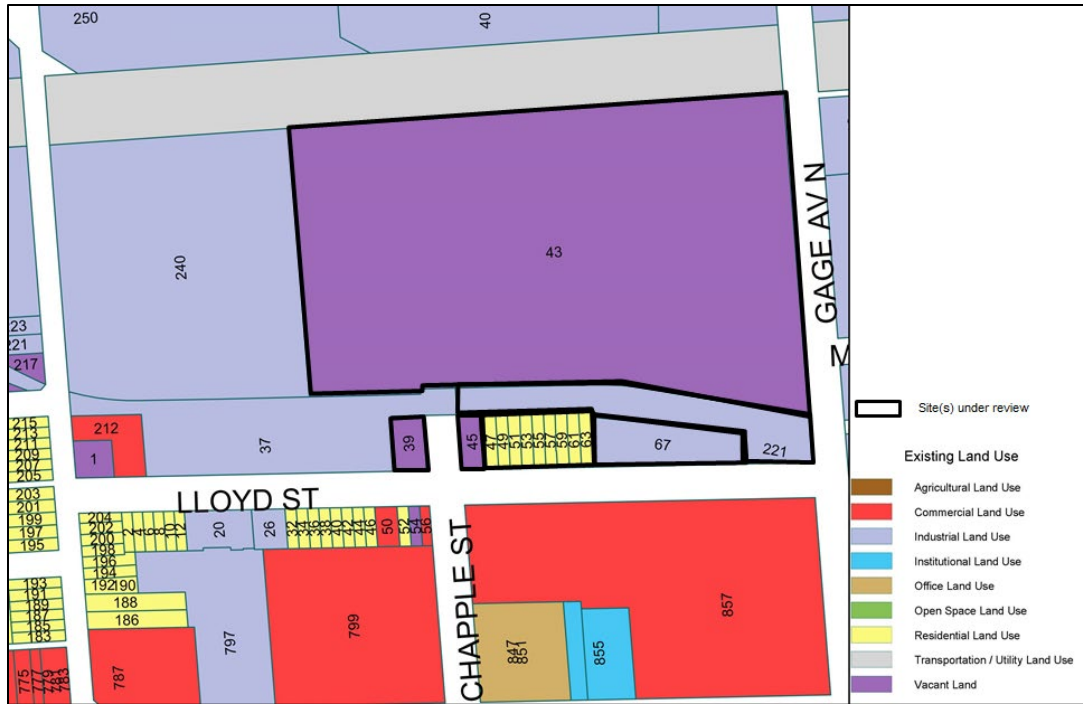


Figure 12 – Land uses in Lloyd Street Area and conversion candidate sites

The following sites are conversion candidates for further consideration:

Table 5 – Conversion Candidates for area bounded by Sherman Avenue North, Burlington Street East, Gage Avenue North, & Barton Street East

Address	Land Use	Zoning	Area (Ha)
39 Lloyd Street	Vacant	M6 – Light Industrial - SE/438	0.06 Ha
43 Lloyd Street	Vacant Industrial	M6 – Light Industrial - SE/438	4.6 Ha
221 Gage Ave N	Medium Industrial – automotive repair	M6 – Light Industrial	0.4 Ha
67 Lloyd St	Medium Industrial – appears vacant	M6 – Light Industrial - SE/438	0.2 Ha
45, 47, 49, 51, 53, 55, 57, 59, 61, and 63 Lloyd St	Residential and one vacant	M6 – Light Industrial	0.2 Ha

Do these parcels meet Criteria 1: Yes, these parcels are located along the edge of the industrial area.

Evaluation: Since the last conversion analysis, a need for the conversion of these parcels has been demonstrated. The properties at 39 Lloyd Street, and 43 Lloyd Street (former

Hamilton Builder's Supply) and certain adjacent residential parcels have been purchased by the City of Hamilton for use as a future outdoor recreational space, including soccer and baseball fields and a soccer practice facility. The use is permitted as-of-right under the public use provisions of the Zoning By-law. The use is proposed to compensate for a lack of sports fields / training facilities in the vicinity resulting in part from the redevelopment of Tim Horton's Field (which resulted in the loss of soccer and baseball fields from the site). Therefore, conversion of the site satisfies criteria 6 by providing an overall community benefit. The conversion does not offend criteria 7 as the site is located on an arterial road and is an extension of the Mixed Use Medium Density designation to the south. It is not anticipated that conversion of the site would negatively impact the overall viability of the employment area, as the recreational use is replacing a previous quasi industrial / commercial use which in itself was not contributing significantly to the overall viability of the area (satisfies criteria 2). Similarly, as the proposed use is recreational, conversion will not jeopardize other policy objectives, including planned commercial, thereby satisfying criteria 4.

The remaining two criteria address compatibility issues and impact on existing industry. There are existing industrial facilities directly to the west and north of the site. The proposed recreational use is considered a sensitive land use under the Ministry of Environment, Conservation and Parks (MOECP) D-6 Guideline if the municipality deems it to be sensitive. However, the MOECP Environmental Noise Guideline (NPC-300) does not consider a park to be a noise sensitive land use. Rather, only residential dwellings, or noise sensitive commercial or institutional buildings meet this definition. Therefore, the establishment of the park in the vicinity of the existing industrial operations will not create additional compatibility issues for the businesses, satisfying criteria 3 and 5. Staff note that there are already existing residential (sensitive) uses within the area and within the vicinity of these active industrial operations.

Recommendation: Conversion to Neighbourhoods is recommended. An area specific policy will be applied to the parcels. It is noted the intention is for these lands to develop into a park, but studies should be required prior to the redevelopment occurring, including the submission of a record of site condition. The area specific policy will require that any future redevelopment of the parcels be required to demonstrate compatibility with adjacent uses, including submission of any required studies.

2.4 AREA BOUNDED BY GAGE AVENUE NORTH, BURLINGTON STREET EAST, OTTAWA STREET NORTH, & BARTON STREET EAST

The southern portion of the industrial area in this block abuts Mixed Use - Medium Density, Neighbourhoods, and Utility designations. In terms of land use, the area is mixed use with large industrial parcels in the northern portion, a residential enclave (Rowanwood) adjacent to the northern side of the rail line, and industrial, institutional,

residential, and commercial land uses as well as vacant lands south of the rail line. Parcels located along Barton Street East and along the southern side of Linden Street were considered for conversion in the previous conversion analysis (Crown Point West 1 and 2) and were subsequently converted to Mixed Use – Medium Density. Several parcels along Linden Street warrant consideration for conversion due to the existence of a place of worship, residential properties, and a vacant parcel.

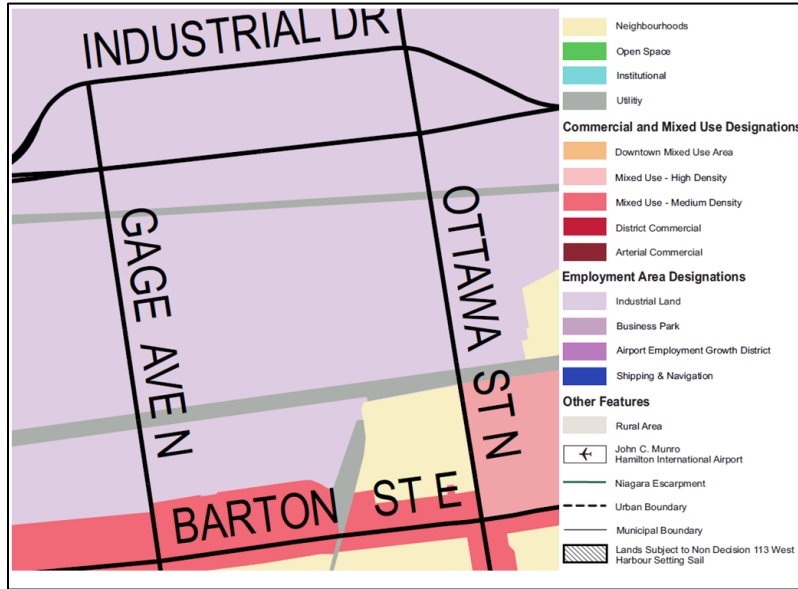


Figure 13 - Land use designations in area bounded by Gage Avenue North, Burlington Street East, Ottawa Street North, and Barton Street East

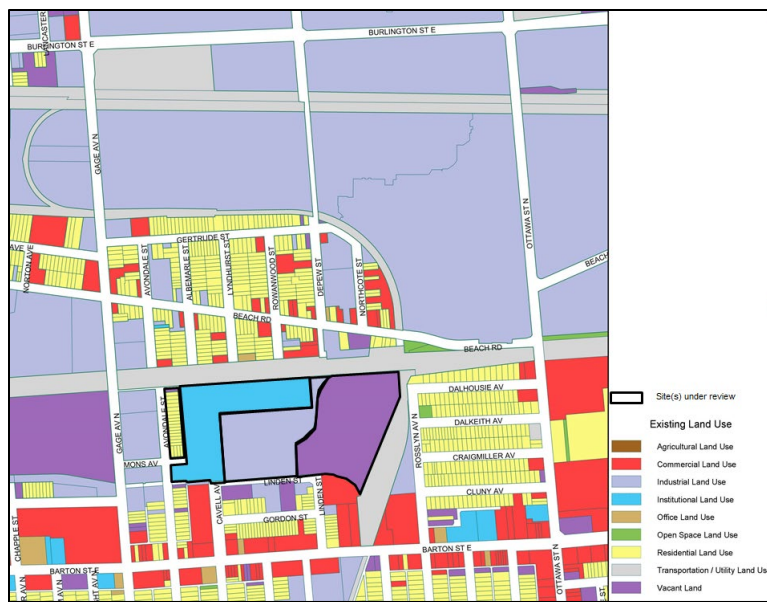


Figure 14 - Land uses in area bounded by Gage Avenue North, Burlington Street East, Ottawa Street North, and Barton Street East

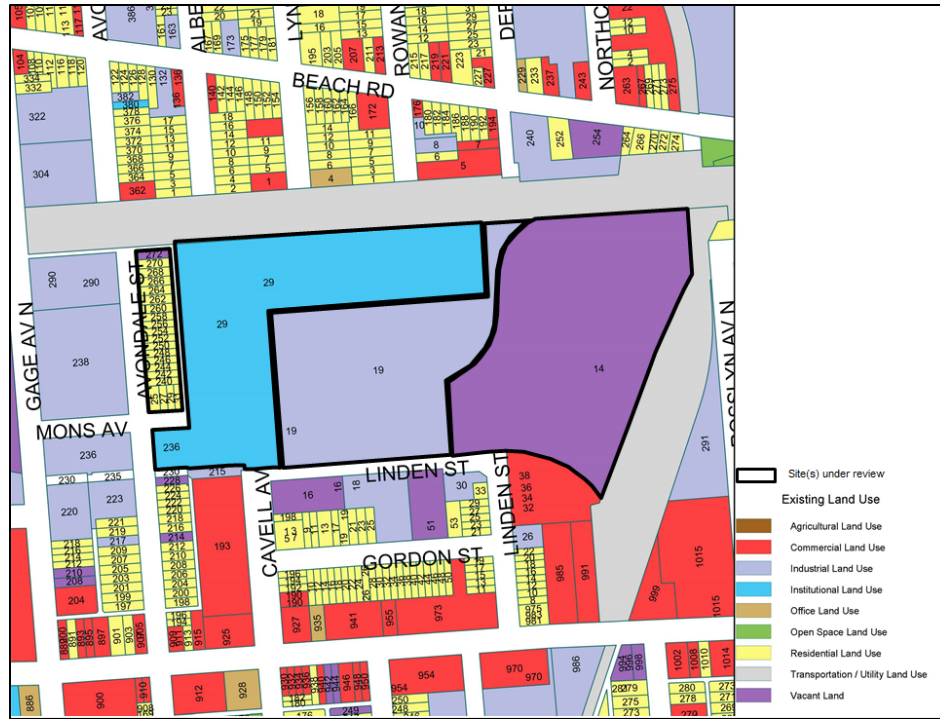


Figure 15 – Conversion Candidates in Linden Street Area

The following parcels are considered for conversion:

Table 6 – Conversion Candidates in area bounded by Gage Avenue North, Burlington Street East, Ottawa Street North, and Barton Street East

Address	Land Use	Zoning	Area (Ha)
14 Linden Street	Vacant/parking	M6 – Light Industrial	3.2 Ha
19 Linden Street	Medium industrial – Auto wreckers	M6 – Light Industrial	2.3 Ha
29 Linden St and 236 Avondale Ave	Institutional – Place of Worship	M6 – Light Industrial - SE/366	2.7 Ha
25-31 Mons Avenue and 240-272 Avondale Street	Residential, one vacant	M6 – Light Industrial	0.4 Ha

Do these parcels meet Criteria 1: Yes, these parcels are located on the southern edge of the industrial area and the block has a mix of uses.

Evaluation: While there a mix of uses within this area, there are also active industrial lands. An auto wreckers yard is located in the middle of these parcels (19 Linden Street). There are also warehousing/distribution and other industrial uses immediately east and west of the parcels under consideration. Residential uses exist on the east side of Avondale Street and a large place of worship occupied 2.7 ha of land (the place of worship

was established under the former City of Hamilton Zoning By-law 6593 which permitted places of worship as-of-right throughout the City). If only the residential parcels and the place of worship are converted, land use compatibility issues could arise between existing industrial uses as well as the rail line (does not meet Criteria 2 and 5). The vacant site at 14 Linden St is sizable (3.2 ha) and located adjacent to rail. Conversion of this site may preclude new industry from developing on this site (conflicts with Criteria 3). If these sites were converted to commercial designation, new commercial uses could potentially compete with and jeopardize existing commercial sites along Barton St E (conflicts with Criteria 4).

Recommendation: Retain Employment Area designation. Conversion is not recommended.

2.5 AREA BOUNDED BY KENILWORTH AVENUE NORTH, NIKOLA TESLA BOULEVARD, PARKDALE AVENUE NORTH, AND BARTON STREET EAST

A residential area designated Neighbourhoods borders the Industrial Area to the southwest. Mahoney Park also borders the Industrial Area. In terms of land use, the majority of the area is industrial. A small area at the intersection of Dunbar Ave and Kenilworth Ave N (Homeside) was considered for conversion in the last Conversion Analysis, however, this area was retained as Industrial Lands due to the predominant industrial land use in the area. A request for conversion has been received for this area, which is discussed in Appendix B.

The area bounded by Strathearne Ave, Barton St E, Parkdale Ave N, and the rail line was also previously considered for conversion in the last Conversion Analysis but was not converted due to compatibility issues with the rail line as well as the predominance of industrial land uses in the area. Since then, a site has become vacant (360 Strathearne Ave). The rail line that passes diagonally through the area has been closed and is proposed as a recreational trail in the Hamilton Recreation Trails Master Plan (proposed "pipeline trail"). The northeast corner of Barton St E and Strathearne Ave is designated Neighbourhoods and the existing use is commercial. The Coca Cola and Orlick industrial uses in this block are still in operation.

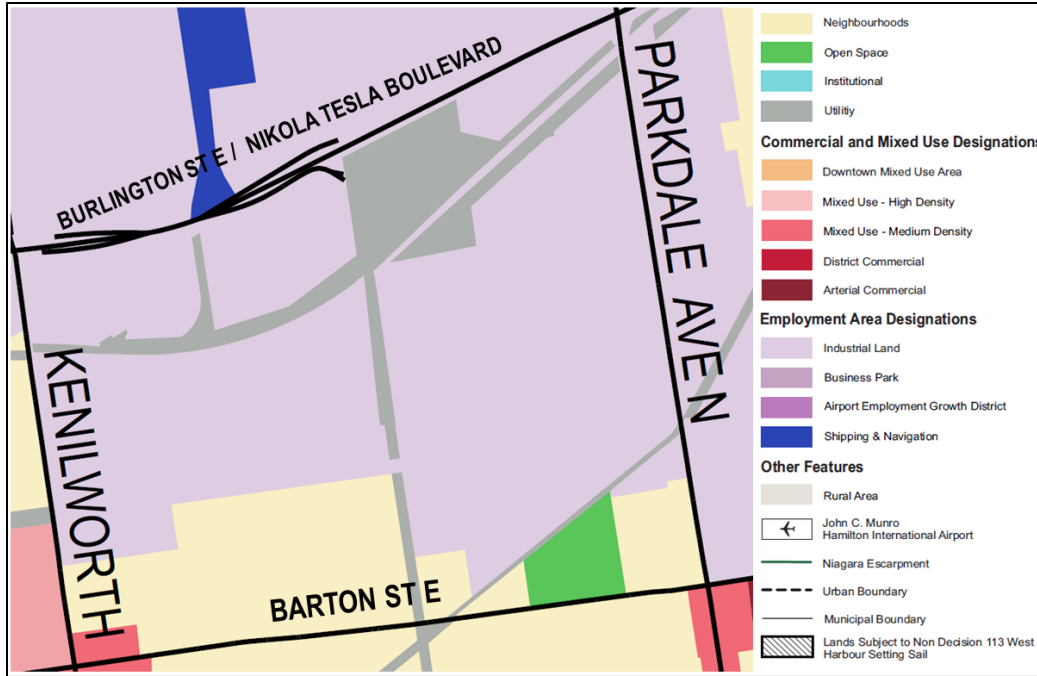


Figure 16 – Land use designations for Area bounded by Kenilworth Ave N, Nikola Tesla Blvd, Parkdale Ave N, and Barton St E

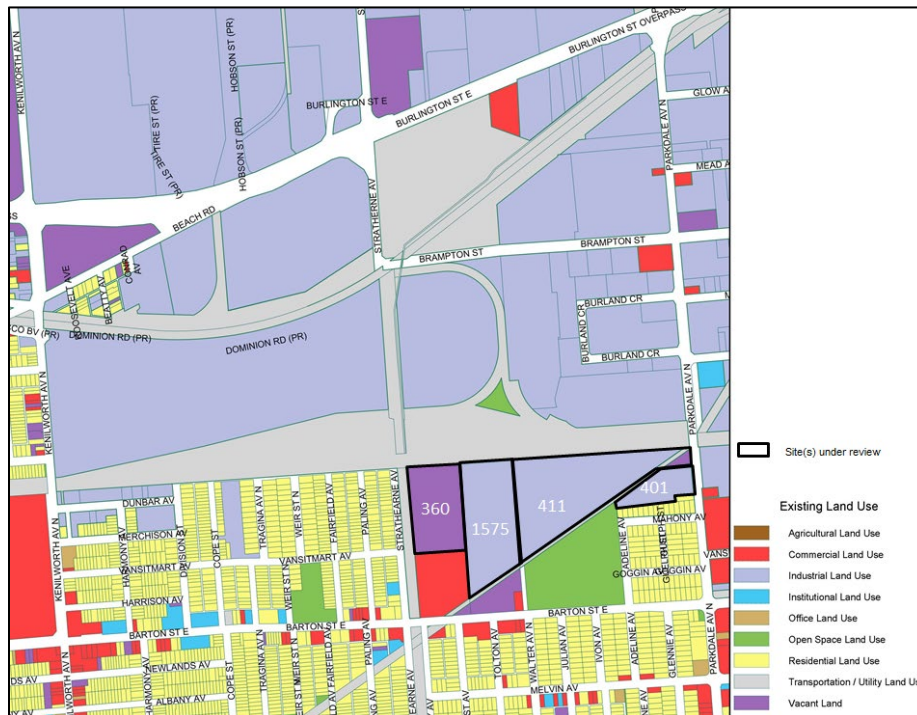


Figure 17 – Land uses for Area bounded by Kenilworth Ave N, Burlington St E/Nikola Tesla Blvd, Parkdale Ave N, and Barton St E

The following parcels are considered for conversion:

Table 7 – Conversion Opportunity Sites in area bounded by Kenilworth Ave N, Burlington St E/Nikola Tesla Blvd, Parkdale Ave N, and Barton St E

Address	Land Use	Zoning	Area (Ha)
360 Strathearne Ave	Vacant	M6 – Light Industrial	2.5 Ha
1575 Barton St E	Medium Industrial – Coca Cola	M6 – Light Industrial	3.5 Ha
411 Parkdale Ave N	Medium Industrial – Orlick Industries (aluminum die-casting)	M6 – Light Industrial	4.6 Ha
401 Parkdale Ave N	Carquest Auto Parts (retail)/ Auto paint shop, Thrifty Car Rental	M6 – Light Industrial	1.1 Ha

Do these parcels meet Criteria 1: Yes, this area contains a mix of uses and is situated along the margin of the Bayfront. The context of the area has also changed since the last Conversion Analysis due to the ceasing of pipeline operations and new vacant lands at 360 Strathearne Ave, warranting a new review.

Evaluation: While the block is mixed use, Coca Cola and Orlick Industries are still functioning industrial uses that make up a large portion of the area block. 360 Strathearne is not recommended for conversion to non-employment designations because it is adjacent to existing industrial uses, and non-industrial uses may be incompatible and effect viability of existing employment uses (does not meet Criteria 5 and 6).

401 Parkdale Ave N is a potential conversion candidate. Conversion of the site would address a need to recognize the existing uses which are primarily retail. The small size of the site will not adversely impact the employment area or other city planning objectives (City criteria 2 and 4 and Growth Plan criteria (d)). The site is already functioning as a primarily retail use, therefore there is no concern for conflict with adjacent industries, satisfying City criteria 2 and 5. Mahoney Park and the former pipeline (planned recreational trail) provide a buffer between the industrial uses and the residential parcels (City criteria 7). The parcels across from 401 Parkdale Ave N on the east side of Parkdale Ave N are also being recommended for conversion because the uses are commercial / retail. The small size of the parcel does not create any infrastructure concerns should it be redeveloped (Growth Plan criteria (e)).

Recommendation: Conversion of 401 Parkdale Ave N to Arterial Commercial is recommended.

2.6 AREA BOUNDED BY PARKDALE AVENUE NORTH, NIKOLA TESLA BOULEVARD, RED HILL VALLEY PARKWAY, & BARTON STREET EAST

This area contains a significant amount of residential lands that are recognized and designated Neighbourhoods in the UHOP, a sizeable site designated Utilities (Hamilton Water), Open Space abutting the Red Hill Valley Parkway. The boundary line of the Bayfront in this area is not straight and rather unclear. Conversion opportunities in the previous Conversion Analysis were Parkview West and Parkview East areas, but these areas were not recommended to the shortlist for conversion due to the predominance of industrial land uses in the area. As the existing context has not changed significantly from the previous analysis, Parkview East and Parkview West will not be reviewed again in this analysis.

McQuesten West (lands on the south side of Barton St E) was reviewed in the last Conversion Analysis and converted to the Arterial Commercial designation. There are several commercial uses on the north side of Barton St E that warrant conversion consideration. These sites were not considered in the previous conversion analysis.

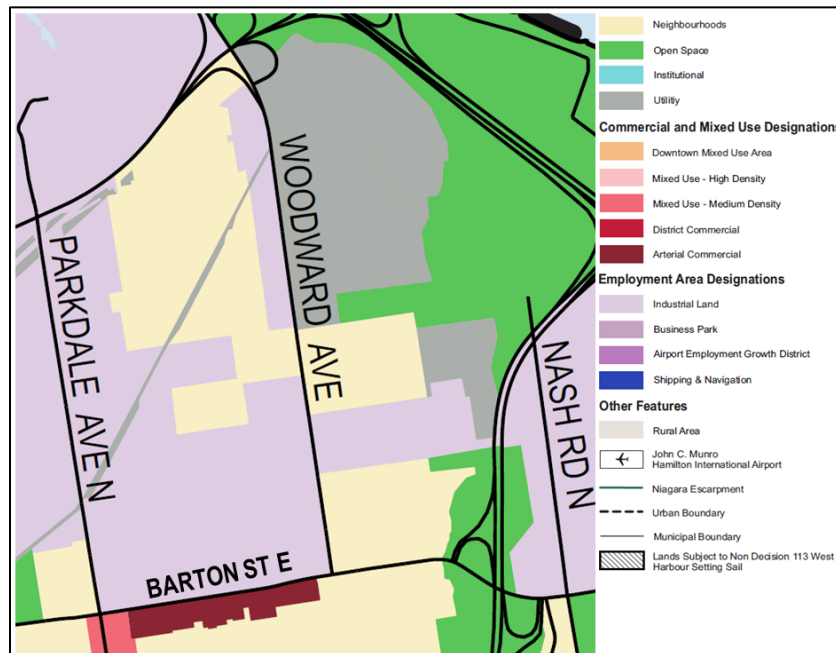


Figure 18 – Land use designations in area bounded by Parkdale Ave N, Nikola Tesla Blvd, Red Hill Valley Pkwy, & Barton St E

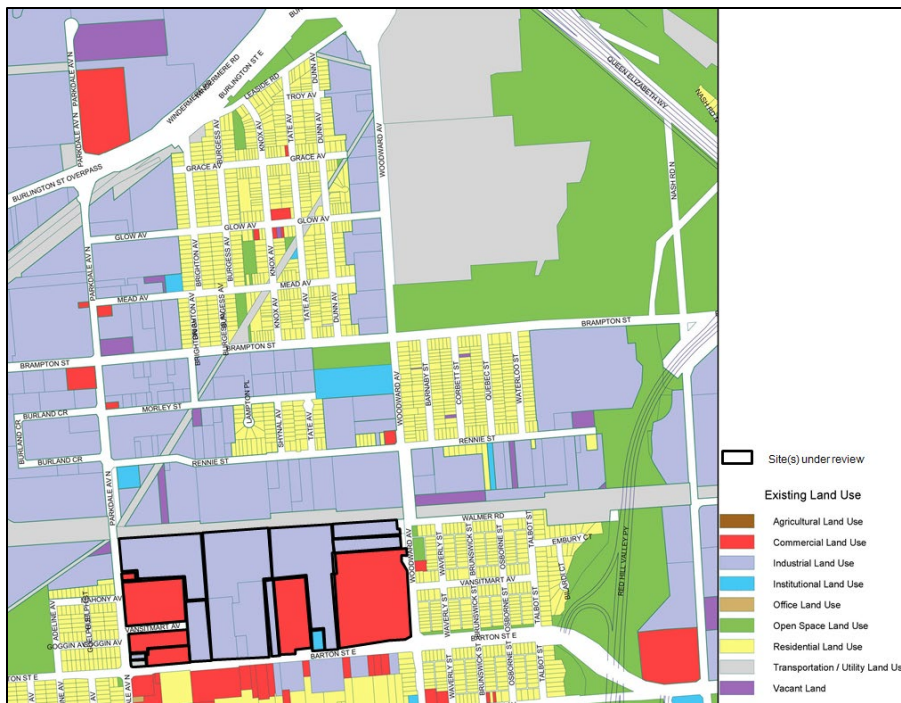


Figure 19 - Land Uses in area bounded by Parkdale Ave N, Nikola Tesla Blvd, Red Hill Valley Pkwy, & Barton St E



Figure 20 - Conversion Candidates in Parkdale Avenue N - Woodward Avenue Area

Parcels under consideration for conversion to non-employment uses include:

Table 8- Area bounded by Parkdale Ave N, Nikola Tesla Blvd, The Red Hill Valley Parkway, & Barton St E

Address	Land Use	Zoning	Area (Ha)
400 Parkdale Ave N	Parkdale Industrial Mall - Carrier Distribution, Gerrie Electric Wholesale, The Equipment Specialist, Hercules, Spectrum Patient Services (patient transfer), WWG HVAC and Refrigeration Wholesaler	M6 – Light Industrial	2.9
380 Parkdale Ave N	Commercial – Service/Auto Repair (Eastgate Collision)	M6 – Light Industrial	0.1
350 Parkdale Ave N	Commercial – Auto sales and rentals (Ford)	M6 – Light Industrial	2.0
324 Parkdale Ave N	Commercial – Auto sales and rentals (Hyundai)	M6 – Light Industrial	0.8
308 Parkdale Ave N	Industrial – Warehousing	M6 – Light Industrial	0.1
300 Parkdale Ave N	Utilities – Hydro One	M6 – Light Industrial	0.1
1811 Barton St E	Commercial – Sales (Spar-Marathon Roofing)	M6 – Light Industrial	0.6
1831 Barton St E	Commercial – Truck dealer (Eastgate Truck Centre)	M6 – Light Industrial	1.0
1851 and 1855 Barton St E	Industrial – McNally, Inter County Concrete Products	M6 – Light Industrial	6.2
1901 Barton St E	Industrial – Trombetta Construction Materials	M6 – Light Industrial	0.4
1911 Barton St E	Commercial – Recreation/Sports Club (Doublrink Arena)	M6 – Light Industrial	1.9
1925-A Barton St E	Institutional – Community Centre / Hall (Croatian National home office)	M6 – Light Industrial	0.2
1925 Barton St E	Industrial	M6 – Light Industrial	3.9
1945 Barton St E	Commercial – Building and contracting supply establishment (Lowe's)	M6 – Light Industrial	4.0
445-449 Woodward Ave	Industrial	M6 – Light Industrial	0.8
469 Woodward Ave	Industrial – Plastics Plus custom moulding, Broche	M6 – Light Industrial	0.7

Do these parcels meet Criteria 1: Yes, there are several auto-oriented commercial uses on the east side of Parkdale Ave N and north side of Barton St E. The block is mixed use and located along the edge of the industrial area boundary.

Evaluation: There is a predominance of auto-oriented commercial uses at the intersection of Barton St E and Parkdale Ave N. The parcels along the north side of Barton St E between Parkdale Ave N and Woodward Ave are industrial; however a recreational arena as well as a community hall are also fronting Barton St E in this section. The Lowe's at the northwest corner of Barton St E and Woodward Ave is a permitted use in the industrial area. A conversion of some of the sites to the Arterial Commercial designation will complement the existing commercial designations on the south side of Barton St E between Parkdale Ave N and Woodward Ave. However, conversion of all of the sites in this block would amount to a loss in Employment Land of 29.9 Ha, and there are functioning industrial sites in this area.

The parcels recommended for conversion are 300, 308, 324, 350, and 380 Parkdale Ave N, and 1811 and 1831 Barton St E. These parcels are suitable candidates for conversion, because they contain existing land uses that serve a commercial function. There is a need for the conversion to recognize the existing uses. Motor Vehicle Dealerships are not permitted in any of the industrial or business park designations. These uses are more appropriately suited to the Arterial Commercial designation, which is intended to specialize in commercial uses that require large sites for parking / storage. Because the parcels are already functioning as commercial uses, City criteria 2 and 4 are not offended. As no sensitive uses are permitted in the Arterial Commercial designation, City criteria 3 and 5 and Growth Plan criteria (d) are satisfied. In terms of creating more logical boundaries, this recommendation would not offend this criterion, as the parcels proposed for redesignation are to the immediate east of a residential area that is already disrupting the employment area boundary along Barton Street East. Regarding City criteria 6 and Growth Plan criteria (e), the uses are existing and therefore there is no anticipated negative impact on the local community, servicing or infrastructure.

Recommendation: The parcels recommended for conversion are 300, 308, 324, 350, and 380 Parkdale Ave N, and 1811 and 1831 Barton St E.

3. EAST HAMILTON INDUSTRIAL AREA

The East Hamilton Industrial Area is located south of the Queen Elizabeth Way and north of Barton Street East between the Red Hill Valley Parkway and Grays Road. The western portion of the industrial area (west of Centennial Parkway North) falls within the Centennial Neighbourhoods Secondary Plan study area and is adjacent to the Bayfront Industrial Area. This portion is designated Industrial Land. The eastern portion of the Industrial Area (east of Centennial Parkway North) is contiguous with the Stoney Creek Business Park, and is designated Business Park. A small portion of this area along Barton St E falls within the Centennial Neighbourhoods Secondary Plan study area. The East Hamilton Industrial Area has been identified by the Province as a Provincially Significant Employment Zone.

Industrial uses account for 71 percent of the area in East Hamilton Industrial Area. Other uses include commercial (9 percent of area), transportation/utility (7 percent), and open space (7 percent). Just over 4 percent of the land in the area is vacant.

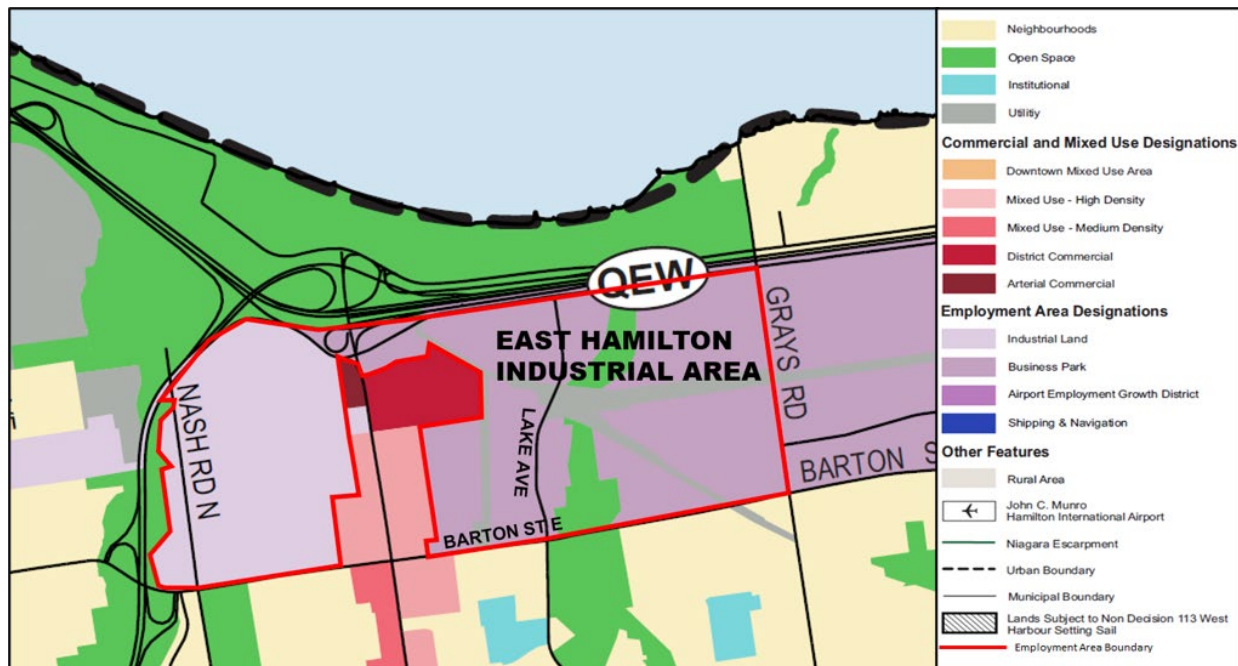


Figure 21 - Land use designations in East Hamilton Industrial Area

Table 9 - Land use Breakdown for lands within East Hamilton Industrial Area

Land Use	Total Hectares (ha)	Percentage of Total Area (%)
Commercial	16.91	9.25
Industrial	131.45	71.9
Institutional	1.46	0.80
Office	0.08	0
Open Space	11.95	6.54
Residential	0.17	0
Transportation/Utility	12.95	7.10
Vacant Land	7.76	4.25
Total	182.73	100

3.1 AREA BOUNDED BY RED HILL VALLEY PARKWAY, QEW INTERCHANGE, CENTENNIAL PARKWAY NORTH, AND BARTON STREET EAST

The lands designated Industrial in this area abut the Arterial Commercial designation to the east approaching Centennial Parkway N, and Neighbourhoods and Open Space designations to the south along Barton St E. This portion of the East Hamilton Industrial Area is also adjacent to the Bayfront Industrial Area to the west, and falls within the Centennial Neighbourhoods Secondary Plan area. The land uses in the area are predominantly industrial. However, there are several auto-oriented commercial uses along the north side Barton St E between the Red Hill Valley Pkwy and the lands designated Mixed Use – High Density approaching Centennial Pkwy N. These parcels will be considered for conversion.

This area falls within the approved Centennial Neighbourhoods Secondary Plan area. The Secondary Plan identifies several Site Specific Policy Areas within this area. Lands along the north side of Barton Street East are identified as Area Specific Policy – Area H, which directs that these lands be considered for conversion through the municipal comprehensive review.

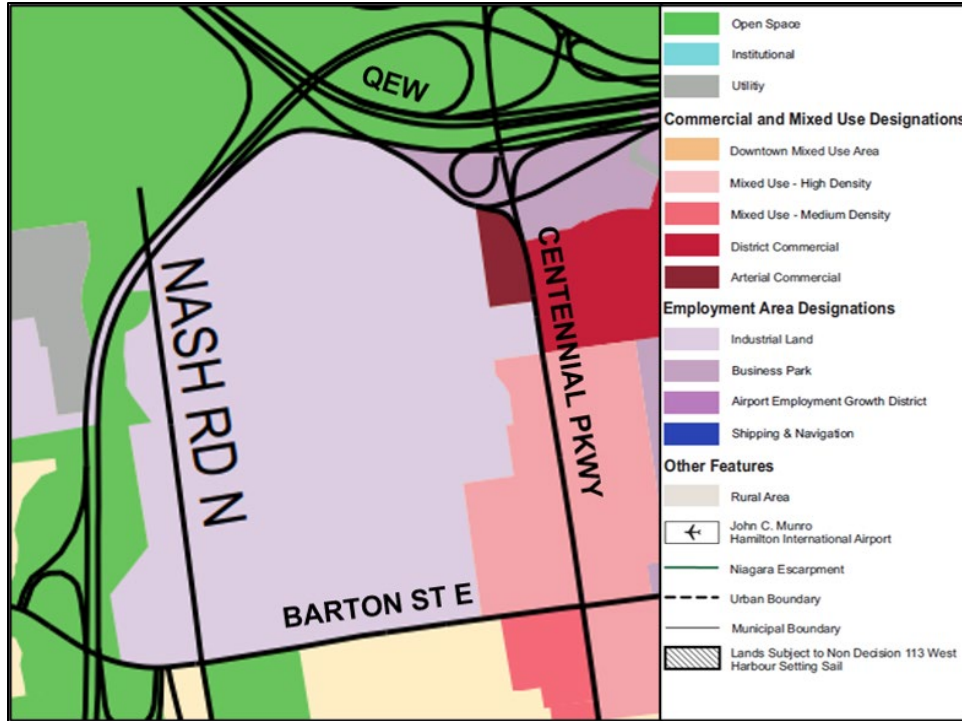


Figure 22 - Land use designations in area bounded by Red Hill Valley Pkwy, QEW, Centennial Pkwy N, and Barton St E

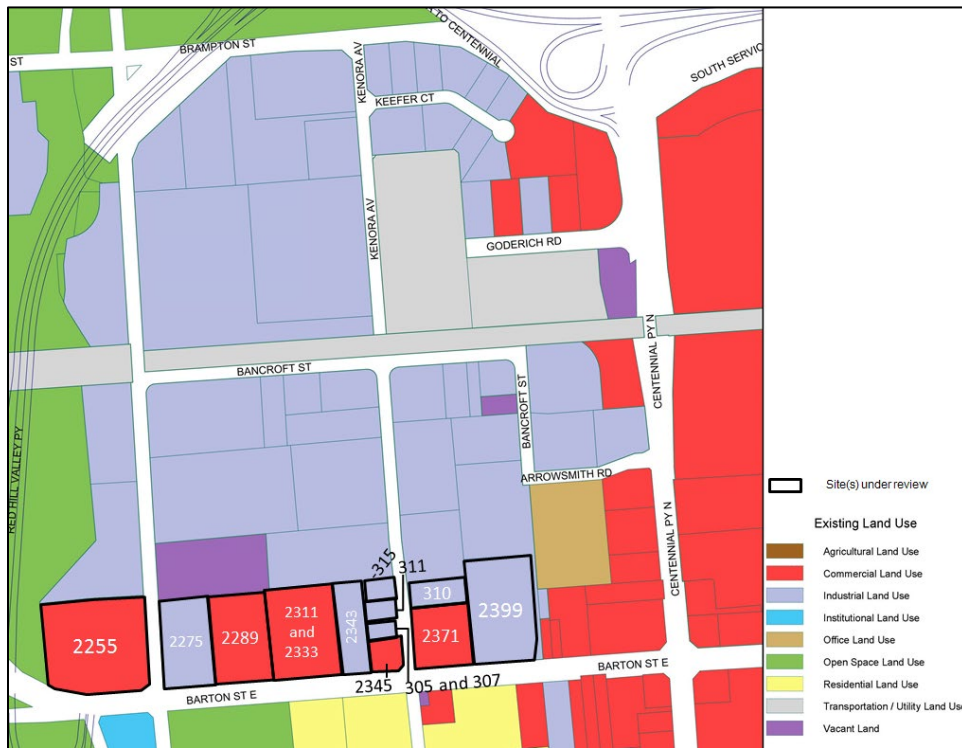


Figure 23 - Land uses in area bounded by Red Hill Valley Pkwy, QEW, Centennial Pkwy N, & Barton St E

Parcels for conversion consideration include:

Table 10 – Conversion Candidates along Barton St E between Red Hill Valley Pkwy and Centennial Pkwy N

Address	Land Use	Zoning	Area (Ha)
2255 Barton St E	Commercial – Plaza with restaurant, grocery	M6 – Light Industrial - SE/417	2.4
2275 Barton St E	Industrial - Uhaul self-storage	M6 – Light Industrial	1.1
2289 Barton St E	Commercial – Hall/Sports Club – Ultimate Cycle	M6 – Light Industrial - SE/640	1.3
2311 & 2333 Barton St E	Commercial – Toyota Car Dealership	M6 – Light Industrial - SE/640	1.6
2243 Barton St E	Medium Industrial - (Fellfab)	M6 – Light Industrial	0.7
2345 Barton St E	Commercial – M & R Automotive, Tint Boyz	M6 – Light Industrial	0.3
305 & 307 Kenora Ave	Commercial – Billy Buff Auto Spa	M6 – Light Industrial	0.1
311 Kenora Ave	Hess Millwork	M6 – Light Industrial	0.2
315 Kenora Ave	Industrial – Truck Drivers of Canada	M6 – Light Industrial	0.2
310 Kenora Ave	Industry - Modern Training Ontario (Truck/Forklift), ColTek (Electronics repair), Advantage Machining	M6 – Light Industrial	0.3
2371 Barton St E	Commercial (Grocery – Lococo’s)	M6 – Light Industrial - SE/640	0.9
2399 Barton St E	Medium Industrial (Appears Vacant)	M6 – Light Industrial	1.8

Do these parcels meet Criteria 1: Yes, these parcels are located along the edge of the industrial area and the majority of uses are commercial.

Evaluation: As previously mentioned, Area Specific Policy – Area H is applicable to the lands on the north side of Barton St E. The policy directs these lands to be considered for conversion, as follows:

“6.7.18.8 Area Specific Policy – Area H (north side of Barton Street) For the lands located on the north side of Barton Street East, designated Light Industrial and

Business Park, shown as Area H on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Site Specific Policy Areas, the City shall assess of the appropriateness of these lands as employment lands during the next municipal comprehensive review, and may consider a conversion to other uses. The assessment shall consider, but is not limited to the following factors:

- a) the existing function of the lands;
- b) the proximity of the lands to major transportation routes;
- c) opportunities to introduce transitional land uses along the edge of the industrial area; and,
- d) consideration of the potential need for arterial commercial lands City-wide.”

Barton St E in this area has evolved from industrial uses to auto-oriented commercial uses. The Industrial land use designation is no longer appropriate. Converting these sites to commercial use would create a buffer between the sensitive land uses on the south side of Barton St E and the industrial uses north of Barton St in this area, thereby recognizing the transitional role that these lands play between residential and industrial land uses in the area. City criteria 2, 3 and 5 and Growth Plan criteria (d) are satisfied as there is no introduction of sensitive uses, which are not permitted in the Arterial Commercial designation.

Arterial Commercial parcels along Centennial Parkway have been redesignated to Mixed Use – Medium Density through the secondary plan process. A conversion of parcels along Barton St E to the Arterial Commercial designation will complement the planned land use designations of the parcels along Centennial Parkway North by allowing for different types of commercial uses, and compensate for the loss of Arterial Commercial lands in the area, satisfying criteria 4 and 6. Criteria 7 is not offended as the conversion will result in a logical boundary of the Arterial Commercial designation on the north side of Barton St. It is not anticipated that the conversion would result in a negative impact on infrastructure or public service facilities, satisfying Growth Plan criteria (e).

Recommendation: Convert all identified parcels to Arterial Commercial designation.

Note: At the November 19, 2019 General Issues Committee, staff were directed by motion to review the potential conversion of the Confederation GO Station lands (395 Centennial Parkway North, 185 Bancroft Street and 25 Arrowsmith Drive). Analysis of conversion for this transit station property is provided separately as Appendix “D” to Report PED17010(k).

3.2 AREA BOUNDED BY CENTENNIAL PARKWAY, QEW, GRAYS ROAD, AND BARTON STREET EAST

The land use designation in this portion of the industrial area is Business Park. To the west, the business park abuts District Commercial and Arterial Commercial designations. Open Space and Utility designations are also located throughout the area.

There is one Urban Hamilton Official Plan site specific policy in this area. UHE-6 applies to lands located at 50 Covington Street, and permits a motor vehicle repair garage in addition to the permitted uses in the Employment Area – Business Park designation.

The majority of parcels in the area are industrial in use. Through the Council adopted Centennial Neighbourhoods Secondary Plan, one site has been identified as a potential conversion candidate and will be reviewed here (area specific policy – Area H).

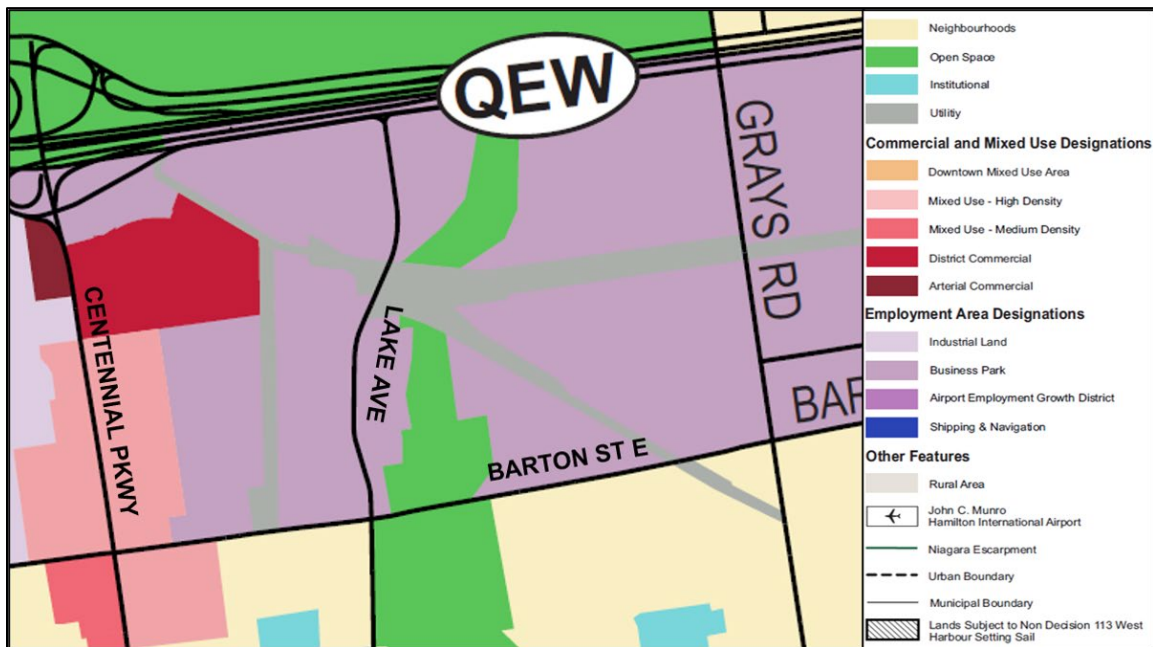


Figure 24 - Land Use Designations in Area bounded by Centennial Pkwy, QEW, Grays Rd, and Barton St E



Figure 25 - Land Uses and sites for conversion consideration in area bounded by Centennial Pkwy, QEW, Grays Rd, and Barton St E

Site under consideration for conversion:

Table 11 - Site under conversion consideration along Barton St E between Red Hill Valley Pkwy and Centennial Pkwy N

Address	Land Use	Zoning	Area (Ha)
2493 Barton St E	Commercial – Speedy Glass, Mian Grocer, Young Kings Detailer, Krishna Sweets, Greco’s Auto Repair	M3 – Prestige Business Park	0.24

Does this site meet Criteria 1: Yes, this site is in a mixed use area along the southern edge of the industrial area.

Evaluation: This site has been identified through the Centennial Neighbourhoods Secondary Plan as Area Specific Policy – Area H, which is to be considered for potential conversion through the MCR process. Area Specific Policy – Area H is as follows:

“6.7.18.8 Area Specific Policy – Area H (north side of Barton Street) For the lands located on the north side of Barton Street East, designated Light Industrial and Business Park, shown as Area H on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Site Specific Policy Areas, the City shall assess of the

appropriateness of these lands as employment lands during the next municipal comprehensive review, and may consider a conversion to other uses. The assessment shall consider, but is not limited to the following factors:

- a) the existing function of the lands;
- b) the proximity of the lands to major transportation routes;
- c) opportunities to introduce transitional land uses along the edge of the industrial area; and,
- d) consideration of the potential need for arterial commercial lands City-wide.”

Conversion of this site would result in a more logical land use boundary for both the Mixed Use – High Density designation and the Sub-Regional Service Node boundary. Conversion of the site will not violate any of the conversion criteria and will not offend the considerations identified in Area Specific Policy – Area H due to its small size and location at the periphery of the Business Park designation.

Recommendation: Conversion of 2493 Barton St E is recommended.

4. RED HILL BUSINESS PARK NORTH

Red Hill Business Park North is 257 ha that is bounded by the Lincoln Alexander Parkway, Upper Ottawa Street, the utility corridor south of Rymal Road East, and roughly follows the Upper Red Hill Valley Parkway. The Red Hill North Business Park has been identified by the Province as a Provincially Significant Employment Zone. The land use designation in the area is Business Park, however there is a large portion of the area designated Open Space through the middle of the business park, as well as several intersection areas where lands are designated Arterial Commercial or District Commercial.

There are five Urban Hamilton Official Plan, Volume 3 site specific policies that apply to lands in this area, as follows:

- UHE-1 applies to lands located at 320 Anchor Road, Hamilton, and permits an observation and detention home, in addition to uses permitted in the Employment Areas – Business Park designation;
- UHE-2 applies to lands located at 230 Anchor Road, Hamilton, and permits limited commercial uses associated with a wedding centre to be permitted in the Employment Areas – Business Park designation;
- UHE-3 applies to lands located at 10 Dartnall Road, Hamilton and permits a garden centre and related uses in the Employment Area – Business Park designation;
- UHE-4 applies to lands located at 211 Pritchard Road, Hamilton, and provides a series of policies to provide a framework for how the site should be developed, including permitted uses, prohibited uses, criteria for offices, and urban design; and,
- UHE-5 applies to lands located at 406 Pritchard Road, Hamilton, and permits a private community centre, including a place of worship, in addition to uses permitted in the Employment Area – Business Park designation.
- UHE-9 applies to lands located at 1375 Stone Church Road East and 60 Arbour Road, Hamilton, and in addition to the permitted uses of the Employment Area – Business Park designation, permits a wedding chapel with a maximum gross floor area of 300 square metres.

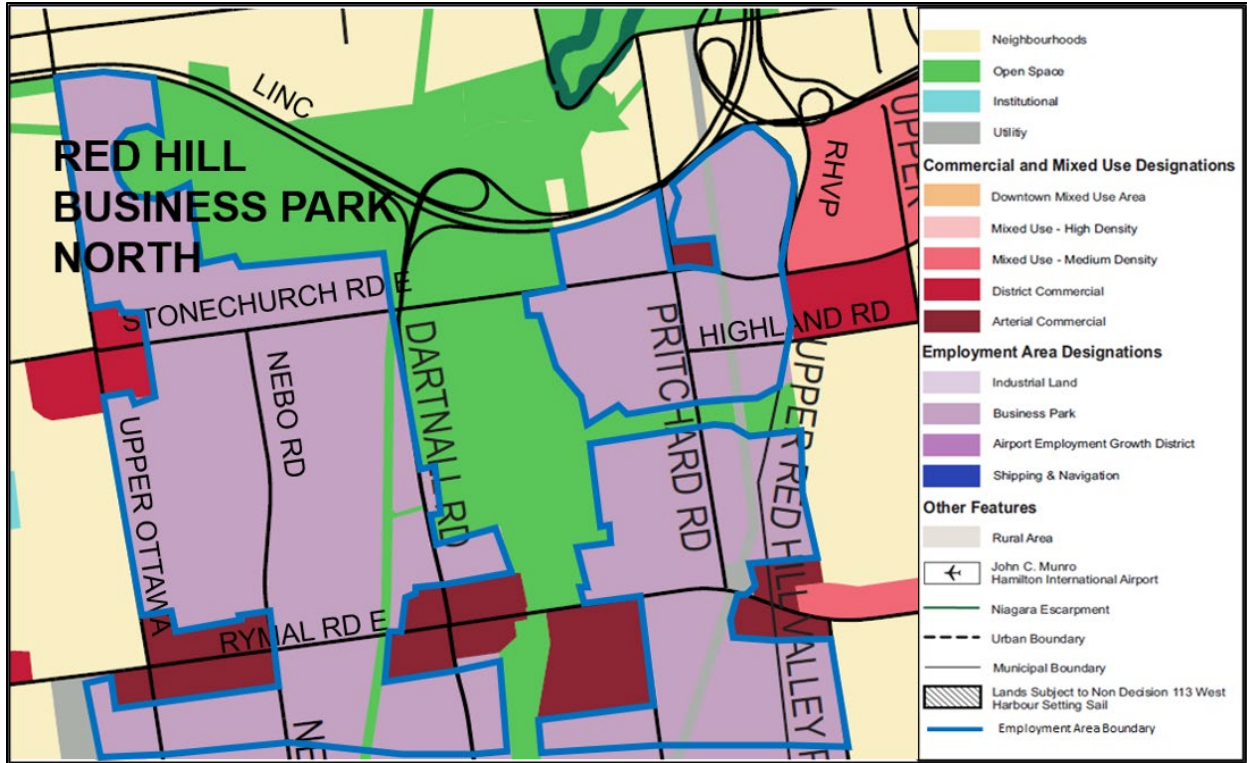


Figure 26 – Land use designations in Red Hill North Business Park

The predominant land use in the area is industrial (42 percent of area). Vacant land accounts for 24 percent of the total area.

Table 12 - Land use breakdown in Red Hill North Business Park

Land Use	Total Hectares (ha)	Percentage of Total Area (%)
Agricultural	6.06	2.36
Commercial	17.26	6.71
Industrial	108.57	42.2
Institutional	16.38	6.37
Office	6.19	2.41
Open Space	6.11	2.37
Residential	8.58	3.33
Transportation/Utility	25.33	9.85
Vacant Land	62.77	24.40
Total	257.25	100



Figure 27 – Land Uses in Red Hill Business Park North

Lands considered for conversion in Red Hill Business Park North are identified in Table 13, as well as in Figures 28, 29 and 30 below.

Note: Conversion request has been received for lands located in the northeastern corner of the business park (1725 Stone Church Road East) and lands along Rymal Road East (1280 Rymal Road East and 385 Nebo Road). These requests will be considered as part of Appendix B.

Table 13 - Opportunity Sites for Conversion in Hamilton Mountain (Red Hill) Business Park

Address	Land Use	Zoning	Area (Ha)
1150 Stone Church Road East	Institutional – Place of Worship	M3 – Prestige Business Park - SE/369	1.1
1151 Stone Church Road East	Industrial / Commercial - Super Sausage	M3 – Prestige Business Park	0.3
1157 Stone Church Road East	Vacant	M3 – Prestige Business Park	0.3
1175 Stone Church Road East	Commercial Plaza (Signarama, East)	M3 – Prestige Business Park	0.3

Address	Land Use	Zoning	Area (Ha)
	Mountain Animal Hospital, Nail Salon)		
1185 Stone Church Road East	Commercial Recreation (Mountain Sports Complex)	M3 – Prestige Business Park	0.3
1215 Stone Church Road East	Commercial (Recreation and Sports Club – 5-star Fitness)	M3 – Prestige Business Park	0.8
1221 Stone Church Road East	Industrial – Ontario Stone Design/The Butler’s Kitchen	M3 – Prestige Business Park	0.3
1227 Stone Church Road East	Institutional – Emergency and Medical Services Training Centre	M3 – Prestige Business Park	2.8
1249 Stone Church Road East	Commercial – Carquest Auto Parks, Donut Diner	M3 – Prestige Business Park	0.5
1423 Upper Ottawa St	Commercial Plaza	M4 – Business Park Support	0.6
1439 Upper Ottawa St	Commercial Plaza	M4 – Business Park Support - SE/369	0.7
1447 and 1453 Upper Ottawa St	Commercial Plaza	M4 – Business Park Support	0.8
1475 Upper Ottawa St	Institutional/Commercial – Plaza Mall, Stone Church Family Health Centre	M4 – Business Park Support	0.9
1515 Upper Ottawa St	Commercial Plaza	M4 – Business Park Support	0.3
1521-1527 Upper Ottawa St	Commercial Plaza	M4 – Business Park Support	0.9
1555 Upper Ottawa St	Banquet Hall (Michelangelo’s)	M4 – Business Park Support	1.4
10 Trinity Church Road	Institutional – Place of Worship	AA - Agriculture	.03
12 Trinity Church Road	Cemetery	P4 – Open Space	0.78

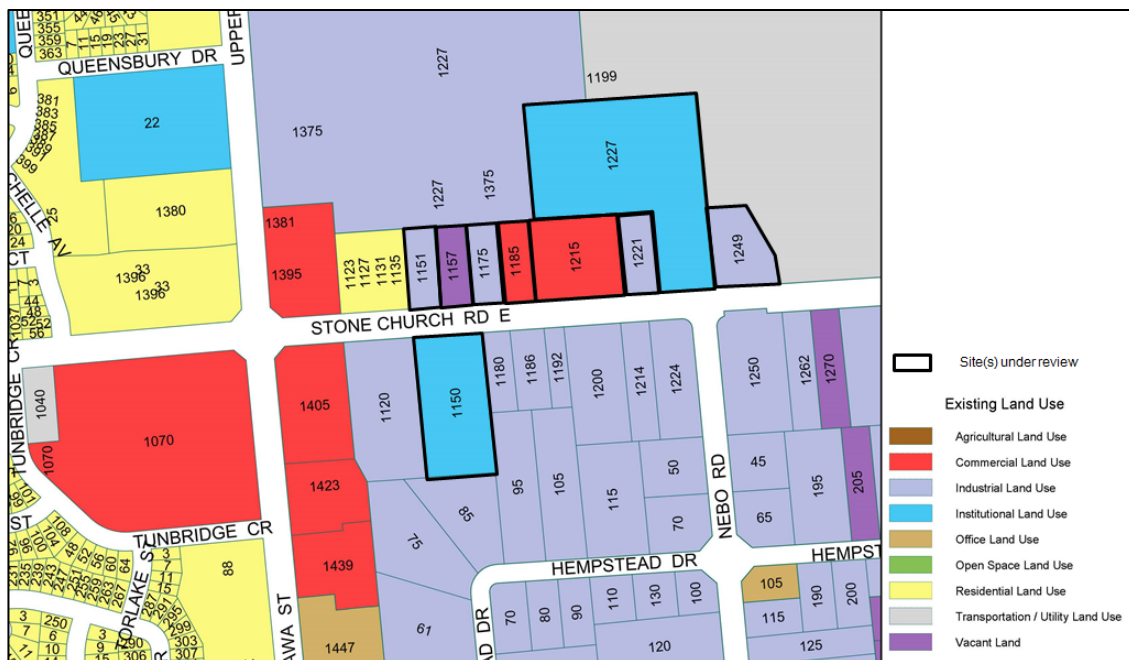


Figure 28- Land uses and sites under review in Red Hill Business Park North along Stone Church Road East

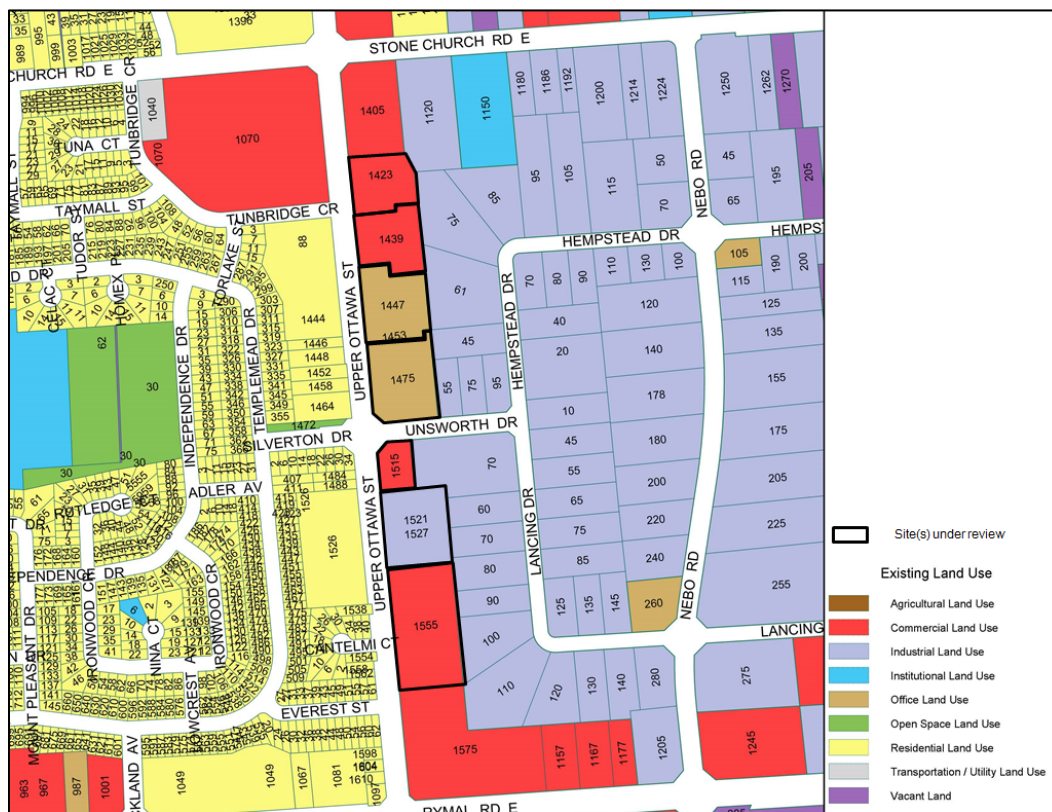


Figure 29 - Land uses and sites under review in Red Hill Business Park North along Upper Ottawa Street

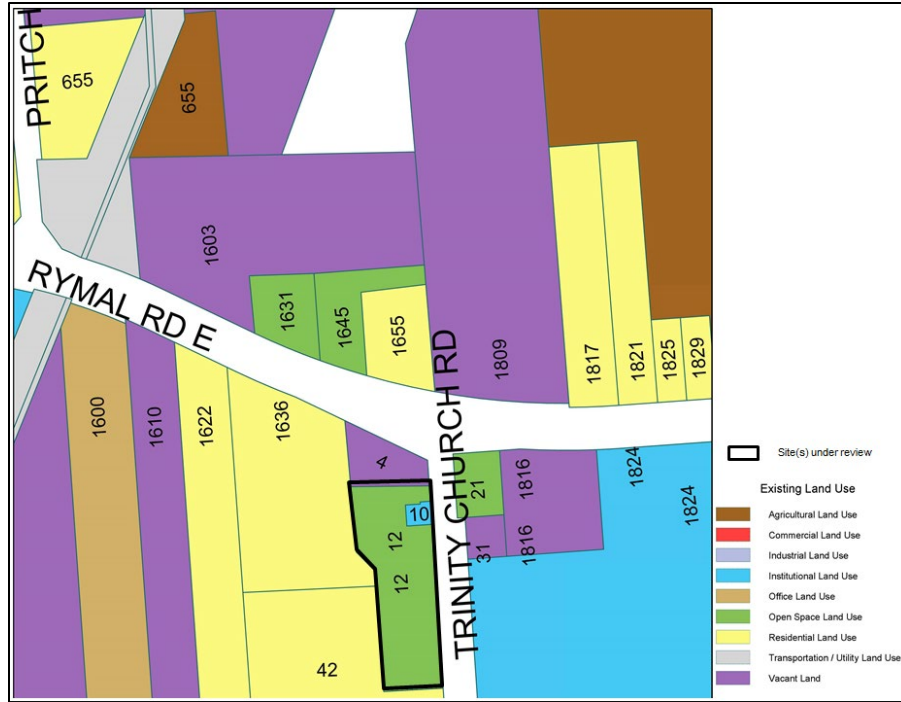


Figure 30 – Land uses and sites under review in Red Hill Business Park North along Trinity Church Road

1150 – 1249 Stone Church Road East

Do these parcels meet Criteria 1: No, these parcels are not along the margin of the Business Park.

Evaluation: The institutional use at 1150 Stone Church Road E is permitted by the current zoning and is too small to recognize as an Institutional designation based on UHOP requirements. The emergency services training facility at 1227 Stone Church is a public use permitted by the zoning by-law. This parcel is large and should retain the employment designation in the event that the current use ceases, then it may be redeveloped for employment uses. The other existing uses are quasi commercial/industrial sites. Redesignation would extend the commercial designation further into the Business Park which is not preferred.

Recommendation: Retain Employment Area designation. No conversions recommended.

1423 – 1555 Upper Ottawa Street

Do these parcels meet Criteria 1: Yes, these parcels are along the margin of the Business Park and contain a mix of uses, predominantly commercial.

Evaluation: The uses on these sites are predominantly commercial in nature, with large commercial plazas containing quick serve food, financial establishments, offices, as well

as a stand-alone medical clinic and a stand-alone banquet hall. Directly south of the banquet hall at the northeast corner of Rymal Road E and Upper Ottawa Street are lands designated Arterial Commercial. The District Commercial designation and appropriate District Commercial (C6) zoning permit commercial uses in larger commercial plazas and as stand-alone commercial buildings located on major roads. In addition, the District Commercial (C6) zone permits medical clinics, whereas the Arterial Commercial (C7) zone does not. The intent of the designation and zone is to serve the daily and weekly needs of the residents in the immediate neighbourhood. As such, the existing uses would be appropriately redesignated and rezoned to District Commercial. However, the District Commercial designation does permit some residential uses above the first storey, as well as live-work units. Due to the proximity of these lands to the adjacent business park, residential and other sensitive land uses would not be appropriate. An area specific policy and corresponding zoning should be applied to these lands to prohibit residential and other sensitive land uses. Provided an Area Specific Policy is applied to these lands to prohibit the development of sensitive land uses, this conversion would not offend any of the conversion criteria as it represents a recognition of the uses already present on the lands. The extent of the plaza-form commercial uses along this portion of Upper Ottawa make it unlikely that the lands would ever revert to industrial uses in the future and therefore there is a need for conversion to recognize the existing uses. Further, the extension of the commercial designation represents a logical extension of commercial designations along the length of Upper Ottawa Street.

Recommendation: Convert 1423, 1439, 1447, 1453, 1475, 1515, 1521, 1527, and 1555 Upper Ottawa Street to District Commercial with an area specific policy to prohibit the development of residential and other sensitive land uses.

10-12 Trinity Church Road

Does this parcel meet Criteria 1: Yes, this parcel is located on the edge of the employment area, and is located in a mixed-use area.

Evaluation: These parcels are used for non-employment uses (church and cemetery), and are located on a corner where there are a variety of non-employment uses. These lands are located on the eastern boundary of the employment area. Directly to the north (4 Trinity Church Road), the lands are designated Arterial Commercial and are currently used for parking associated with the church. The Central Park residential Plan of Subdivision is planned and being developed to the north on the north side of Rymal Road East. The lands directly to the east are designated Neighbourhoods, and are currently vacant. Other adjacent land uses also include residential and commercial (to the west and south).

While the employment designation is not an accurate reflection of the existing land use, staff are concerned about conversion of this site leading to pressure to convert additional sites in this area of Rymal and Trinity Church Roads. This would not satisfy criteria 2 in terms of impacting the long term viability of the employment area.

Recommendation: For the site at 10-12 Trinity Church Road, no conversion is recommended, but the zoning on the parcel at 10 Trinity Church Road (place of worship) should be updated through a future housekeeping amendment to reflect the existing use with a site specific zone.

5. FLAMBOROUGH BUSINESS PARK

Flamborough Business Park is a 153 ha business park located in Waterdown. It is bounded by the urban boundary to the west, south, and east. The major intersection of Clappison’s Corners (Hwy 6 and Dundas St) is located at the core of Business Park. Abutting urban land use designations include Neighbourhoods to the northeast, District Commercial to the northeast, and Open Space through the middle of the business park.

There are two Urban Hamilton Official Plan, Volume 3, site specific policies that apply to lands located in the Flamborough Business Park. UFE-1 applies to the North Wentworth Community Centre and Harry Howell Arena, located at 27 Hwy 5. This site specific policy permits a community centre, arena, and community park, in addition to the uses already permitted by the Employment Area – Business Park designation.

UFE-2 applies to a portion of the lands located at 56 Parkside Drive, 90 and 96 Parkside Drive and 546 Highway No. 6, Flamborough (see Figure below), and restricts the uses on these portions of the land to Natural Open Space.

The predominant land use in the Flamborough Business Park is industrial, with over 45 ha or 31 percent of the total area. Vacant land and agriculture account for 25 percent and 23 percent of the total area, respectively. There is a large institutional use (North Wentworth Community Centre and Harry Howell Arena) located at the intersection of Highway 6 and Highway 5 W, Flamborough.

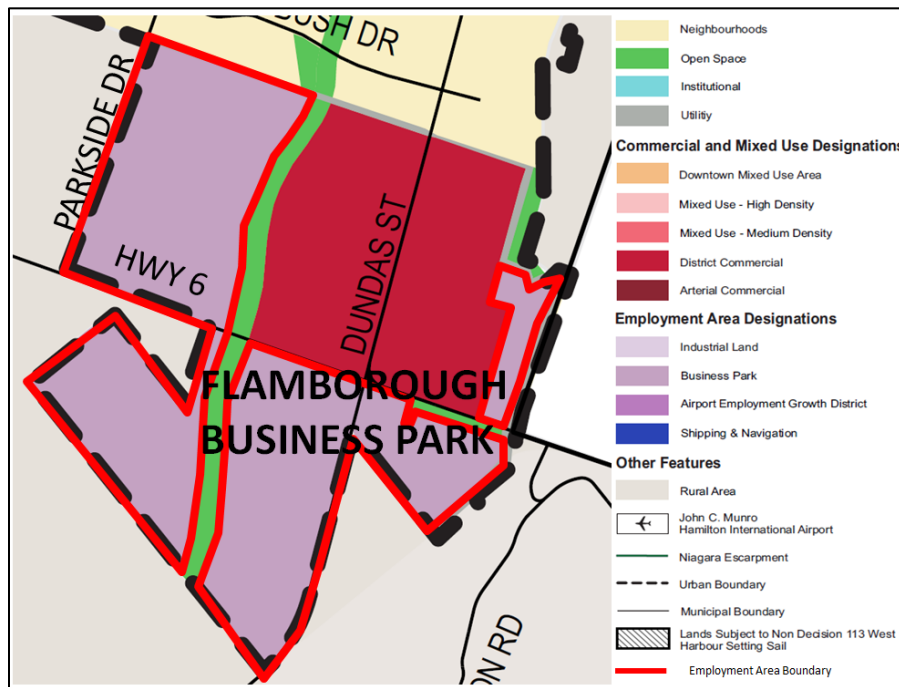


Figure 31 - Land designations in Flamborough Business Park

Table 14 - Land Use in Flamborough Business Park

Land Use	Area (Ha)	Percentage of Total Area (%)
Agriculture	10.7	6.2
Commercial	4.98	2.9
Industrial	46.28	26.8
Institutional	8.56	5.0
Office	6.18	3.6
Open Space	13.69	7.9
Residential	5.13	3.0
Transportation/ Utility	3.7	2.1
Warehousing	28.42	16.5
Vacant Lands	43.21	25.0
Total	172.72	100

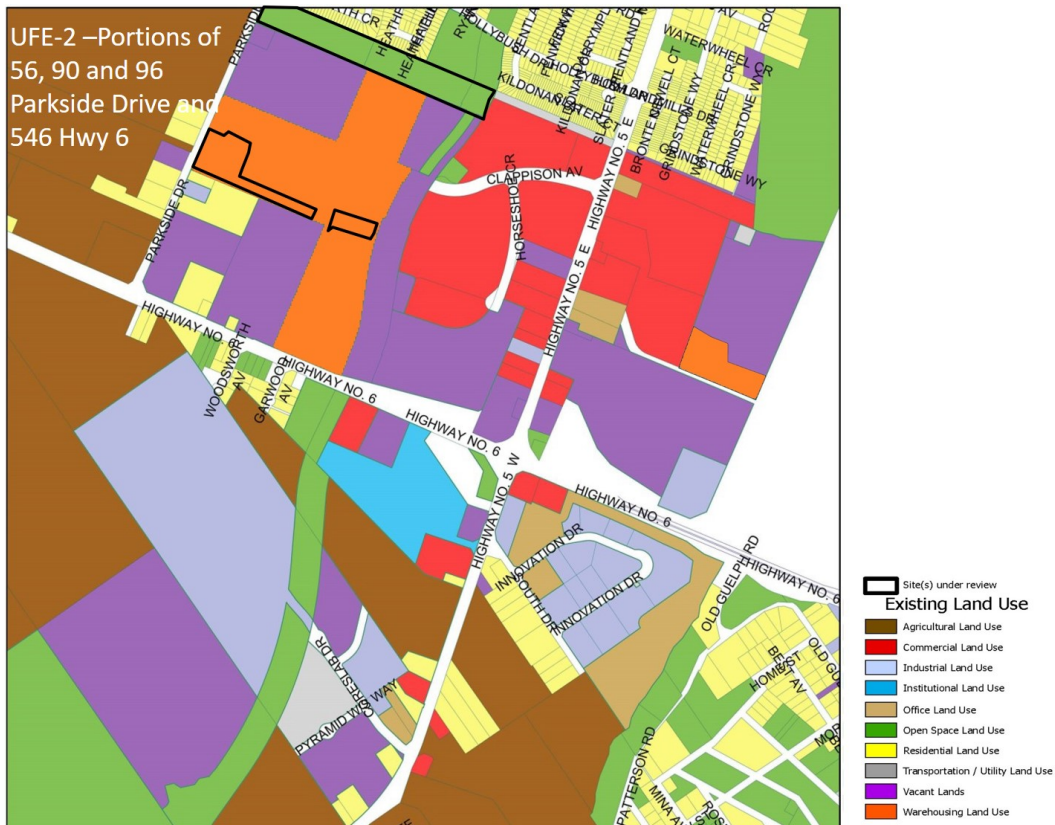


Figure 32 - Land uses in Flamborough Business Park

Site under consideration:

Table 15 – Site under consideration for conversion in Flamborough Business Park

Address	Land Use	Zoning	Area (Ha)
Portions of lands located at 56 Parkside Drive, 90 and 96 Parkside Drive and 546 Hwy 6	Natural open space	P5 –	4.06
		Conservation /	+1.96 =
		Hazard Lands	6.02

Does these sites meet Criteria 1: Portions of 56 Parkside Drive, 90 & 96 Parkside Drive, and 546 Hwy 6 are not located at the periphery of the Business Park, however, the protection of these lands through conversion to an Open Space designation is important.

Evaluation:

These lands are critical Linkages, as identified in the Urban Hamilton Official Plan Natural Heritage System on Schedule B. As mentioned previously, Site Specific Policy UFE-2 restricts the uses on these lands to Natural Open Space only. Thus, the policy framework supports the direction to protect these lands through the conversion to Open Space, and supports the need for conversion.

Recommendation: Conversion to the Open Space designation is recommended for portions of 56 Parkside Drive, 90 & 96 Parkside Drive, and 546 Hwy 6.

6. CONCLUSIONS AND RECOMMENDATIONS

6.1 SUMMARY OF RECOMMENDED CONVERSIONS FROM EMPLOYMENT LAND CONVERSION ANALYSIS

Based on the above analysis, the following areas have been identified for conversion to a non-employment use:

Address	Existing Land Use	Zoning	Area (ha)	Recommendation
Bayfront Industrial Area				
390 Victoria Ave	Vacant, parking	M6 - Light Industrial – SE/375	0.2	Neighbourhoods, (site specific policy)
15 – 35 Shaw St	Residential	M6 - Light Industrial – SE/375	0.2	Neighbourhoods (area specific policy)
65 Shaw St	Vacant, parking	M6 - Light Industrial – SE/375	0.2	Neighbourhoods (area specific policy)
360 – 368 Emerald St	Residential	M6 - Light Industrial – SE/375	0.05	Neighbourhoods (area specific policy)
71 – 99 Shaw St	Residential	M6 - Light Industrial – SE/375	0.25	Neighbourhoods (area specific policy)
103 Shaw St	Vacant	M6 - Light Industrial – SE/375	0.04	Neighbourhoods (area specific policy)
6 – 10 Douglas Ave	Residential	M6 - Light Industrial – SE/375	0.03	Neighbourhoods (area specific policy)
16 Douglas Ave	Community Garden	M6 - Light Industrial – SE/375	0.07	Neighbourhoods (area specific policy)
107 – 117 Shaw St	Residential	M6 - Light Industrial – SE/375	0.07	Neighbourhoods (area specific policy)
121 Shaw St	Commercial - office	M6 - Light Industrial – SE/375	0.2	Neighbourhoods (site specific policy)
83 – 105 Cheever St	Residential	M6 - Light Industrial – SE/375	0.2	Neighbourhoods (area specific policy)

110- 166 Burton St	Residential	M6 - Light Industrial – SE/375	0.4	Neighbourhoods (area specific policy)
286 Sanford Ave	Commercial – office, vacant	M6 – Light Industrial	0.2	Neighbourhoods (site specific policy)
42 Westinghouse Ave	Vacant, parking	M6 – Light Industrial	0.5	Neighbourhoods (site specific policy)
268 – 276 Sanford Ave N & 13 – 23 Westinghouse Ave	Residential, vacant	M6 – Light Industrial	0.3	Neighbourhoods (area specific policy)
39 Lloyd Street	Vacant	M6 – Light Industrial - SE/438	0.06	Neighbourhoods (area specific policy)
43 Lloyd Street	Vacant, industrial (automotive repair), residential	M6 – Light Industrial - SE/438	4.6	Neighbourhoods (area specific policy)
221 Gage Ave N	Retail	M6 – Light Industrial	0.4	Neighbourhoods (area specific policy)
67 Lloyd St	Vacant	M6 – Light Industrial - SE/438	0.2	Neighbourhoods (area specific policy)
39 – 63 Lloyd St	Residential	M6 – Light Industrial	0.45	Neighbourhoods (area specific policy)
401 Parkdale Ave N	Commercial - industrial	M6 – Light Industrial	1.1	Arterial Commercial
300 Parkdale Ave N	Utilities – Hydro One	M6 – Light Industrial	0.1	Arterial Commercial
308 Parkdale Ave N	Warehousing	M6 – Light Industrial	0.1	Arterial Commercial
324 Parkdale Ave N	Commercial – Auto sales and rentals (Hyundai)	M6 – Light Industrial	0.8	Arterial Commercial
350 Parkdale Ave N	Commercial – Auto sales and rentals (Ford)	M6 – Light Industrial	2.0	Arterial Commercial
380 Parkdale Ave N	Commercial – Service/Auto Repair (Eastgate Collision)	M6 – Light Industrial	0.1	Arterial Commercial
1811 Barton St E	Commercial – Sales (Spar-Marathon Roofing)	M6 – Light Industrial	0.6	Arterial Commercial

1831 Barton St E	Commercial – Truck dealer	M6 – Light Industrial	1.0	Arterial Commercial
East Hamilton Industrial Area				
2255 Barton St E	Commercial – Plaza with restaurant, grocery	M6 – Light Industrial - SE/417	2.4	Arterial Commercial
2275 Barton St E	Industrial - U-Haul self-storage	M6 – Light Industrial	1.1	Arterial Commercial
2289 Barton St E	Commercial – Hall/ Sports Club, Ultimate Cycle	M6 – Light Industrial - SE/640	1.3	Arterial Commercial
2311 and 2333 Barton St E	Commercial – Car dealership (Toyota)	M6 – Light Industrial - SE/640	1.6	Arterial Commercial
2243 Barton St E	Industrial – (Fellfab)	M6 – Light Industrial	0.7	Arterial Commercial
2345 Barton St E	Commercial - Tint Boyz, M&R Automotive	M6 – Light Industrial	0.3	Arterial Commercial
305 & 307 Kenora Ave	Commercial – Billy Buff Auto Spa	M6 – Light Industrial	0.1	Arterial Commercial
311 Kenora Ave	Industrial - Hess Millwork	M6 – Light Industrial	0.2	Arterial Commercial
315 Kenora Ave	Industrial - Warehousing	M6 – Light Industrial	0.2	Arterial Commercial
310 Kenora Ave	Industry – Modern Training Ontario – Truck/Forklift	M6 – Light Industrial	0.3	Arterial Commercial
2371 Barton St E	Commercial (Food store – Lococo’s)	M6 – Light Industrial - SE/640	0.9	Arterial Commercial
2399 Barton St E	Industrial (Appears Vacant)	M6 – Light Industrial	1.8	Arterial Commercial
2493 Barton St E	Industrial – Speedy Glass, Mian Grocer, Young Kings Detailer, Krishna Sweets, Greco’s Auto Repair	M3 –Prestige Business Park	0.2	Mixed Use – High Density
Red Hill Business Park (North)				
1423 Upper Ottawa St	Commercial Plaza	M4 – Business Park Support	0.6	District Commercial (area specific policy)
1439 Upper Ottawa St	Commercial Plaza	M4 – Business	0.7	District Commercial

1447 and 1453 Upper Ottawa St	Commercial Plaza	Park Support - SE/369 M4 – Business Park Support	0.8	(area specific policy) District Commercial (area specific policy)
1475 Upper Ottawa St	Institutional/Commercial – Plaza Mall, McMaster Family Health Centre	M4 – Business Park Support	0.9	District Commercial (area specific policy)
1515 Upper Ottawa St	Commercial Plaza	M4 – Business Park Support	0.3	District Commercial (area specific policy)
1521-1527 Upper Ottawa St	Commercial Plaza	M4 – Business Park Support	0.9	District Commercial (area specific policy)
1555 Upper Ottawa St	Commercial Plaza (Banquet Hall)	M4 – Business Park Support	1.4	District Commercial (area specific policy)

Flamborough Business Park

Portions 56 Parkside Drive, 90 and 96 Parkside Drive and 546 Hwy 6	Natural open space	P5 – Conservation / Hazard Lands	6.0	Open Space
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Total Area Recommended for Conversion: 37.12 ha

6.2 SUMMARY OF RECOMMENDED CONVERSIONS FROM RESIDENTIAL ENCLAVES REVIEW (APPENDIX A)

In addition to the above, the following areas are recommended for conversion based on the analysis in Appendix A (Residential Enclaves Review):

Address	Existing Land Use	Zoning	Area (ha)	Recommendation
Margaret Enclave (320 – 352 Millen Rd, 318 – 352 Margaret	Residential	R1 – Single Residential, ND – Neighbourhood Development,	5.0	Neighbourhoods

Ave, 413 – 431 Barton St)	GC – General Commercial
--	------------------------------------

Total Area Recommended for Conversion: 5.0 ha

6.3 SUMMARY OF RECOMMENDED CONVERSIONS FROM REQUEST FOR CONVERSIONS ANALYSIS (APPENDIX B)

In addition to the above, the following areas are recommended for conversion based on the analysis in Appendix B (Requests for Conversion):

Address	Existing Land Use	Zoning	Area (ha)	Recommendation
85 Division St & 77 – 79 Merchison Ave	Vacant	M6 – Light Industrial	0.5	Neighbourhoods (site specific policy)
166 – 180 Harmony Ave	Residential	M6 – Light Industrial	0.15	Neighbourhoods
645-655 Barton Street East	Vacant / Industrial	M3 – Prestige Business Park M4 – Business Park Support	1.43	District Commercial (site specific policy)

Total Area Recommended for Conversion: 2.08 ha

6.4 TOTAL LAND AREA RECOMMENDED FOR CONVERSION

The total land area recommended for conversion through the Employment Land Review (including the Residential Enclaves Review and the Requests for Conversion) is **44.2 ha**. An additional **4.0** hectares of employment land is recommended for conversion based on the review of the Confederation GO station lands (see Appendix “D” to Report PED17010(k)). The recommended conversions recognize existing non-employment uses on the subject lands, or the redesignation of under-utilized parcels within the City’s older industrial areas. The redesignation of these lands will be implemented through a future Official Plan Amendment passed under Section 26 of the *Planning Act* as part of the Municipal Comprehensive Review.

RESIDENTIAL ENCLAVES REVIEW

City of Hamilton
AUGUST 2021



RESIDENTIAL ENCLAVES REVIEW

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1.0 INTRODUCTION

Residential enclaves are distinct clusters of approximately ten or more residential dwellings located within Employment Areas in the City of Hamilton. Residential enclaves are designated "Employment Area" (Industrial Land or Business Park) on Schedule E-1 – Urban land Use Designations of Volume 1 of the Urban Hamilton Official Plan (UHOP). The enclaves are not consistently zoned, both across and within Employment Areas in the City. In some circumstances, zoning is not consistent among parcels within an enclave. The majority of residential enclaves in Hamilton are located in the Bayfront Industrial Area and the Stoney Creek Business Park.

The proximity of residential enclaves to active industrial land uses has historically caused incompatibility issues. Various studies throughout the 1970s to the 1990s were completed to address the environmental and social challenges experienced by residents living in residential enclaves. The studies identified residents' interest in remaining in the enclave and determining the most appropriate ultimate land use. Many of the recommendations that emerged from these studies have been implemented; however, there are several residential enclaves that require additional attention to understand the existing context and to comprehensively assess the zoning framework. The purpose of this report is to:

- outline the history of residential enclaves in the City of Hamilton;
- identify the current status of residential enclaves and their evolution over time in terms of the policy framework, regulatory/zoning framework, and actual land use; and,
- identify any policy or zoning changes that are required to create a consistent approach to planning for residential enclaves located in different Employment Areas in the City.

Residential enclaves that are still in existence (i.e. designated Employment Area on Schedule E-1) and will be reviewed through this analysis are identified in Table 1.

Table 1 – Residential Enclaves under review in this Analysis

Employment Area	Residential Enclave	Area of Enclave (Ha)
Bayfront Industrial Area	Land	9.25
	Leeds	0.9
	Alpha East	1.09
	Biggar	0.42
	Rowanwood	13.84

	Stapleton	1.07
	Beatty	0.93
Stoney Creek Business Park	Margaret	5.01
	Barton	2.97
	Cornell	2.10
	McNeilly	2.60
	Winona	5.39

This review is being conducted as part of the City’s Municipal Comprehensive Review (MCR) Employment Land Review. It is appropriate to review the enclaves at this time because any conversions of designated employment land to a non-employment designation can only occur through the MCR. Therefore, should any recommendations for re-designation arise from this review, the implementation would need to occur through the MCR.

This review is focussed on the residential enclaves in the former City of Hamilton (Bayfront Industrial Area) and City of Stoney Creek (Stoney Creek Business Park) which have been identified and previously reviewed under studies by the former municipalities. The review will consider updates to the existing planning permission for those lands. This review is not considering existing legal non-conforming single detached dwellings located in the City’s other Business Parks, which either do not meet the definition of an enclave (10 or more contiguous dwellings) or are located in undeveloped areas of the Business Park which are anticipated to develop with employment uses in the future. Those dwellings will retain their legal-non conforming status for as long at the use continues.

1.1 BACKGROUND ON RESIDENTIAL ENCLAVES IN FORMER CITY OF HAMILTON

Residential enclaves in the City of Hamilton are located in the Bayfront Industrial Area (Bayfront). The following reports were produced in the 1970s and 1990s to address issues with residential enclaves:

Review of the Residential Enclaves, 1977

This report addressed residential enclaves in the Bayfront. Ten distinct residential enclaves were studied. Residents in these enclaves experienced disturbance from adjacent industry as well as uncertainty about future land use.

- All enclaves except McAnulty were designated Industrial in the Official Plan in 1951 and zoned for heavy industry since 1950. McAnulty was originally designated Residential with Commercial on the perimeter, but was later redesignated to Industrial in the 1969 Official Plan. The zoning for McAnulty at the time of this report in 1977 was Residential, reflecting the designation prior to the 1969 Official Plan.
- The report surveyed residents in the enclaves and evaluated two alternatives – to clear housing in the area, or to retain and improve housing.
- Enclaves were independently evaluated on the basis of public attitude (desire to remain in area), standard of environment, standard of housing, availability of services, and size of area.
- Recommendations from the 1977 study were as follows:
 - Biggar, Stapleton, Leeds, Alpha, and Keith Pockets (2) should be cleared for industry;
 - Keith and Monroe should undergo a Neighbourhood Plan process to plan for a mix of industrial and residential uses (note: Neighbourhood Plan was completed and area designated Residential in City's 1982 Official Plan. Zoning had been changed to residential in 1979);
 - McAnulty should be redesignated to Residential, with consideration for buffering from industrial uses by including commercial and open space uses (note: area was redesignated to Residential in 1978); and,
 - Rowanwood, Land, and Beatty should be re-evaluated in two years' time.

Residential Enclaves Study, 1992

The Regional Municipality of Hamilton-Wentworth brought forward a discussion paper in 1992 that re-evaluated future land use in residential enclaves and re-assessed the merits of the City's program of purchasing residential lands and selling them for industry. This study evaluated Alpha East, Beatty, Biggar, Land, Leeds, Rowanwood, and Stapleton enclaves. The highlights of the study are as follows:

- Residential development was gradually being eroded by industrial and commercial uses in the enclaves;
- The revenue realized from the sale of lands for industrial purposes was poor relative to the cost to purchase the residential land;
- Most residents within the smaller enclaves, with the exception of Leeds and Biggar, wished to leave the area.

The 1992 report identified a number of options for consideration, ranging from no change, to a recognition of all enclaves as Residential. There were no policy or zoning changes taken as a result of this report.

1.2 BACKGROUND ON RESIDENTIAL ENCLAVES IN FORMER CITY OF STONEY CREEK

There are five residential enclaves in the Stoney Creek Industrial Business Park, which were reviewed through the following report in 1990:

Residential Enclaves, 1990

The purpose of this study was to identify the ultimate land use of existing residential uses within the Stoney Creek Industrial Business Park. Most residents felt that there were issues with excessive noise, traffic, smoke, and dust. The recommendations from the study were as follows:

- Margaret Enclave and a portion of the McNeilly Enclave south of the Arvin Avenue extension and east of McNeilly Road should be recognized as residential areas; and,
- Cornell, Barton, and Winona enclaves should maintain their designation as Industrial Business Park.

In November 1992 (further amended in 1993), the City of Stoney Creek passed Official Plan Amendment No. 45 to the City of Stoney Creek Official Plan (OP) which recognized the existing residential enclaves at Margaret Avenue and the east side of McNeilly Road, but maintained the Industrial - Business Park designation on the lands. The accompanying staff report noted that the proposed Stoney Creek Comprehensive Zoning By-law was placing a residential zone on these enclaves to implement the recommendations of the 1990 study. The Report further stated that an amendment to the OP was necessary to ensure the Zoning By-law conformed, but that staff were not recommending a redesignation of the enclaves to Residential in the OP. Instead, the Report noted that it was more appropriate to describe the location of the enclaves generally within the Business Park designation, and when an Industrial Area Secondary Plan and Neighbourhood Plan was prepared in the future, the enclaves would be clearly identified and appropriate policies developed. No such Secondary Plan was ever developed for these lands.

The Urban Hamilton Official Plan (UHOP) came into force and effect in August, 2013. The UHOP carried forward land use designations from the former City of Hamilton Official Plan and City of Stoney Creek Official Plan. The majority of the lands within the residential enclaves were re-zoned to an industrial zone (some with a special exception as described below) in the City of Hamilton Zoning By-law 05-200 in 2010 with the introduction of the new industrial zones. However, lands within the Margaret enclave and a portion of the McNeilly enclave maintain the residential and commercial zoning of the former City of Stoney Creek Zoning By-law.

1.3 EXISTING CONTEXT OF RESIDENTIAL ENCLAVES

At present, there are still land use incompatibility issues between residential enclaves and adjacent industrial uses. In addition, some enclaves have been recognized in the Zoning By-law with a Special Exception (SE), while some others have not. SE 375 in Zoning By-law 05-200 identifies an existing dwelling and expansion to the existing dwelling as permitted, subject to additional regulations. SE 727 of Zoning By-law 6593 was the precursor to SE 375, and contained the same permissions and regulations as SE 375. Table 2 identifies existing land uses and zoning for all residential enclaves in the Bayfront Industrial Area and Stoney Creek Industrial Business Park.

Table 2 – Zoning and Land Uses by Percent Total Area for Existing Residential Enclaves in the Bayfront Industrial Area and Stoney Creek Industrial Business Park

Enclave	Total Area (Ha)	Percent of Area Residential Land Use (%)	Percent of Area Industrial Land Use (%)	UHOP Designation	Zoning
Bayfront Industrial Area					
Land	9.25	51	26	Industrial Land	M5 – General Industrial M5 – General Industrial – Special Exception 375 M6 – Light Industrial – Special Exception 375
Leeds	0.9	46	33	Industrial Land	M5 – General Industrial
Alpha East	1.09	28	31	Industrial Land	M5 – General Industrial
Biggar	0.42	83	17	Industrial Land	M5 – General Industrial
Rowanwood	13.84	57	23	Industrial Land	M5 – General Industrial M5 – General Industrial – Special Exception 375 M6 – Light Industrial – Special Exception 375
Stapleton	1.07	17	49	Industrial Land	M6 – Light Industrial
Beatty	0.93	76	9	Industrial Land	M6 – Light Industrial – Special Exception 375
Stoney Creek Business Park					
Margaret	5.01	94	0	Business Park	R1 – Single Residential - One ND – Neighbourhood Development GC – General Commercial – Special Exception 28
Barton	2.96	70	7	Business Park	M3 – Prestige Business Park

					M3 – Prestige Business Park – Special Exception 423
Cornell	2.11	77	10	Business Park	M3 – Prestige Business Park
McNeilly	2.61	93	0	Business Park	R1 – Residential M3 – Prestige Business Park
Winona	5.4	51	10	Business Park	M3 – Prestige Business Park

Special Exception (SE) 375 is applied to residential uses in the Land, Rowanwood and Beatty enclaves. The purpose of the SE is to permit the legally existing residential uses on the subject lands, and to establish specific regulations (setbacks etc.) which would apply to any future additions or modifications. The text of the SE is as follows:

"375. Within the lands zoned General Industrial (M5) Zone and Light Industrial (M6) Zone, identified on Maps 829, 870, 871, 912, 913, 914, 915, 956, 957, 958, 959, 1147, 1198, 1199 of Schedule "A" – Zoning Maps and described as:

(many addresses listed)

The following special provisions shall apply:

- a) In addition to Subsections 9.5.1 and 9.6.1, and notwithstanding Subsections 9.5.2 and 9.6.2 ii), the legally established residential uses existing on the date of passing of this By-law (May 26, 2010) shall also be permitted.*
- b) Notwithstanding Subsections 9.5.3 and 9.6.3, the following regulations shall apply to the use permitted in Clause a):*

- i) Minimum Front Yard 6.0 metres*
- ii) Maximum Building Height 14.0 metres*
- iii) Minimum Side Yard 0.6 metres*
- iv) Minimum Rear Yard 7.5 metres*
- v) Accessory buildings shall be subject to Subsection 4.8.1"*

The Vacuum Clause (4.12(c)) of the General Provisions of Zoning By-law 05-200 applies to the lands within the Industrial zones and provides that any lot and building existing on the effective date of the Zoning By-law would be deemed to comply with the regulations of the By-law respecting setbacks, height and lot area and width.

In addition, Section 1.11 of Zoning By-law 05-200 addresses Legal Non-Conforming Uses. Section 1.11(d) permits swimming pools, hot tubs and accessory buildings, and section 1.11(e) permits the addition of a porch, deck, balcony, fire escape or open stairs, on a lot containing an existing legal non-conforming single detached or duplex dwelling, all without the requirement to amend the Zoning By-law.

A detailed review of each residential enclave, including land use breakdown, change in land use since the completion of the 1990 and 1992 studies, and existing zoning, will follow.

2.0 RESIDENTIAL ENCLAVES IN HAMILTON BAYFRONT INDUSTRIAL AREA

2.1 LAND

The Land residential enclave is one of the larger enclaves in the Bayfront, and is located in the general area of Burlington Street East and Wentworth Street North. The predominant land use in the area is still residential, with 50 percent of the area having a residential land use.

Table 3 - Land Use Breakdown in Land Residential Enclave

	Existing			1992
	Number of Parcels	Total Area (Ha)	Percentage of Area (%)	Percentage of Area (%)
Commercial	15	1.13	12%	11.4%
Industrial	21	2.4	26%	22.5%
Office	2	0.12	1%	
Residential	178	4.69	51%	58.7%
Vacant Land	19	0.91	10%	7.4%
Grand Total	235	9.25	100%	100%

Since 1992, the percentage of residential land area has decreased, while the percentage of industrial and vacant land area have both increased marginally.

Figure 1 - Land Use in Land Residential Enclave



The existing zoning within the Land residential enclave is M5 (General Industrial), M5 (General Industrial) – Special Exception (SE) 375, and M6 (Light Industrial) – SE 375. Previous to the adoption of Zoning By-law 05-200, the zoning in this residential enclave was K (Heavy Industrial) – SE 727. SE 375 recognizes the existing dwellings and allows for some expansion. The zoning from the previous zoning by-law has been brought forward in the new zoning by-law, with the exception of the area bounded by Burlington Street East, Wentworth Street North, Oliver Street, and Wilfred Street. This area of the enclave was not zoned with SE 375.

Figure 2 - Zoning in Land Residential Enclave

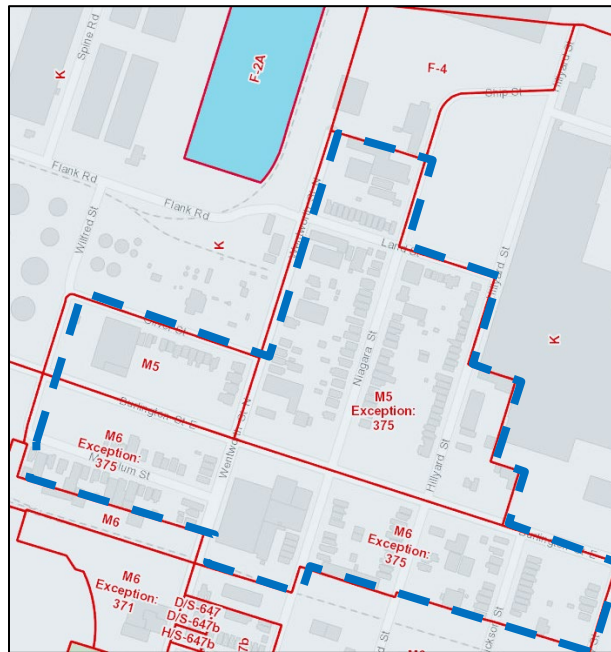


Figure 3 - Lands without Special Exception in Land Residential Enclave



2.2 LEEDS

The Leeds residential enclave is located in the general area of Burlington Street East and Gage Avenue North. The predominant land use in the area is still residential, with 46 percent of the area having residential land uses. More than 20 percent of the land area is vacant.

Table 4 – Existing Land Use Breakdown in Leeds Residential Enclave

	Existing			1992
	Number of Parcels	Total Area (Ha)	Percentage of Area (%)	Percentage of Area (%)
Commercial	1	0	0%	1.6%
Industrial	5	0.3	33%	35.8%
Residential	20	0.41	46%	43.1%
Vacant Land	3	0.19	21%	19.5%
Total	29	0.9	100%	100%

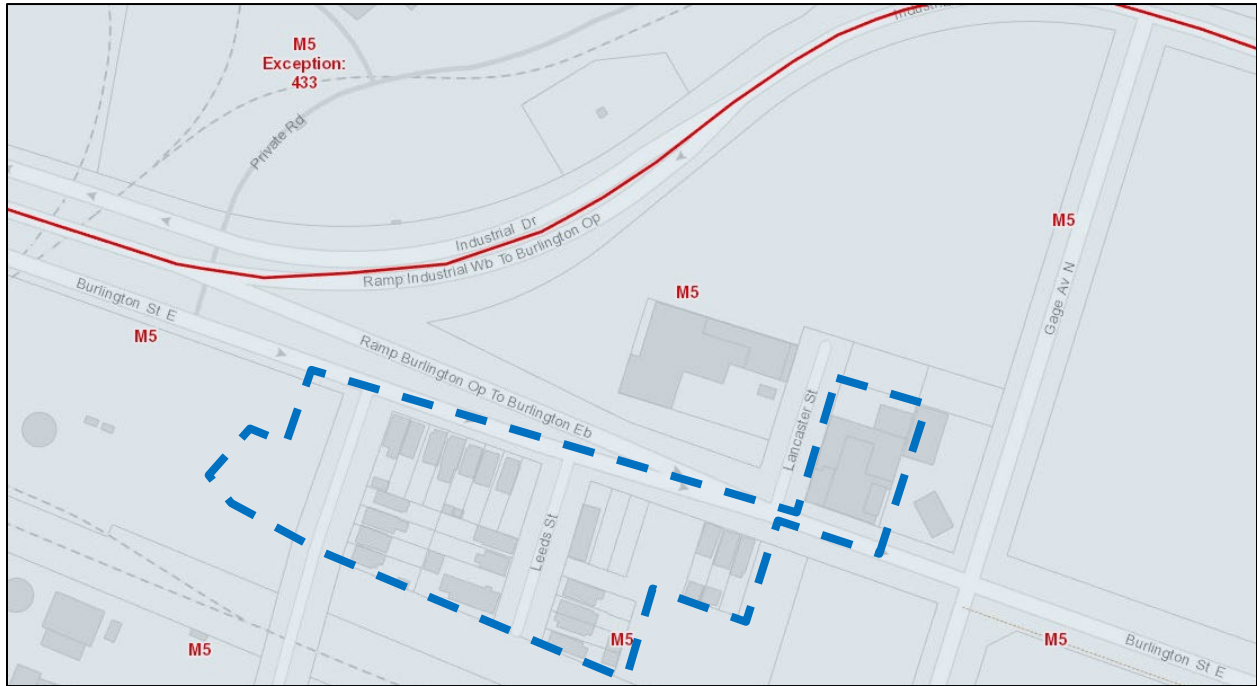
Since 1992, the amount of lands in residential use has marginally increased, while the industrial land has seen a slight decline in area.

Figure 4 – Land Use in Leeds Residential Enclave



The zoning applicable to the lands in Leeds is the M5 – General Industrial zone. Previous zoning under Zoning By-law 6593 was K (Heavy Industrial). There is no special exception applied in this area to recognize the existing dwellings.

Figure 5 - Zoning in Leeds Residential Enclave



2.3 ALPHA EAST

Alpha East is generally located in the area of Burlington Street East and Sherman Avenue North. The predominant land use in the area is industrial. Residential land uses have declined over time, and at present there are only 9 residential parcels in total, and only 5 of those are located adjacent to each other. The existing land use for the area is as follows:

Table 5 – Land Use Breakdown in Alpha East Residential Enclave

	Existing			1992
	Number of Parcels	Total Area (Ha)	Percentage of Area (%)	Percentage of Area(%)
Commercial	3	0.29	27%	35.7%
Industrial	6	0.34	31%	31.0%
Residential	9	0.3	28%	33.3%
Vacant Land	5	0.16	15%	0
Grand Total	23	1.09	100%	100%

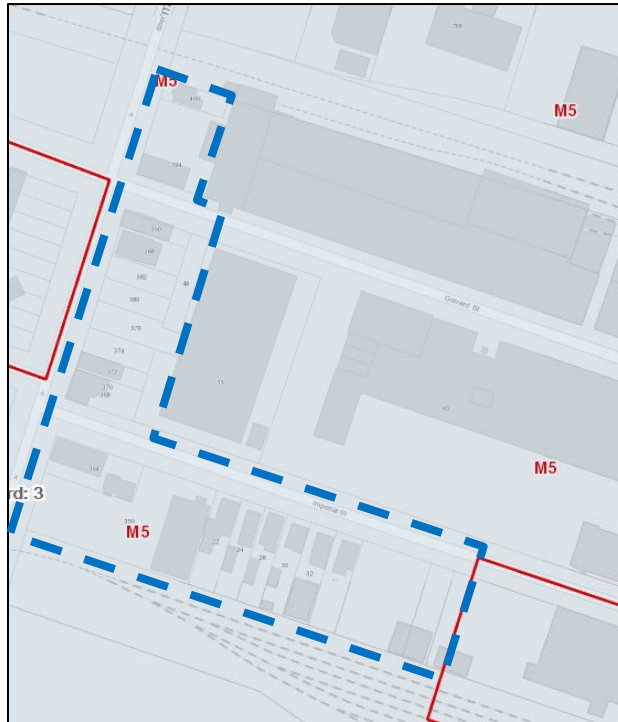
The industrial usage of land in Alpha East has remained stable over the time period. Residential usage has declined slightly. The greatest change is an increase in vacant lands.

Figure 6 – Land Use in Alpha East Residential Enclave



This area is zoned M5 – General Industrial. Previous zoning under Zoning By-law 6593 was K (Heavy Industrial). There is no special exception applied in this area to recognize the existing dwellings.

Figure 7 – Zoning in Alpha East Residential Enclave



2.4 BIGGAR

Biggar residential enclave is located in the general area of Sherman Avenue North and Biggar Avenue. The predominant land use in the area is residential, with 83% of the area having residential land uses, though there has been an introduction of industrial land uses, as noted below. The enclave is surrounded by large industrial parcels and is isolated within the core of the industrial area.

Table 6 – Land Use Breakdown in Biggar Residential Enclave

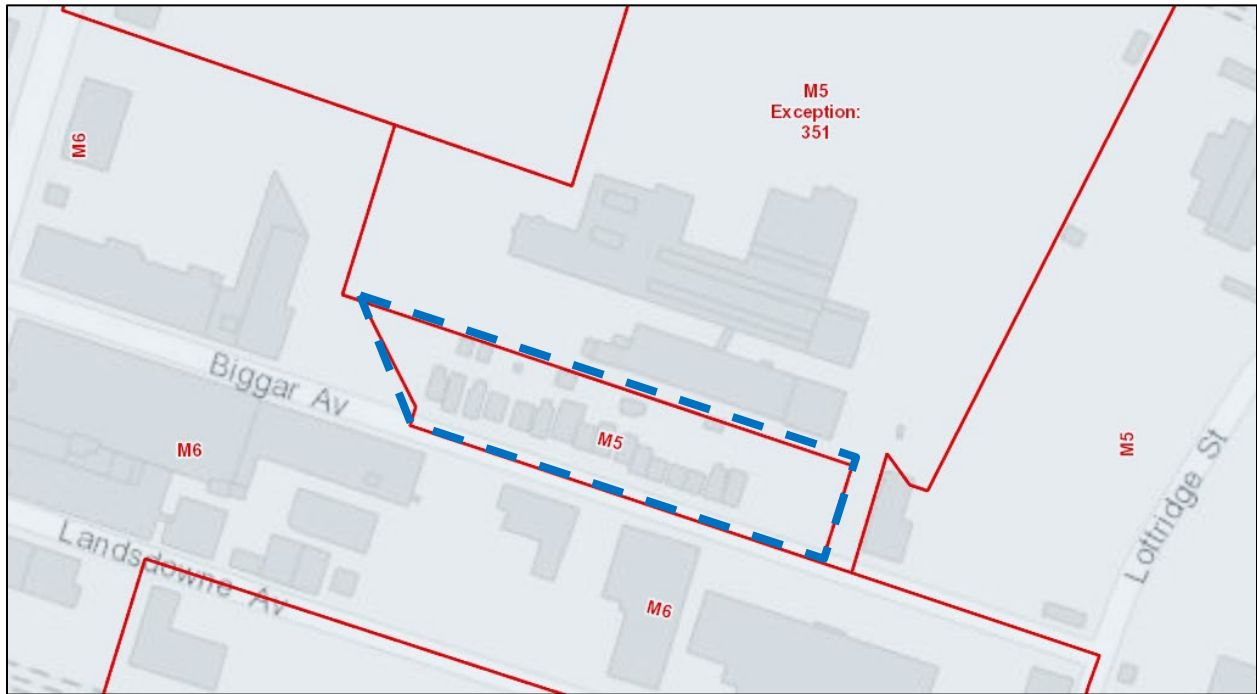
	Existing			1992
	Number of Parcels	Total Area (Ha)	Percentage of Area (%)	Percentage of Area (%)
Industrial	3	0.07	17%	0%
Residential	16	0.35	83%	100%
Total	19	0.42	100%	100%

Figure 8 – Land Use in Biggar Residential Enclave



This area is zoned M5 – General Industrial. Previous zoning under Zoning By-law 6593 was K (Heavy Industrial). There is no special exception applied in this area to recognize the existing dwellings.

Figure 9 – Zoning in Biggar Residential Enclave



2.5 ROWANWOOD

The Rowanwood enclave is located in the general area of Gage Avenue North and Beach Road and is the largest enclave in the Bayfront. The predominant land use in this enclave is residential, with 57 percent of the area having residential land uses.

Table 7 – Land Use Breakdown in Rowanwood Residential Enclave

	Existing			1992
	Number of Parcels	Total Area (Ha)	Percentage of Area (%)	Percentage of Area (%)
Commercial	30	2.52	18%	5.9%
Industrial	22	3.17	23%	30.7%
Institutional	1	0.02	0%	1.4%
Office	2	0.07	1%	0%
Residential	314	7.84	57%	58.0%
Transportation and Utility	3	0	0%	0%
Vacant Land	5	0.22	2%	4.0%
Total	378	13.84	100%	

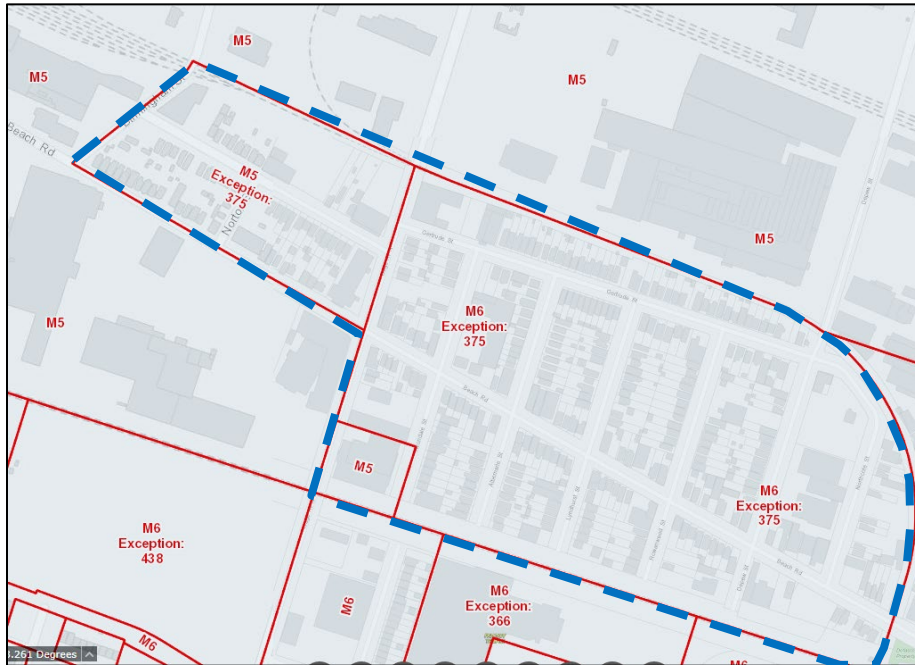
While the residential land area in Rowanwood has stayed consistent since 1992, there has been a decrease in the industrial land area, and an increase in commercial lands.

Figure 10 – Land Use in Rowanwood Residential Enclave



Parcels in this area have zoning that includes M5 (General Industrial), M5 (General Industrial) – Special Exception (SE) 375, and M6 (Light Industrial) – SE 375. SE 375 recognizes the existing dwellings and allows for some expansion. The previous zoning for this area under Zoning By-law 6593 was K (Heavy Industrial) – SE 727.

Figure 11 – Zoning in Rowanwood Residential Enclave



2.6 STAPLETON

Stapleton is located in the general area of Burlington Street East and Stapleton Avenue. The predominant land use in the area is industrial, which accounts for 49 percent of the total area. The existing land use is as follows:

Table 8 – Land Use Breakdown in Stapleton Residential Enclave

	Existing			1992
	Number of Parcels	Total Area (Ha)	Percentage of Area (%)	Percentage of Area (%)
Commercial	1	0.14	13%	0
Industrial	9	0.52	49%	28.4%
Residential	5	0.18	17%	34.3%
Vacant Land	4	0.23	21%	22.6%
Institutional Land	0	0	0	14.7%
Grand Total	19	1.07	100%	

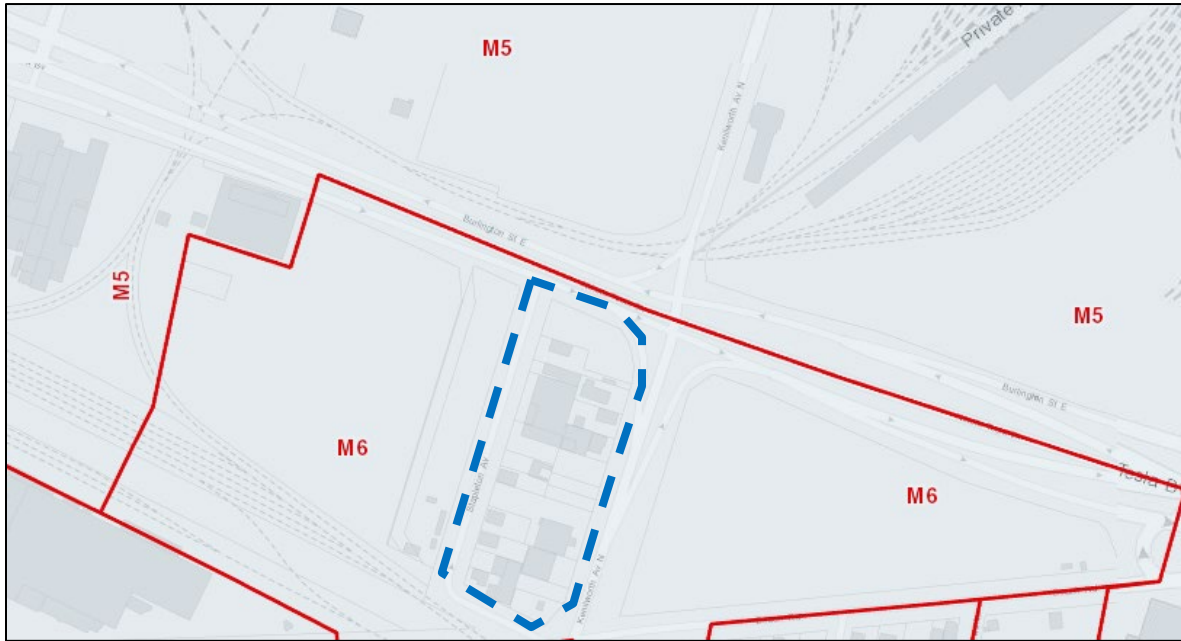
There has been a significant shift in land use in Stapleton since 1992. Industrial land use has increased from 28% to 49%, while residential land area has seen a decline from 34% to 17%. An institutional use has ceased and a commercial use has been added.

Figure 12 – Land use in Stapleton Residential Enclave



The zoning in this enclave is M6 (Light Industrial). The previous zoning under Zoning By-law 6593 was K – Heavy Industrial. There is no special exception applied in this area to recognize the existing dwellings.

Figure 13 – Zoning in Stapleton Residential Enclave



2.7 BEATTY

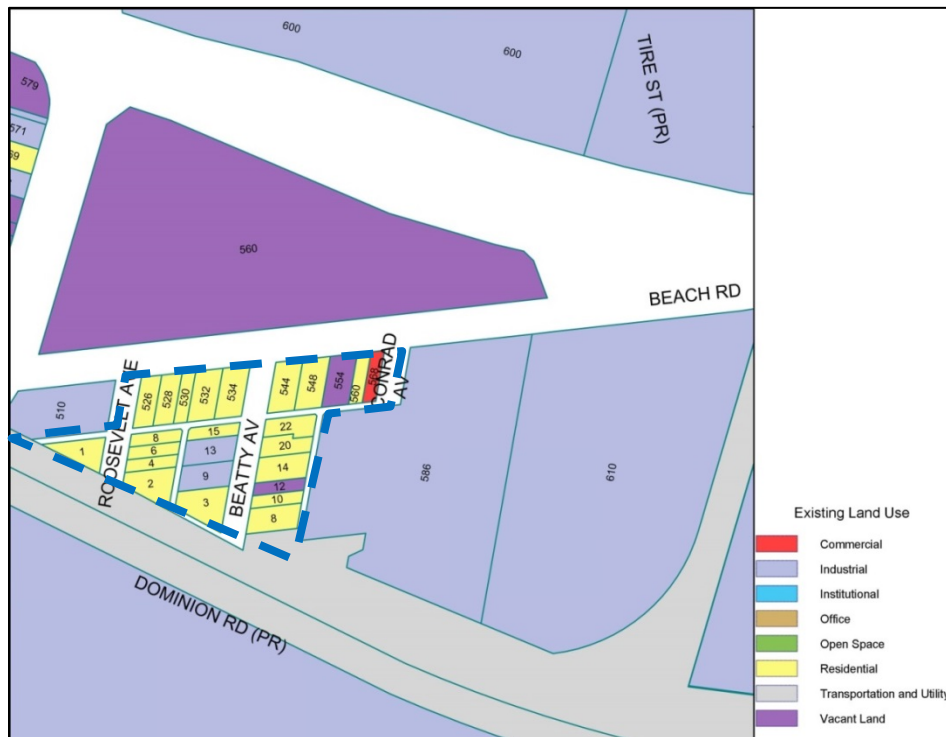
The Beatty residential enclave is located in the general area of Burlington Street East and Beach Road. The predominant land use in this area is residential, with 76 percent of the total area having residential land uses. The existing land uses are as follows:

Table 9 – Land Use Breakdown in Beatty Residential Enclave

	Existing			1992
	Number of Parcels	Total Area (Ha)	Percentage of Area (%)	Percentage of Area (%)
Commercial	1	0.02	2%	0
Industrial	2	0.08	9%	4.4%
Residential	20	0.71	76%	93.4%
Transportation and Utility	1	0.05	5%	0
Vacant Land	2	0.07	8%	2.2%
Grand Total	26	0.93	100%	100%

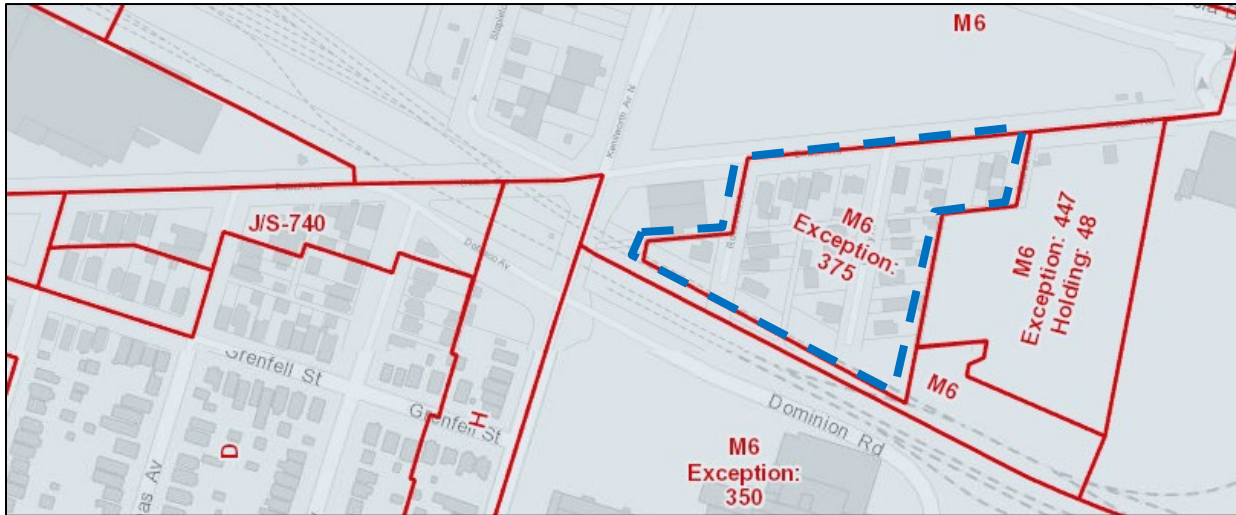
There has been some decrease in residential land area since 1992, and a small increase in industrial land area, but change has been relatively minor.

Figure 14 – Land Use in Beatty Residential Enclave



The zoning for parcels in this area is M6 (Light Industrial) – Special Exception (SE) 375. The previous zoning in this enclave was K (Heavy Industrial) – SE 727. The SE recognizes the residential dwellings and allows for some expansion.

Figure 15 – Zoning in Beatty Residential Enclave



3.0 RESIDENTIAL ENCLAVES IN STONEY CREEK BUSINESS PARK

3.1 MARGARET ENCLAVE

Margaret enclave is located at the northeast corner of Millen Road and Barton Street. The predominant land use in this enclave is residential. Land use in this enclave has been consistent over time. The 1990 study identified that the housing stock in this enclave were in good form and dwellings face each other along a local road, creating a sense of residential environment. The recommendation in 1990 was to recognize and include provisions to protect this residential area in the Secondary Plan for the Industrial Business Park and in the implementing Zoning By-law.

Table 10 – Land Use Breakdown in Margaret Residential Enclave

	Existing			1990
	Number of Parcels	Total Area (Ha)	Percentage of Area (%)	Percentage of Area (%)
Commercial	2	0.29	6%	6%
Industrial	0	0	0	0%
Residential	43	0.71	94%	94%
Transportation and Utility	0	4.72	0	0
Vacant Land	0	0	0	0%
Grand Total	45	5.01	100%	100%

Figure 16 – Land Use in Margaret Residential Enclave

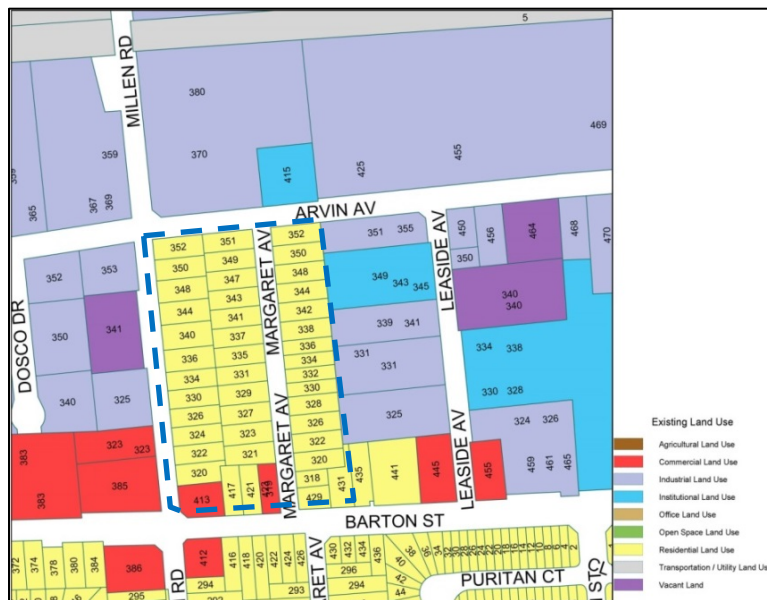


Figure 17 – Zoning in Margaret Residential Enclave



The zoning applicable to lands in the Margaret enclave include the R1 (Single Residential-One) Zone, the ND (Neighbourhood Development) Zone and the GC-28 (General Commercial) Zone in the City of Stoney Creek Zoning By-law.

3.2 BARTON ENCLAVE

The Barton enclave is located on the north side of Barton Street between Fruitland Road and Kenmore Avenue. The previous 1990 Residential Enclave study identified that there were 18 dwellings within the enclave, but several other dwellings in the area that were not considered as part of the enclave because they were not zoned residential and there was significant industry surrounding them. The study also identified recent redevelopment of a site in the enclave to commercial/industrial that divided the enclave into two, which could influence redevelopment of other parcels. The proximity to the Fruitland Road highway interchange and the location on an arterial road could also provide incentive for industrial redevelopment. The recommendation of the 1990 study was to leave these parcels as non-conforming uses in the Stoney Creek Official Plan.

Table 11 – Land Use Breakdown in Barton Residential Enclave

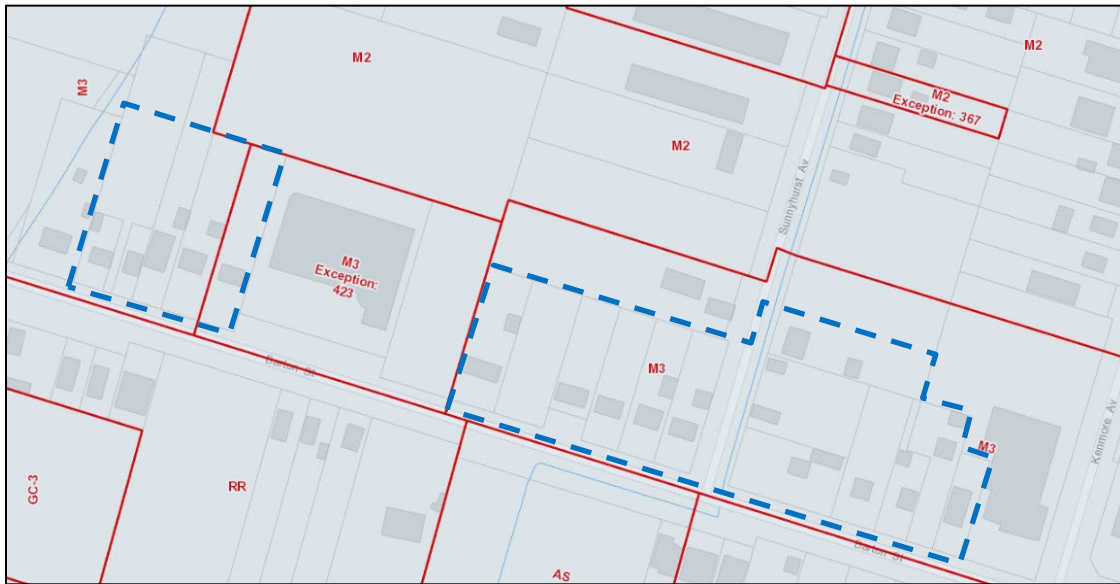
	Existing			1990
	Number of Parcels	Total Area (Ha)	Percentage of Area (%)	Percentage of Area (%)
Office	1	0.2	7%	7%
Residential	16	2.07	70%	93%
Vacant Land	3	0.69	23%	0
Grand Total	20	2.96	100%	100%

Of the residential parcels that were included in the enclave study area, three are now vacant (673, 695, 701 Barton St). The use of the remainder of the parcels has not changed.

Figure 18 – Land Uses in Barton Residential Enclave



Figure 19 – Zoning in Barton Residential Enclave



The residential parcels in this area are zoned M3 (Prestige Business Park) Zone. There is no site specific zoning to recognize the residential uses.

3.3 CORNELL ENCLAVE

The Cornell enclave is located at the northeast corner of Barton Street and Jones Road around Cornell Avenue. The existing land use is similar to the land use at the time of the previous 1990 Residential Enclave study. The previous study identified land use conflicts with existing industrial/commercial uses within and surrounding the enclave area. Some of the parcels have lots with frontages on Barton Street rather than Cornell Avenue, which detracts from the sense of neighbourhood in the enclave. The recommendation from the previous study was to leave these parcels as non-conforming uses in the Stoney Creek Official Plan.

Table 10 – Land Use Breakdown in Cornell Residential Enclave

	Existing			1990
	Number of Parcels	Total Area (Ha)	Percentage of Area (%)	Percentage of Area (%)
Commercial	1	0.17	8%	0
Industrial	2	0.22	10%	13%
Residential	12	1.62	77%	82%
Vacant Land	1	0.1	5%	5%
Grand Total	16	2.11	100%	100%

Figure 20 – Land Uses in Cornell Residential Enclave

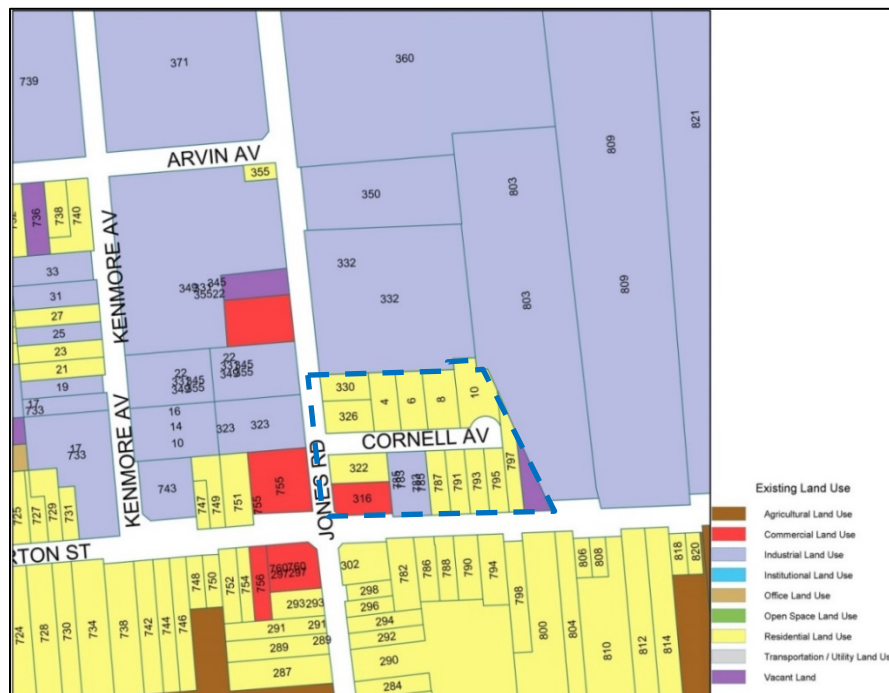
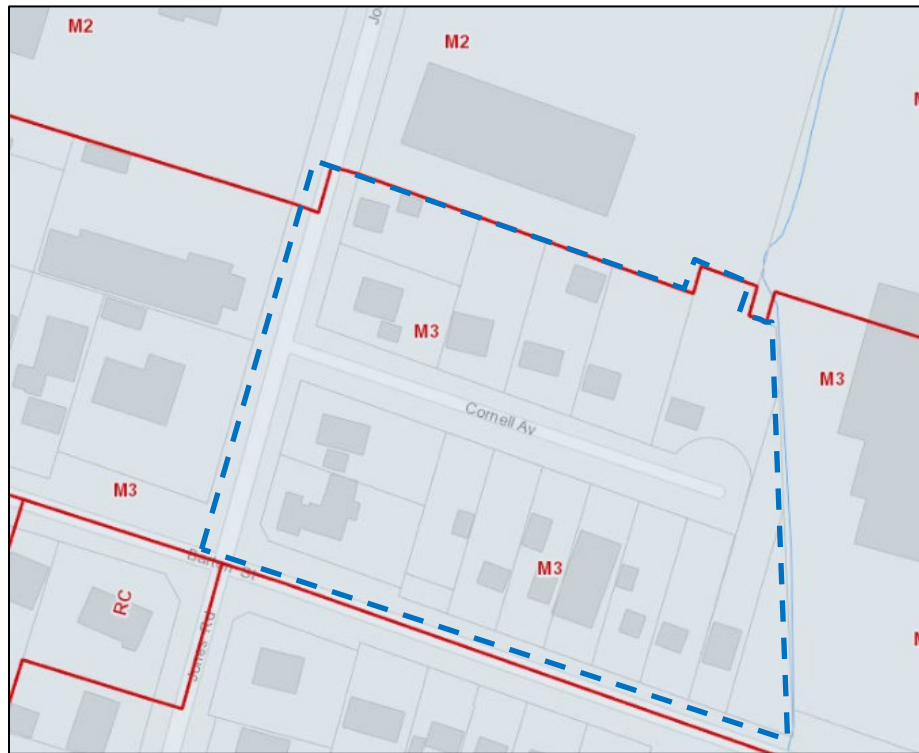


Figure 21 – Zoning in Cornell Residential Enclave



The residential parcels in this enclave are zoned M3 (Prestige Business Park) Zone. There is no site specific zone to recognize the existing dwellings.

3.4 MCNEILLY ENCLAVE

The McNeilly Enclave is located along McNeilly Road between Barton Street and the C.N.R. mainline. The existing land use appears to be similar to the land use that existing at the time of the Residential Enclave study. The previous study identified that there was a potential road extension of Arvin Road that would bisect the enclave on the eastern side. Since the homes to the south of the road extension and east of McNeilly Road were in good condition and relatively undisturbed by industry, in 1990 it was recommended that those parcels remain residential.

Table 11 – Land Use Breakdown in McNeilly Residential Enclave

	Existing			1990
	Number of Parcels	Total Area (Ha)	Percentage of Area (%)	Percentage of Area (%)
Industrial	0	0	0	7%
Residential	16	2.43	93%	90%
Vacant Land	2	0.17	7%	3%
Grand Total	18	2.6	100%	100%

Since 1990, land use by area in the McNeilly enclave has been fairly stable. One property that was industrial has been converted to residential, and one previously residential property is now vacant.

Figure 22 – Land Uses in McNeilly Residential Enclave



Figure 23 – Zoning in McNeilly Residential Enclave



The zoning for the parcels on the east side of McNeilly Road, south of the Arvin Avenue extension, is R1 (Residential) Zone, while the remainder of the parcels are zoned M3 (Prestige Business Park) Zone. This is consistent with the recommendations of the 1990 Study.

3.5 WINONA ENCLAVE

The Winona Enclave is located at the eastern boundary of the Business Park, south of the South Service Road, and is bounded by Winona Road, Victoria Avenue, and Oriole Road. At the time of the previous study, the majority of the parcels were zoned residential. Due to the location, lack of facilities, varied state of housing, and mix of uses in the area, the previous study recommended that the parcels stay as non-conforming uses in the Stoney Creek Official Plan, while also creating policy and zoning provisions that promote land assembly and industrial redevelopment for the parcels.

Table 12 – Land Use Breakdown in Winona Residential Enclave

	Existing			1990
	Number of Parcels	Total Area (Ha)	Percentage of Area (%)	Percentage of Area (%)
Commercial	1	0.17	3%	0
Industrial	1	0.56	10%	18%
Residential	14	2.75	51%	64%
Transportation and Utility	1	0.4	7%	0
Vacant Land	4	1.52	28%	18%
Grand Total		5.4	100%	100%

Since the completion of the 1990 Study, the land area in residential and industrial use has decreased, and more land is now either vacant or used for utility purposes.

Figure 23 – Land Uses in Winona Residential Enclave

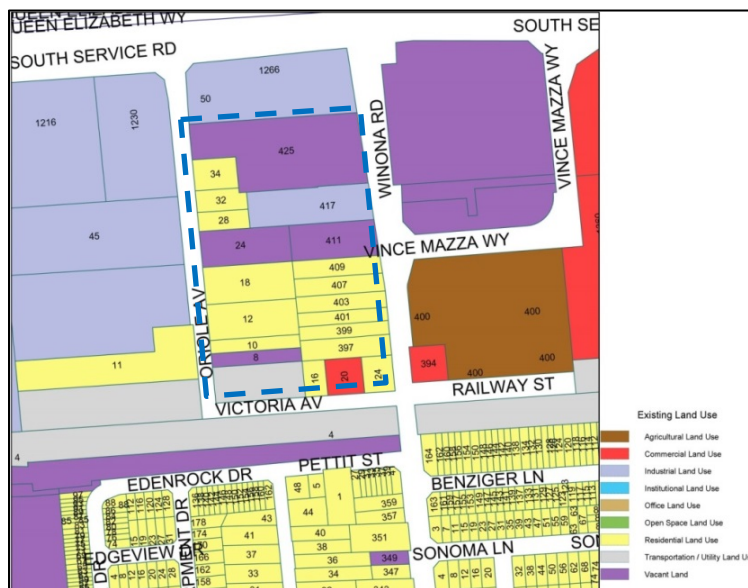


Figure 24 – Zoning in Winona Residential Enclave



All parcels in this enclave are zoned M3 (Prestige Business Park) Zone, with no site specific to recognize the existing residential uses.

4.0 ANALYSIS AND RECOMMENDATIONS

This review of the residential enclaves in Hamilton and Stoney Creek has identified some change in the composition of the enclaves over the past 25 to 30 years, but the residential uses within the enclaves nonetheless remain, and the enclaves have not disappeared or converted entirely to industrial uses. Some enclaves have experienced more change than others. Further, different planning permissions currently apply to different enclaves (eg. three enclaves contain site specific industrial zoning while the majority do not; two enclaves are zoned residential).

4.1 DEFINITION OF AN ENCLAVE

In considering the appropriate land use designation and zoning for the enclaves going forward, the first question staff considered was "is the area still meeting the definition of a residential enclave"? Three criteria were evaluated to determine if the enclave was still in existence:

- Do residential uses continue to form the majority land use in the enclave?
- Has the percentage of residential land uses in the enclave remained fairly stable over time?
- Does the enclave contain a grouping of at least 10 or more contiguous residential parcels (consistent with previous criteria utilized in 1990 Stoney Creek study)?

If one of the above three criteria were not satisfied, the area was deemed to no longer meet the definition of an enclave. Table 13 below summarizes the performance of each enclave against the criteria.

Table 13 – Comparison of enclaves to criteria

Enclave	Zoning	Is residential the majority land use?	Have residential uses remained stable over time?	10 + contiguous residential parcels?
Land	M5 & M6, SE 375	✓	✓	✓
Leeds	M5	✓	✓	✓
Alpha East	M5	X	✓	X
Biggar	M5	✓	✓	✓
Rowanwood	M5 & M6, SE 375	✓	✓	✓

Stapleton	M6	X	X	X
Beatty	M6, SE 375	✓	✓	✓
Margaret	R1, ND	✓	✓	✓
Barton	M3	✓	X	✓
Cornell	M3	✓	✓	✓
McNeilly	R1, M3	✓	✓	✓
Winona	M3	✓	✓	✓

Based on the above, Alpha East, Stapleton and Barton enclaves are no longer meeting the definition of a residential enclave due to change in land use composition over time. The residential uses still existing in these enclaves are currently zoned industrial (M3, M5 or M6) and are considered legal non-conforming provided they were legally established under previous zoning.

Recommendation: no change to planning permissions is required for Alpha East, Stapleton, and Barton enclaves. These areas are no longer meeting the definition of a residential enclave. Existing uses will maintain legal non-conforming status.

4.2 OFFICIAL PLAN AND ZONING CONSIDERATIONS

For the remaining areas which are still meeting the definition of a residential enclave, staff reviewed the existing planning permissions for each area, and whether or not any changes are required. Two primary factors were considered:

- In recognition of the longevity of the residential uses in these enclaves and stability over time, how can planning permissions be enhanced to provide flexibility and opportunity for property owners, while still maintaining conformity with provincial and local planning policy direction to preserve and protect employment lands?
- How can consistency in designation and zoning amongst the enclaves be improved?

The following discussion summarizes the recommendations for the enclaves, grouped together by current status of planning permissions:

4.2.1 LAND, ROWANWOOD AND BEATTY

These three enclaves in Hamilton are designated Industrial Land and zoned M5 or M6 with Special Exception (SE) 375. SE 375 recognizes the existing residential use on the property and identifies special setbacks which would apply to additions or alterations to the existing residential use.

Within these enclaves, the composition of land uses has been fairly stable, and residential uses remain the majority land use. The percentage of residential land area has decreased minimally in Beatty and Land, with a corresponding small increase in industrial area. Residential land area has remained consistent in Rowanwood, with a slight drop in overall industrial land area, and an increase in commercial uses.

The existing SE 375 provides recognition of the existing residential uses in these enclaves and allows for additions or alterations to the existing dwellings. Therefore, there are no recommended changes to the planning permissions for these enclaves, with the exception of extending the SE 375 zoning to include a small group of homes fronting on Oliver and Wentworth Streets in the Land enclave.

Recommendation: extend SE 375 to include homes at Oliver and Wentworth Streets in the Land enclave; no changes required for Beatty and Rowanwood.

4.2.2 LEEDS, BIGGAR, CORNELL, AND WINONA

These enclaves in Hamilton and Stoney Creek are currently designated Industrial Land and zoned M5 (Leeds, Biggar) or designated Business Park and zoned M3 (Cornell, Winona). There are no special exceptions within these enclaves to recognize the existing residential uses. The dwellings in these enclaves are considered legal non-conforming (provided they were legally established under the previous zoning). As a legal non-conforming use, section 1.11 of Zoning By-law 05-200 permits the addition of a porch, deck, balcony etc, or an accessory building, swimming pool or hot tub. However, additions or extensions to the dwelling beyond those identified in section 1.11 would require an application under the *Planning Act* to the Committee of Adjustment for the extension or enlargement of a legal non-conforming use.

Within these enclaves, residential remains the predominant land use in terms of land area and number of properties, though for most of these areas there has been a small decline in the amount of residential land area over time. Industrial uses have remained stable or seen a small decline over time. As the residential uses in these enclaves have generally remained stable over time, it is recommended that the special exception SE 375 be applied to the zoning in these enclaves. Applying this exception would provide added property rights to the landowners in these enclaves and allow freedom to expand or

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 "Residential Enclaves Review"

renovate the existing dwellings without the need to apply for additional planning approvals (provided zoning by-law provisions are met). Applying the zoning exception on these lands is not considered an employment land conversion, and therefore could be completed in advance of the completion of the MCR. It is anticipated that the special exception could be applied to these properties as part of the next Zoning By-law 05-200 Housekeeping Update following Council approval of the Residential Enclaves Review .

The special exception should be applied as follows:

- Leeds: apply SE 375 to 910 – 922 Burlington St E, 116 – 122 Birmingham St, 7 – 9 Leeds St, 2 – 10 Leeds St. The properties at 940 – 944 Burlington St E are isolated from the other parcels and should remain legal non-conforming. (Figure 25)



Figure 25

- Biggar: apply SE 375 to the residential dwellings at 23 to 57 Biggar Avenue. (Figure 26)

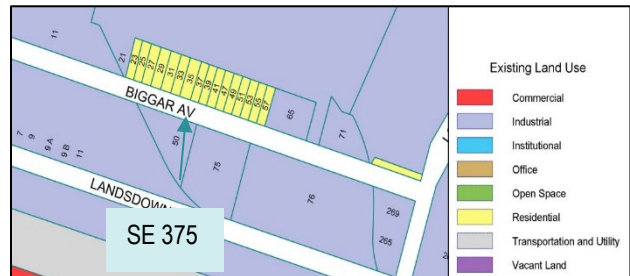


Figure 26

- Cornell: apply SE 375 to 4 – 10 Cornell Ave, 787 – 797 Barton St, 316 – 330 Jones Rd. (Figure 27)

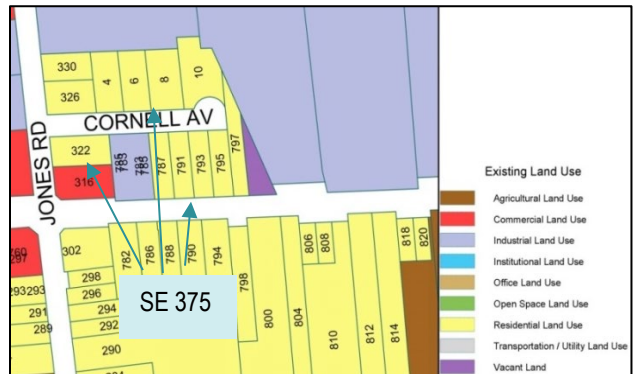


Figure 27

- Winona: apply SE 375 to 397 – 409 Winona Rd, 10 – 18 Oriole Ave, 16 and 24 Victoria Ave. The properties at 28 – 34 Oriole Ave are isolated from the other parcels and should remain legal non-conforming. (Figure 28)

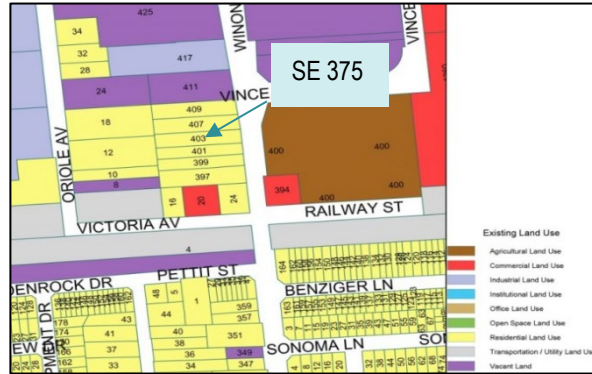


Figure 28

Recommendation: apply Special Exception SE 375 to the residential properties in Leeds, Biggar, Cornell, and Winona, as shown in Figures 25 - 28 above.

4.2.3 MARGARET AND MCNEILLY

Margaret and McNeilly are enclaves in the Stoney Creek Business Park which are both designated Business Park in the UHOP, but which contain residential zoning (Margaret is zoned R1 and ND, McNeilly is a mix of R1 and M3). There is currently a mis-alignment in these enclaves between the Official Plan designation and the Zoning By-law, which needs to be addressed.

Both of these enclaves are predominantly residential (94% and 93% respectively), and contain no industrial land uses. Both have been stable over time. However, beyond those similarities, there is also a considerable difference in the size and layout of these two enclaves. Margaret (5 ha, 43 residential dwellings) is considerably larger than McNeilly (2.6 ha, 16 residential dwellings). The Margaret enclave forms a continuous residential block along the entirety of both sides of Margaret Avenue between Barton Street and Arvin Avenue, in addition to the dwellings fronting onto the east side of Millen Road. The McNeilly enclave, in contrast, is a dis-continuous row of dwellings on the east side of McNeilly Road, in addition to four dwellings on the west side of McNeilly, with industrial uses to both sides. Only the first 8 dwellings on the east side of McNeilly Road north of Barton contain residential zoning.

In recognition of the above, to correct the current discrepancy between the land use designation and the zoning of these enclaves, staff recommend the following:

- Margaret – this enclave should be removed from the Business Park designation and re-designated to Neighbourhoods as part of the MCR Employment Land Review. This conversion of these lands recognizes the long-standing residential uses on the lands, which have experienced no intrusion of industrial uses over time. The conversion

would not create a boundary issue as the entirety of the block between Barton and Arvin can be redesignated on both sides of Margaret and the east side of Millen. Conversion is not anticipated to create incompatible land uses as the existing situation has existed for many years with little change or conflict. This change would correct the existing non-conformity between the UHOP and the Zoning By-law, and would allow the landowners to maintain their existing property rights established through the zoning. (Figure 29)



Figure 29 – Margaret enclave: lands to be redesignated to Neighbourhoods

- McNeilly – staff are not recommending a re-designation of this enclave, which would result in an illogical boundary between the Neighbourhoods and Business Park designations, particularly on the west side of McNeilly. The size and smaller number of dwellings in this area do not warrant redesignation. Further, entrenching the residential lands uses further through Official Plan designation could impact the viability of adjacent industrial parcels in the future by precluding future redevelopment for employment uses on some of the surrounding vacant or underutilized parcels. Currently, only eight dwellings on the east side of McNeilly Rd are zoned residential. Staff recommend rezoning the subject lands from the Single Residential (R1) Zone and the Prestige Business Park (M3) Zone to the Prestige Business Park (M3) Zone with Special Exception 375. Applying this exception would allow freedom to expand or renovate the existing dwellings without the need to apply for additional planning approvals (provided zoning by-law provisions are met). (Figure 30)

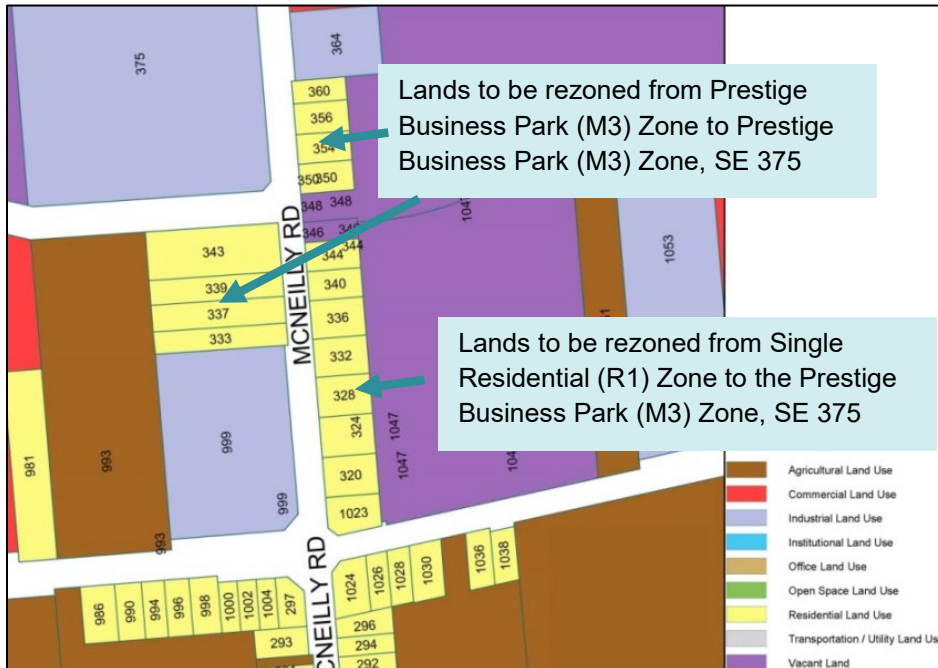


Figure 30 – McNeilly enclave: lands to be rezoned

Recommendation: Redesignate the Margaret enclave from Business Park to Neighbourhoods in the UHOP. Change the zoning of the McNeilly enclave from the Single Residential (R1) Zone and the Prestige Business Park (M3) Zone to the Prestige Business Park (M3) Zone with Special Exception 375.

5.0 CONCLUSIONS

Considerable study of the residential enclaves in the Bayfront Industrial Area and the Stoney Creek Business Park has occurred over the years. This review has examined the existing land uses in each of the enclaves as well as the change in composition of the lands uses over time. In general, with the exception of three enclaves, land use change in the enclaves has been fairly minor, and the enclaves maintain their primarily residential composition.

In light of this conclusion, the policy and zoning changes recommended in this report will improve consistency in planning permissions among the enclaves, provide increased property rights for land owners, and correct an existing discrepancy between the Official Plan and Zoning By-law for two enclaves in Stoney Creek.

EMPLOYMENT LAND REVIEW: *REQUESTS FOR CONVERSION*

CITY OF HAMILTON
AUGUST 2021



Hamilton

REQUESTS FOR CONVERSION – EMPLOYMENT LAND REVIEW

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1.0 INTRODUCTION

The purpose of the Employment Land Conversion Analysis ("conversion analysis") is to identify if any lands currently designated "Employment Area" in the Urban Hamilton Official Plan warrant conversion to a non-employment land use. The conversion analysis involved the identification of lands located along the edge of Employment Areas that were also located within a mixed use area, where land uses have morphed over time and a site / area may be more suitable for a non-employment land use designation.

In addition to City staff's review of Employment Area boundaries for potential conversion sites/areas, staff invited public requests for conversions. Staff presented at the Open for Business Subcommittee on May 25, 2017 to share project information and advise Councillors, members of the public, and the business community of the opportunity for members of the public to submit conversion requests. Notices were also placed in the Hamilton Spectator (June 2nd, 2017) and the Realtors Association of Hamilton and Burlington (Issue 5 – June 2017). Project and public request information was available on the City's website.

In November 2019, staff presented the draft findings of Employment Area Conversion Analysis (Report PD17010(f)) including the Residential Enclaves Review and Requests for Employment Conversion. The draft results of the Employment Land Review were presented for public review through a series of Open Houses in November and December 2019 for the GRIDS2 – MCR project. Following the release of the draft Employment Land Review and public open houses, staff received additional information from applicants to support their conversion requests. Furthermore, the completion of the Land Needs Assessment has determined that the supply and demand for future Employment Area lands is relatively balanced to the year 2051. A small surplus of land may be available to support a limited number of conversion requests at this time through the MCR. The updated analysis of the requests for conversion are provided in the following sections of this report.

Land Needs Assessment

The City undertook a Land Needs Assessment (LNA) in order to determine if additional Employment Area land is required to accommodate future job growth to the year 2051. Employment forecasts are provided in Schedule 3 of The Growth Plan for the Greater Golden Horseshoe ("Growth Plan"), and Hamilton is forecasted to grow by 122,090 jobs by the year 2051. The LNA, completed for the City by Lorus and Associates, indicates that of the forecasted job growth, roughly 112,000 of these jobs are anticipated to be located in Hamilton's Employment Areas. The existing Employment Areas in the City have been determined, through the LNA, to be able to accommodate approximately

114,000 jobs until the year 2051. Therefore, the supply and demand of employment land to anticipated job growth are roughly in balance, and there is no need for additional Employment Area land to the year 2051. The small difference in the anticipated supply and demand over the 30-year planning horizon equates to a small surplus of Employment Lands, representing approximately 60 hectares. While this surplus is within the margin of error for the LNA for Employment Land supply analysis, it does provide limited opportunity for some Employment Area conversions to be considered through the Municipal Comprehensive Review.

1.1 CRITERIA FOR CONVERSION ANALYSIS

Growth Plan criteria:

A new Growth Plan for the Greater Golden Horseshoe was released in May, 2019 and amended in August 2020. Policy 2.2.5.9 of the Growth Plan identifies criteria that must be met prior to the conversion of lands to non-employment uses. The Provincial conversion criteria, as outlined in the Growth Plan, are as follows:

- "2.2.5.9 The conversion of lands within employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that:
- a) there is a need for the conversion;
 - b) the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;
 - c) the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;
 - d) the proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and
 - e) there are existing or planned infrastructure and public service facilities to accommodate the proposed uses."

The 2019 Growth Plan update introduced the concept of Provincially Significant Employment Zones (PSEZs). PSEZs are employment areas identified by the Province for the purpose of long term employment planning and economic development. In Hamilton, three of the City's employment areas have been identified as PSEZs:

- Bayfront Industrial Area, East Hamilton Industrial Area and Stoney Creek Business Park;

- Red Hill North and South Business Parks; and,
- Airport Employment Growth District.

Policy 2.2.5.12 of the Growth Plan 2019, as amended, indicates that additional PSEZs may be identified by the Minister in the future, and that specific direction for planning in those areas will be provided. To date, no further policy direction regarding PSEZs has been provided by the Province.

The Growth Plan 2019, as amended, provides additional direction regarding Employment Land conversion for lands outside of the PSEZs in Policy 2.2.5.10:

"Notwithstanding policy 2.2.5.9, until the next municipal comprehensive review, lands within existing employment areas may be converted to a designation that permits non-employment uses provided the conversion would:

- a) Satisfy the requirements of policy 2.2.5.9 a), d) and e);
- b) Maintain a significant number of jobs on those lands through the establishment of development criteria; and
- c) Not include any part of an employment area identified as a provincially significant employment zone unless part of the employment area is located within a major transit station area as delineated in accordance with the policies in subsection 2.2.4."

While it is acknowledged that policy 2.2.5.10 permits employment land conversions outside of PSEZs to be considered in advance of the completion of the MCR, it is the City's intention to consider employment land conversion comprehensively as part of the MCR. This report is being prepared as part of the City's MCR, and any recommended conversion sites will be implemented as part of the final MCR submitted to the province for approval.

Criteria (a) of Policy 2.2.5.9 addresses the question of 'need' for the conversion. For the purposes of this review, staff consider the test of need as being whether or not there are compelling, site / area specific requirements to convert the lands to a non-employment designation. This could include considerations of existing and surrounding land uses, suitability (size, location) of a property to accommodate employment uses, or potential benefit arising from a proposed non-employment use. The question of 'need' is not directly related to the City's overall employment land supply, rather it is a local, site specific consideration of each conversion candidate.

Criteria (b) and (c) of Policy 2.2.5.9 relate to the City's overall employment land need and determination that the conversion lands are not required for employment purposes to the planning horizon, and that the City will maintain sufficient employment lands. When considering the City's overall employment land needs, it must be remembered

that determining employment land need must take into account the adequacy of land supply to accommodate projected growth. It is not only about the amount of land available (supply), but also about the location, size, and readiness for development of the available lands. For this analysis, the sites and areas under consideration are small in size, in some cases are already developed with other uses, and / or are located in an area with a mix of existing uses. As noted in the previous section, the results of the City's Land Needs Assessment indicate that the City has an adequate supply of employment designated lands to meet the forecasted job to 2051. Based on the parcel size of the requested conversions, none of the sites under consideration would offend criteria (b) and (c) of Policy 2.2.5.9.

City of Hamilton criteria:

In accordance with Policy F.1.1.11 of the Urban Hamilton Official Plan, the City of Hamilton has established additional criteria to guide the conversion analysis. Both Provincial and municipal evaluation criteria were used to evaluate potential conversion of sites in Employment Areas.

Additional criteria established by the City of Hamilton are:

1. Site(s) are mixed use blocks and located along the edges of employment areas;
2. Conversion of the site(s) will not adversely affect the long-term viability and function of the employment areas;
3. Conversion of the site(s) will not compromise any other planning policy objectives of the City, including planned commercial functions;
4. Conversion of the site(s) will be beneficial to the community through its contribution to the overall intent and goals of the City's policies and demands on servicing and infrastructure;
5. Conversion of the site(s) will not negatively affect the long-term viability of existing employment uses, including large, stand-alone facilities;
6. Conversion of the site(s) will not create incompatible land uses, including a consideration of the Ministry of Environment, Conservation and Parks Land Use Planning guidelines (D-series guidelines); and,
7. Conversion of the site(s) will result in a more logical land use boundary for an employment area.

This criteria was modified from the criteria utilized in the City's 2008 Employment Land Conversion Analysis. The previous analysis included additional criteria to address smaller industrial area (less than 10ha) and scattered industrial sites. There has been

no change to these smaller areas since 2008, and therefore these areas are not being reviewed further in this analysis, and the additional criteria was removed. The remainder of the criteria from 2008 remains valid and applicable to the review of employment lands and has been utilized for this analysis.

City of Hamilton criteria 1 was used as an initial screening of conversion requests to determine whether a site / area may warrant additional information / studies, such as a Planning Justification Report, Noise Impact Study, or other supporting studies. All of the above criteria, including Provincial criteria in the Growth Plan, must be met prior to staff recommending conversion of a site.

1.2 CONVERSION REQUESTS

In total, 22 requests were submitted for conversion consideration. Two submissions from separate applicants were received for properties in the same vicinity (former Westinghouse site), and therefore these submissions are reviewed together in this report. One submission (for the property at 2255 Barton Street East, Stoney Creek) is located in an area that has already been identified by the City as an area of recommended conversion (see Volume 1 of this report), so it is not considered further in this review. Finally, one submitter withdrew their request during the review period. Therefore, a total of 19 sites / areas are reviewed in this report.

Submitters were asked to outline the site, current uses, the proposed use / conversion, and justification for how the site /area would meet both the Provincial and municipal conversion criteria. Staff identified six sites / areas as meeting criteria 1 and warranting further analysis. Additional studies were requested for these sites / areas. Additional studies were submitted to the City's Planning Division for four of these sites / areas.

This report provides a planning analysis of the sites / areas where conversion was requested. The report first identifies the sites which did not pass criteria 1. For the majority of those sites, no further analysis was conducted. However, in cases where additional information was provided by the submitter after criteria 1 was determined not to be met, Staff have provided a brief analysis. None of the sites which did not pass Criteria 1 are being recommended for conversion. In addition, four sites are being deferred from consideration at this time. One deferral is to allow additional time for the applicant to submit detailed information about the conversion for Staff review and consideration. Another deferral is to allow for Staff to have more time to review the proposed conversion in the context of the development of the existing business park. For two of the sites, the deferral is due to their location adjacent to rural lands that may be considered as part of the evaluation process for urban boundary expansion as part of the Municipal Comprehensive Review (pending the results of the land needs assessment). The report then provides an in-depth analysis for each of the remaining

sites that did pass criteria 1, and Staff recommendations are identified for each of these sites.

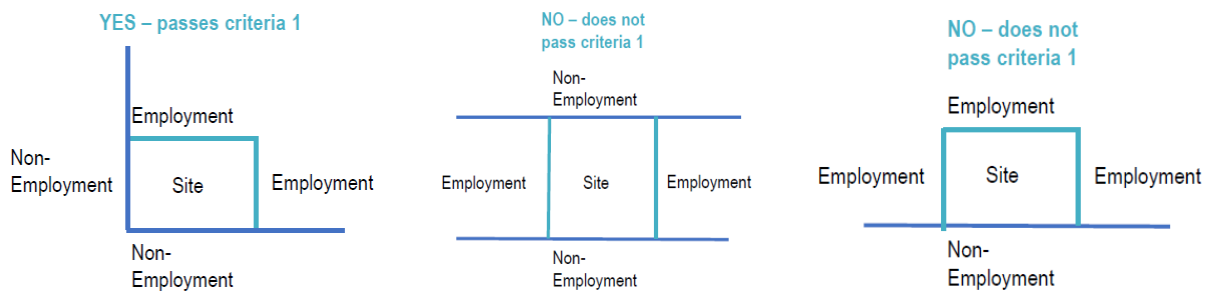
2.0 INITIAL SCREENING

2.1 – CRITERIA NUMBER ONE NOT PASSED

City of Hamilton Criteria 1 stipulates that a site / area must be in a mixed use block and located along the edge of the employment area.

Edge Criteria

The intent of this component of the criteria is to ensure that in converting a site, Employment Areas are not compromised by truncating other existing employment uses from the remainder of the Employment Area. Thus, only edge properties are considered for conversion. Individual sites that only had one edge located along the boundary of an employment area were not considered as edge properties. Generally, sites with 2 or more edges located along the boundaries of an employment area were typically considered as edge properties, though each site was reviewed in context (for example, the property at 1400 South Service Rd, Stoney Creek has two edges which abut non-employment designated lands, but the site is in the middle of a large area of vacant employment lands, with employment designated lands to the east and west, and therefore is not considered a true edge parcel). This determination is summarized in the diagrams below:



Mixed-use Block Criteria

Sites / areas were only considered for conversion if the abutting/adjacent land uses were mixed use. This component of the criteria ensures that a site is converted only if the existing context has significantly morphed over time, and conversion to another use would be appropriate given the mixed use nature of the area. It is important to clarify that sites which are currently vacant or occupied by existing residential or agricultural uses, and are likewise surrounded by lands not yet developed for employment purposes, are not considered to meet the criteria of a mixed use area. These sites are

currently underdeveloped but expected to evolve over time into the designated employment use. The 'mixed use' criteria is meant to capture sites that are within developed areas that have changed over time from a typical employment area into a mixed use or commercial nature.

Both aspects of criteria 1 must be met for a site / area to pass the initial screening. Any submission that did not meet criteria 1 was not further considered for potential conversion. Therefore, no additional studies were requested. Of the nineteen (19) sites/areas submitted for conversion, ten (10) sites did not pass criteria 1 (see Table 1):

Table 1 – Conversion Requests – Did Not Pass Initial Screening

Site Address	Existing Use / Context	Employment Area (Designation) / Zoning	Suggested / Requested Redesignation	Why Request Did Not Meet Criteria 1
Concession 4, Lots 13, 14, 15, and 36, Ancaster (25.14 Ha total)	Vacant	Ancaster ("Business Park") M2, P5	Residential	This site is not located along the edge of the Employment Area and is not in a mixed use area.
330 Nash Road, Stoney Creek (1.62 Ha)	Vacant	Stoney Creek ("Business Park") M6 – 414	Commercial/ retail or high density residential	This site is not located along the edge of the Employment Area.
21 and 20 Brockley Drive, Stoney Creek (1.32 Ha)	Vacant building	Stoney Creek ("Business Park") M2 – 414	Mixed Use (retention of existing uses plus commercial and office uses)	These sites are not located along the edge of the Employment Area.
212 Glover Road, Glanbrook (26.60 Ha)	Vacant	Red Hill South ("Business Park") M3	Mixed use (ground floor commercial with residential)	This site is not located along the edge of the Employment Area and is not in a mixed use area.
Portion of 140 Garner Road East, Ancaster (approx. 33 Ha)	Agriculture	AEGD ("Airport Prestige Business" with Site Specific Policy – Area "H")	Requesting expansion of the employment supportive uses and potential for mixed use	This site is not in a mixed use area. Note: Addition of non-employment use permissions to lands designated

Site Address	Existing Use / Context	Employment Area (Designation) / Zoning	Suggested / Requested Redesignation	Why Request Did Not Meet Criteria 1
		M11 – 26 and H57	inclusive of residential to support gateway	Employment is considered to be a conversion.
404 Fruitland Road, Stoney Creek (5.28 Ha)	Motor Vehicle Wreckers Yard	Stoney Creek ("Business Park") M3 – 401 with H-25	Commercial (retail commercial complex including several freestanding restaurant pads, retail stores, and anchor grocery store; hotel, community centre, movie theatre)	This site is not along the edge of the Employment Area (only one edge abuts non-employment designation).
1400 South Service Road, Stoney Creek (7.28 Ha)	Currently vacant, formerly dwellings	Stoney Creek ("Business Park") M3 – 404	Mixed use with residential, commercial and office uses	This site is not along the edge of the Employment Area. It is in the middle of a large block designated Employment and therefore conversion would result in the creation of 'orphan' employment parcels. Although Criteria 1 was not passed, the applicant submitted additional material for staff review to demonstrate the need for conversion. The additional material did not demonstrate a need for conversion.
105 Beach Road, Hamilton (0.15 Ha)	Vacant building (formerly contained restaurant and	Bayfront ("Industrial Land")	Renovation of existing building to contain two restaurants and 10 dwelling units;	The site is not along the edge of the Employment Area.

Site Address	Existing Use / Context	Employment Area (Designation) / Zoning	Suggested / Requested Redesignation	Why Request Did Not Meet Criteria 1
	2 dwelling units), parking area	M6 – 375	construction of additional building with 4 dwelling units.	
1280 Rymal Road East and 385 Nebo Road, Hamilton (2.9 ha)	Vacant, site approved for commercial development	Red Hill North ("Business Park") M3 and M4	Inclusion of specialty food store in commercial development of site.	The site is not located at the edge of the Employment Area. Although Criteria 1 was not passed, the applicant submitted additional material for staff review to demonstrate the need for conversion. The additional material did not demonstrate a need for conversion.

ADDITIONAL ANALYSIS

The following subsections of the report provide a summary of the additional analysis undertaken by Planning Staff in circumstances where the submitter had provided further information for consideration, but where Planning Staff have determined the property did not pass City Criteria 1 - Site(s) are within an area that contains a mix of uses and located along the edges of employment areas. Three sites have been given further analysis in this section, however none are recommended for conversion to non-employment uses.

2.1.1 – 1400 SOUTH SERVICE ROAD, STONEY CREEK

Overview and Existing Context

The lands at 1400 South Service Road are approximately 7.3 hectares in size and currently designated as "Business Park" on Schedule E-1 of the Urban Hamilton Official Plan. The lands are located within the Fruitland-Winona Secondary Plan area. The surrounding parcels to the east and west are designated for employment uses, and the employment uses extend beyond the City boundary into the Town of Grimsby (Region

Appendix "B" to Employment Land Review:
 "Requests for Conversion"

of Niagara). The QEW Niagara corridor is located to the north, and a rail corridor is located immediately to the south. A linear watercourse is located on the east side of the subject lands and is designated as part of the City's Natural Heritage System. The subject lands are currently undeveloped.

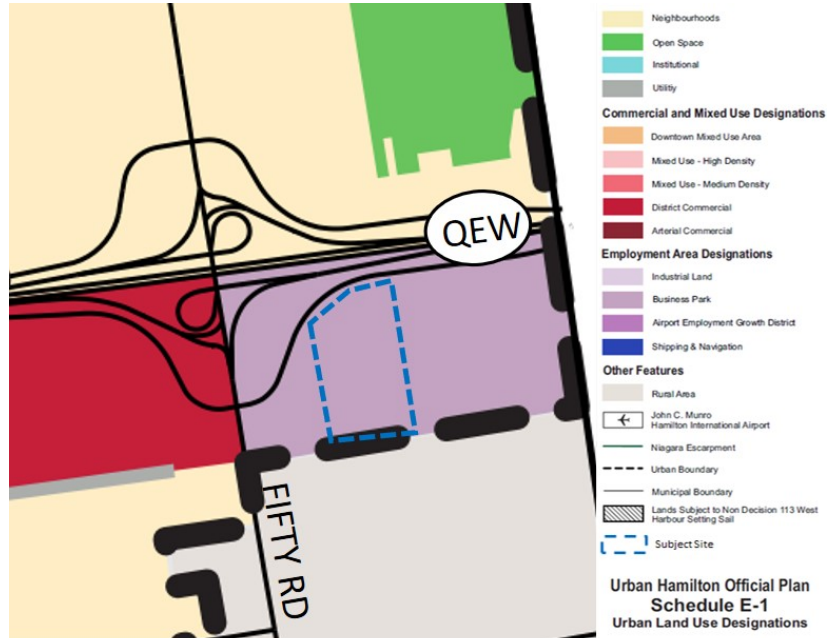


Figure 1 – Land Use designations for 1400 South Service Road and surrounding lands

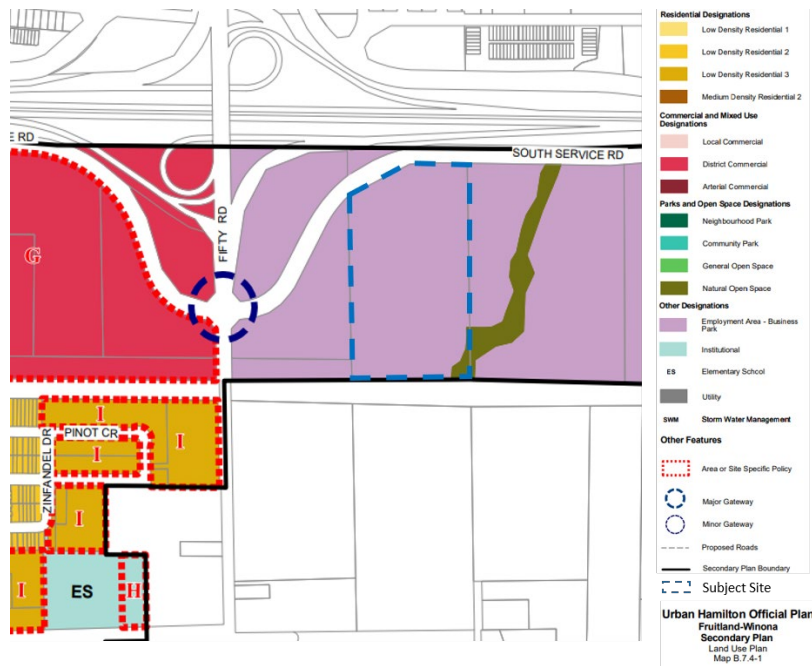


Figure 2 – Fruitland-Winona Secondary Plan area with 1400 South Service Road within Plan area

Appendix "B" to Employment Land Review:
 "Requests for Conversion"

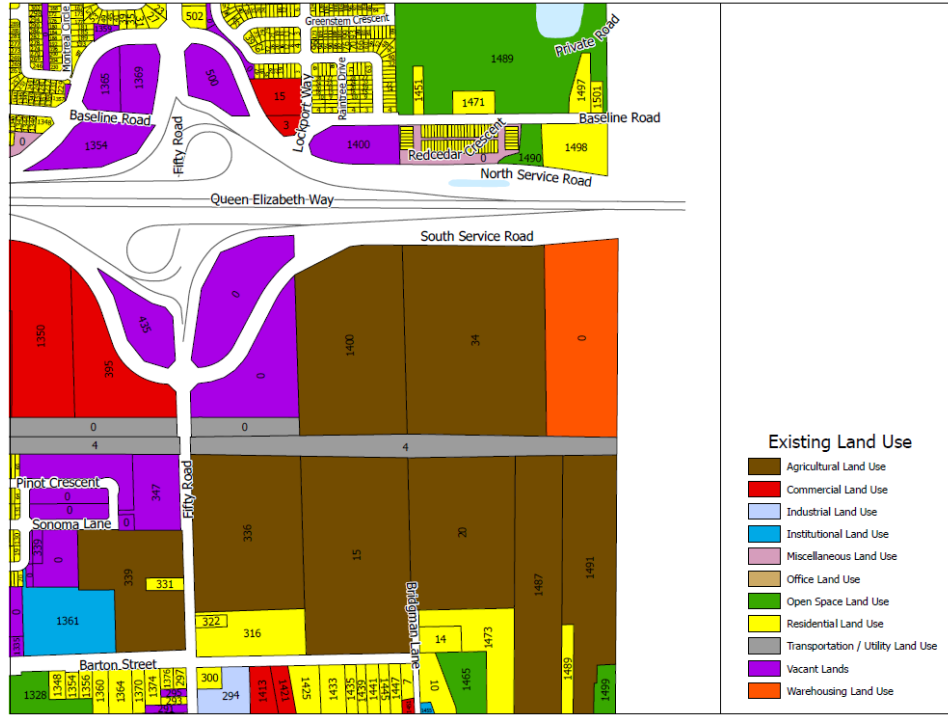


Figure 2 – Land Uses for 1400 South Service Road and surrounding lands

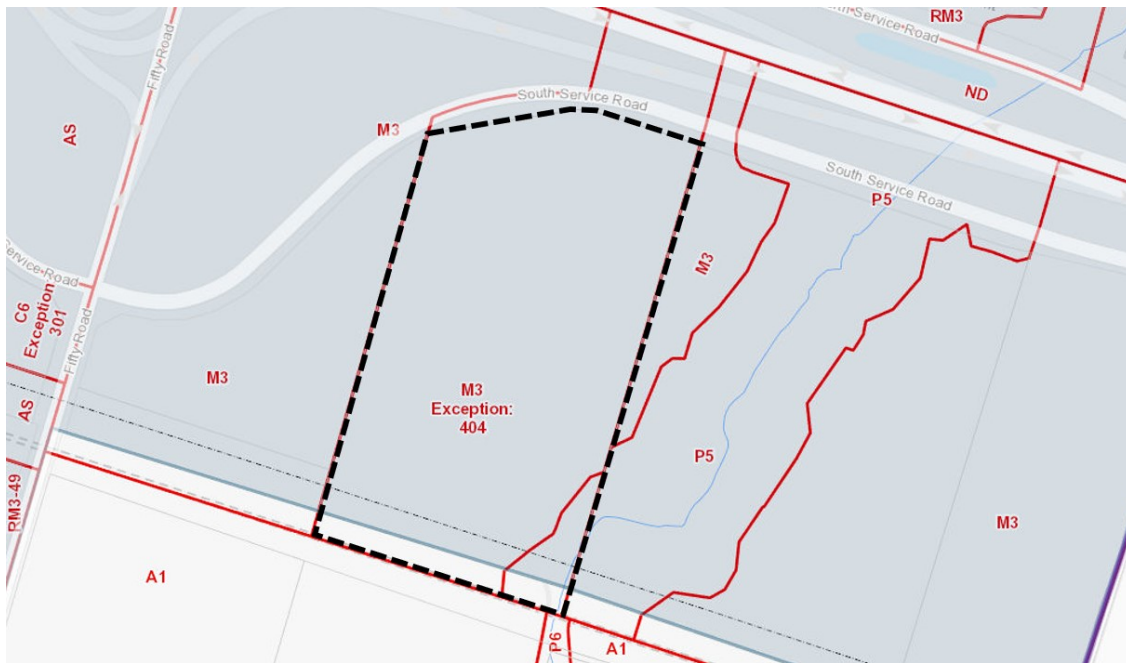


Figure 3 - Zoning for 1400 South Service Road

Applicant's Proposed Conversion, Proposed Land Use, and Rationale

Following the presentation of the Draft Employment Land Review and Request for Conversion analysis, the agent for the property owner of 1400 South Service Road

provided Staff with a supplementary letter indicating how they feel the proposal meets the provincial and City evaluation criteria. The applicant indicates that the proposed conversion to allow a high-density, mixed-use development on this parcel would support future transit facilities along the GTA-Niagara rail corridor, as well as local transit expansion. The applicant has provided the opinion that the watercourse east of the parcel bisects the employment area and creates an edge condition.

Staff have investigated future plans for transit station facilities in the area of the subject lands by consulting Metrolinx documentation as well as City Transportation staff. While the site is located along the Go Transit Niagara Rail Line, the 2018 Metrolinx Regional Transportation Plan does not indicate a future regional transit station at the intersection of the QEW and Fifty Road. The nearest identified rail station locations for this route are the Confederation GO station (10km west) and a Grimsby station at Casablanca Boulevard (2.4km east). Based on this information, there does not appear to be a plan for a regional higher order transit to service the immediate area of Fifty Road and the QEW.

Staff recognize that on Appendix B – Major Transportation Facilities and Routes of the Urban Hamilton Official Plan and Map B.7.4-3 – Transportation Classification Plan of the Fruitland-Winona Secondary Plan there is a ‘future multi-modal transportation hub’ identified at the Winona Crossing site on the west side of Fifty Road. Should this transit hub be developed by the City in the future, it would be serviced by local transit routes, not a ‘potential rapid transit line’ as indicated on UHOP Volume 1, Appendix B – Major Transportation Facilities and Routes and Map B.7.4-3 – Transportation Classification Plan of the Fruitland-Winona Secondary Plan. Planned rapid transit along the B-Line is identified to Eastgate Square (Centennial Parkway). Through future updates to the UHOP, identification of a ‘potential rapid transit line’ extending eastward from Eastgate Square to Fifty Road is planned to be removed from the appropriate mapping schedules and appendices to recognize the current plans for local transit service.

Table 2 – Analysis of 1400 South Service Road, Stoney Creek Using Provincial Conversion Criteria

Conversion Criteria	Analysis	Conversion Criteria Met?
There is a need for conversion	The need for conversion has not been established. There are no higher order transit facilities planned at the intersection of Fifty Road and the QEW that would necessitate the development of this parcel to support ridership. A	No

Conversion Criteria	Analysis	Conversion Criteria Met?
	<p>future local transit hub in the Fifty Road and QEW area may be developed in the future, however the timing of providing transit services to this area is not definitive. The immediate area is well served with residential designated land in the Fruitland-Winona Secondary Plan and the nearby Urban Lakeshore Area Secondary Plan.</p>	
<p>The lands are not required over the horizon of this Plan for the employment purposes for which they are designated</p>	<p>The lands are designated as "Business Park" in the Urban Hamilton Official Plan. The City has completed the Land Needs Assessment to the year 2051 which has demonstrated that the City has sufficient employment land supply for the planning horizon. The removal of the lands for employment purposes would not significantly impact the overall land supply for the uses for which it was designated.</p>	<p>Yes</p>
<p>The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of the plan</p>	<p>The Land Needs Assessment completed as part of the MCR, indicates that there is sufficient supply of employment lands to accommodate forecasted growth to the year 2051, with a small surplus of approximately 60 hectares.</p> <p>Should additional lands be identified for conversion beyond those identified in this Report, the cumulative impact may result in an Employment Land shortfall which will need to be evaluated and addressed through revised employment area land need calculations.</p>	<p>Neutral</p>
<p>The proposed uses would not adversely affect the overall viability of the employment area or the</p>	<p>The lands are not located on the periphery of an industrial area. Development of sensitive land uses on this property may compromise the</p>	<p>No</p>

Conversion Criteria	Analysis	Conversion Criteria Met?
achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan	development of future employment uses on adjacent parcels. The Fruitland-Winona Secondary Plan adequately accommodates residential development densities in the established residential designations. Additional residential designated land is not needed in the Secondary Plan area. Development of this parcel with high-density mixed-uses may compromise the ability of priority intensification areas of the City (Downtown Urban Growth Centre, Nodes and Corridors) to achieve their intensification goals set out in the UHOP.	
There are existing or planned infrastructure and public service facilities to accommodate the proposed uses	The site is located in the urban area of the City of Hamilton, and infrastructure and facilities may be available to support the proposed use, but this has not been confirmed.	Neutral

Table 3 – Analysis of 1400 South Service Road using City Criteria

Conversion Criteria	Analysis	Conversion Criteria Met?
Site(s) are within an area that contains a mix of uses and located along the edges of employment areas.	The site is not located on a block that contains a mix of uses. The parcel is constrained by a rail corridor and Urban Boundary to the south, and the QEW to the north. Designations on either side of these corridors do not inform a mixed use condition due to a lack of connectivity to the parcel. Lands to the west and east of the parcel are designated employment lands. The employment area continues to the east into the Town of Grimsby. While a commercial hub is located on the west side of Fifty Road, this site is not	No

Conversion Criteria	Analysis	Conversion Criteria Met?
	<p>contiguous to the subject lands.</p> <p>While this block is bisected by a small area identified as a Core Natural Heritage Area on Schedule B of Vol. 1 of the UHOP, the employment area continues to the east of these lands and is continuous with employment designated lands in the Town of Grimsby. The presence of the linear natural heritage feature does not create an edge condition as the employment area continues on lands surrounding the site.</p>	
<p>Conversion will not adversely affect the long-term viability and function of the employment areas.</p>	<p>The lands are located interior to an employment area. The introduction of sensitive land uses on the subject lands will adversely affect the long-term viability of this area of employment lands.</p>	<p>No</p>
<p>Conversion will not negatively affect the long-term viability of existing employment uses, including large, stand-alone facilities.</p>	<p>There are no large, stand alone employment facilities located in the area of the subject lands. The introduction of sensitive uses on the property may preclude the development of adjacent lands for the employment purposes for which they were intended.</p>	<p>Neutral</p>

Conversion Criteria	Analysis	Conversion Criteria Met?
<p>Conversion will not compromise any other planning policy objectives of the City, including planned commercial functions.</p>	<p>The conversion proposes mixed-uses for the property including high-density housing. While this would not represent a substantial addition of commercial uses to the area, and it is not anticipated to have an impact on planned commercial functions elsewhere, the introduction of high density housing in this location may compromise UHOP intensification objectives in the priority intensification areas in the City (Downtown Urban Growth Centre, Nodes and Corridors).</p>	<p>No</p>
<p>Conversion will not create incompatible land uses, including a consideration of MOECP Land Use Compatibility Guidelines.</p>	<p>The introduction of sensitive land uses on this property pose compatibility concerns due to the proximity of a major highway (QEW) and rail corridor (CN Rail) routes, as well as any future employment uses on adjacent parcels.</p>	<p>No</p>
<p>Conversion will be beneficial to the community through its contribution to the overall intent and goals of the City's policies and demands on servicing and infrastructure.</p>	<p>Residential development in the form of complete communities is clearly stated as a desirable planning outcome in the UHOP. Complete communities have a high level of physical connectivity to other communities and public facilities. The development of an isolated parcel of land within an employment area would not assist in the achievement of complete communities.</p>	<p>No</p>

Conversion Criteria	Analysis	Conversion Criteria Met?
Conversion will result in a more logical land use boundary.	The proposed redesignation would result in an isolated parcel of mixed use development within a block of land designated for employment uses. This would not create a more logical land use boundary for the employment area.	No

Conclusion

Planning Staff have considered the supplementary information submitted by the applicant and maintain that while the property fronts onto the South Service Road, the property is not located on the edge of the employment area and is not in an area that has transitioned to mixed uses. The linear natural heritage feature adjacent to the parcel does not create an edge condition as the employment area continues to the east. The property is located interior to a block of employment lands designated for employment, including employment lands within the Town of Grimsby. The potential conversion of these lands would result in the fragmentation of the employment area and the establishment of an isolated residential mixed-use parcel. The need for conversion has also not been adequately established. A higher order transit station is not planned in the immediate area, and the area is well established with housing and mixed uses in the Fruitland-Winona Secondary Plan area and to the north in the Urban Lakeshore Secondary Plan area.

2.1.2 – 1280 RYMAL ROAD EAST AND 385 NEBO ROAD

Overview and Existing Context

The subject lands have an approximate area of 2.9 ha (7.1 ac) and are located at the southeast corner of Rymal Road East and Nebo Road. The subject lands are designated “Business Park” on Schedule E-1 – Urban Land Use Designations of the Urban Hamilton Official Plan (UHOP). The northern area of the site is zoned Business Park Support (M4) and the southern area of the site is zoned Prestige Business Park (M3) according to the City of Hamilton’s Zoning By-law 05-200. The site is currently vacant.

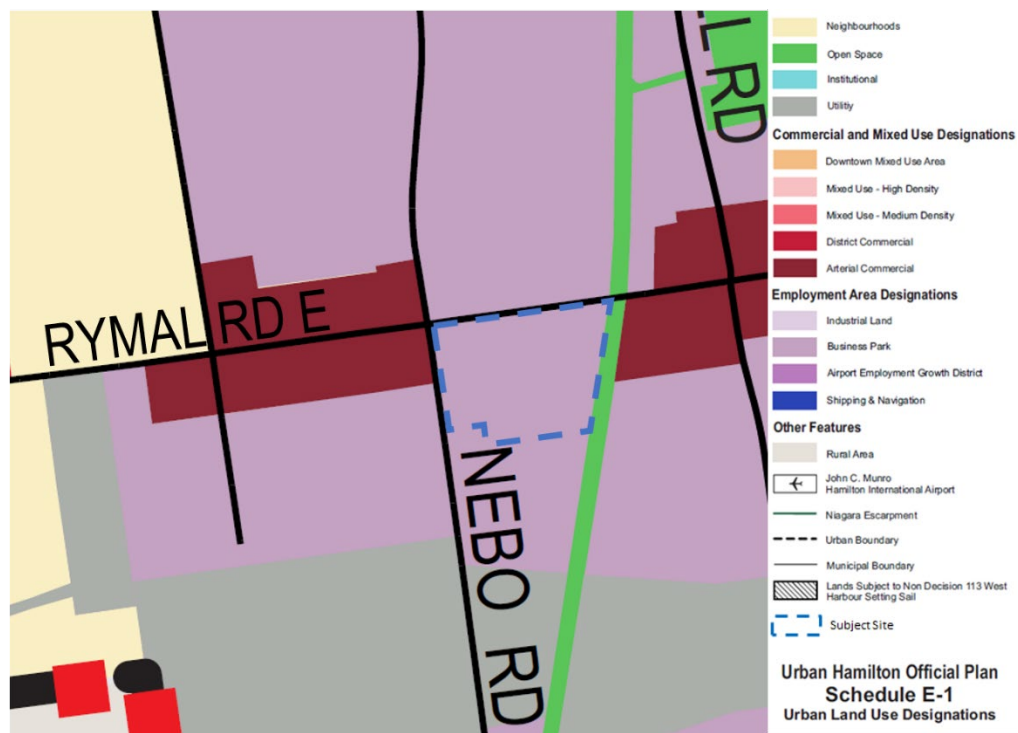


Figure 5 – Land Use designations for 1280 Rymal Road East & 385 Nebo Road and surrounding lands



Figure 6 – Land Uses for 1280 Rymal Road East & 385 Nebo Road and surrounding lands



Figure 7 - Zoning for 1280 Rymal Road East & 385 Nebo Road and surrounding lands

Applicant’s Proposed Conversion, Proposed Land Use, and Rationale

The subject lands have recently received Site Plan Approval for the development of a gas bar, car wash, small-scale retail uses, medical clinic, restaurants, and a building and lumber supply establishment (all permitted uses under the current M3 / M4 zoning), totalling a floor area of approximately 18,000 square metres. The applicant has expressed an interest in establishing a specialty retail food and grocery business as part of the future site development. The conversion request proposes that the site be redesignated to allow a full range of commercial uses and that the floor area restriction of 500 square metres for retail establishments be removed.

A Planning Justification Report and supplementary demographic information was submitted in support of the conversion request. The applicant has identified that the proposed specialty grocery store would serve a broader regional population as well as the employees of the Red Hill North Employment Area.

The proposed development would require the conversion of the subject lands from the Employment Area – Business Park designation to a site specific Arterial Commercial designation to permit a food store, which is normally a prohibited use. Arterial Commercial sites are intended to be locations for larger, land-intensive commercial uses including automotive sales and service and building supply or landscaping establishments. Similarly, the proposal would require a site specific Arterial Commercial (C7) zone to permit a grocery store use on the site since they are not a permitted use as-of-right.

Table 4 identifies how the proposed conversion performs against the Provincial conversion criteria, as outlined in Policy 2.2.5.9 of the Growth Plan. Table 5 identifies how the proposed conversion performs against City’s conversion criteria.

Table 4 – Analysis of 1280 Rymal Road East & 385 Nebo Road Using Provincial Conversion Criteria

Conversion Criteria	Analysis	Conversion Criteria Met?
There is a need for conversion	The Business Park Support (M4) zone that applies to northern portion of the subject lands and is immediately adjacent to Rymal Road East permits a range of commercial uses to serve the needs of the business park. A large grocery store exists on the west side of Nebo Road, across the street from the subject lands,	No

Conversion Criteria	Analysis	Conversion Criteria Met?
	<p>and this existing use serves residents of the area as well as employees from nearby businesses in the employment area.</p> <p>The market review of the proposed use did not evaluate other potential locations in the area with appropriate land use permissions, and therefore did not adequately justify the need for the proposed conversion. The need for additional commercial space in the form of a specialty grocery store use has not been sufficiently demonstrated by the landowner to support the conversion request.</p>	
<p>The lands are not required over the horizon of this Plan for the employment purposes for which they are designated</p>	<p>The lands are designated as "Business Park" in the Urban Hamilton Official Plan. The City has completed the Land Needs Assessment to the year 2051 and conversion of the subject lands will not have a significant effect on overall land need for the "Business Park" designation due to the small parcel size.</p>	<p>Yes</p>
<p>The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of the plan</p>	<p>The Land Needs Assessment completed as part of the MCR, indicates that there is sufficient supply of employment lands to accommodate forecasted growth to the year 2051.</p> <p>Should additional lands be identified for conversion beyond those identified in this Report, the cumulative impact may result in an Employment Land shortfall which will need to be evaluated and addressed through revised employment area land need calculations.</p>	<p>Neutral</p>
<p>The proposed uses would not adversely affect the overall viability of the employment area or the</p>	<p>The site is relatively small (approx. 2.9 ha) and located within the Red Hill North Business Park. The corridor of Rymal Road East in this area is predominantly</p>	<p>Yes</p>

Conversion Criteria	Analysis	Conversion Criteria Met?
achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan	<p>commercial.</p> <p>The property has received Site Plan Approval for the development of a commercial plaza with uses permitted in the current "Business Park" designation. The development of additional retail/commercial uses on this site would not adversely affect the overall viability of the Red Hill North employment area.</p>	
There are existing or planned infrastructure and public service facilities to accommodate the proposed uses	There are no anticipated issues with infrastructure or public service facilities in the area to accommodate the proposed commercial development.	Yes

Table 5 – Analysis of 1280 Rymal Road East & 385 Nebo Road using City Criteria

Conversion Criteria	Analysis	Conversion Criteria Met?
Site(s) are within an area that contains a mix of uses and located along the edges of employment areas.	<p>Land uses in the area of the subject lands include commercial, limited stand-alone residential, as well as industrial and vacant lands. Lands outside of the Red Hill North Business Park along Rymal Road are designated as Arterial Commercial in this area.</p> <p>The Red Hill North Business Park continues north of the subject lands on the opposite side of Rymal Road. The Red Hill North business park also extends south of the subject lands to the hydro-electric corridor. Following the hydro-electric corridor, is the Red Hill South Business Park. East of the subject lands is an area of land for Arterial Commercial purposes along Rymal Road, and lands designated as Business Park. Lands at</p>	No

Conversion Criteria	Analysis	Conversion Criteria Met?
	<p>the southwest and northwest corners of Rymal Road East and Nebo Road are not located in the employment area</p> <p>Due to the central location of the lands in the business park, the lands are not considered to be on the edge of the Employment Area.</p>	
<p>Conversion will not adversely affect the long-term viability and function of the employment areas.</p>	<p>The site is relatively small (approx. 2.9 ha) and located along a major arterial corridor (Rymal Road). The subject lands are approved for the development of an 18,000 square metre commercial development comprised of uses permitted through the M3 (Prestige Business Park) and M4 (Business Park Support) zones. These uses appropriately serve the business park function.</p> <p>The conversion request does not introduce new sensitive land uses which could negatively impact the viability of the employment area, therefore this criteria is not offended by the proposal.</p>	<p>Yes</p>
<p>Conversion will not negatively affect the long-term viability of existing employment uses, including large, stand-alone facilities.</p>	<p>There are no existing employment uses on the site, however there are existing employment uses to the east and south of the subject lands. No sensitive land uses are proposed through the conversion request.</p>	<p>Yes</p>
<p>Conversion will not compromise any other planning policy objectives of the City, including planned commercial functions.</p>	<p>With the exception the subject lands, the immediate area along the south side of Rymal Road East is designated for Arterial Commercial uses. The approved site plan application for the subject lands demonstrates that the site can fully develop with commercial uses that compliment the adjacent Arterial Commercial uses and nearby employment uses without the need for conversion to a non-employment designation.</p>	<p>No</p>

Conversion Criteria	Analysis	Conversion Criteria Met?
	<p>The proposed conversion to allow a grocery store would require a redesignation to a site-specific Arterial Commercial designation. The planned function of the Arterial Commercial designation is to provide a corridor of land reserved for large, land intensive commercial uses that may need space for outdoor storage or large areas for outdoor sales.</p> <p>Food stores are prohibited in the Arterial Commercial designation, and a redesignation to permit this use would not fit with the intent of the UHOP for this lands use designation.</p>	
<p>Conversion will not create incompatible land uses, including a consideration of MOECP Land Use Compatibility Guidelines.</p>	<p>The development that has been approved for the site through Site Plan Application does not create incompatible land uses. The use proposed through the conversion request does not introduce sensitive land uses. Compatibility in line with provincial guidelines can be maintained, therefore this criteria has been met.</p>	<p>Yes</p>
<p>Conversion will be beneficial to the community through its contribution to the overall intent and goals of the City's policies and demands on servicing and infrastructure.</p>	<p>Potential conversion of the site to accommodate the proposed use will likely not result in additional demands for servicing or infrastructure. However, development of the site with uses permitted by the existing designation and zoning will also not result in increased demands for these services. The net benefit of the proposal to the community with regard to efficient uses of servicing and infrastructure is neutral.</p>	<p>Neutral</p>
<p>Conversion will result in a more logical land use boundary.</p>	<p>While the conversion of these parcels would potentially result in a more logical extension of the commercial uses along Rymal Road East, the north-south connection of the Red Hill North Business</p>	<p>Neutral</p>

Conversion Criteria	Analysis	Conversion Criteria Met?
	Park would be removed, resulting in the fragmentation of the employment area. The impact on the Employment Area will be neutral as the site can already accommodate a range of commercial uses.	

Staff Recommendation

Staff do not recommend conversion of the subject lands from the current Business Park designation to a site specific Arterial Commercial designation. The Arterial Commercial designation expressly prohibits grocery stores as a use, and to redesignate to permit the use would not meet the intent of the UHOP policies. The location of the subject lands within the Red Hill North Business Park does not place the site at the edge of an employment area. The need for conversion to support the proposed use of the site for a retail grocery store has not been adequately demonstrated through the applicant's request. The site is capable of fully developing with a range of commercial uses that are permitted as-of-right through the existing Business Park designation and the implementing M3 and M4 zoning. This has been demonstrated through the approved application for Site Plan Control.

2.2 DEFERRED DECISIONS

Four conversion requests are being deferred at this time and are listed in Table 8 below.

The McMaster Innovation Park conversion request is deferred to allow additional time for the applicant to provide additional planning information to staff about the proposal.

The Frid Street deferral is to allow Staff more time to review and research the proposed conversion, including a submitted Planning Justification Report, in the context of the east section of the West Hamilton Innovation District Secondary Plan.

For the remaining two deferral areas (Twenty Road West and 700 Garner Road E), the conversion requests are being deferred to allow for review of the requests in coordination with the evaluation of growth options as part of the next phase of GRIDS 2 / MCR. The deferral of these conversion requests should not be construed as support for the proposed conversions, and the future recommendation on these requests could be for no change to the current Employment Area designation, enhanced permissions for certain parcels, or for conversion to an alternative designation. As such, the following

requests will be considered comprehensively in the future as part of the MCR, and no further review will be undertaken as part of this report.

Table 8 – Conversion Requests – Deferred Decisions

Site Address	Existing Use / Context	Employment Area (Designation) / Zoning	Suggested / Requested Redesignation	Reason for Evaluation Deferral
WHID - McMaster Innovation Park (3.1 ha)	Institutional, Research and Development	West Hamilton Innovation District ("Employment Area – Research District") M1 - 7	Redesignation of certain areas for high-density residential multiple dwellings	Additional time is needed to integrate all required planning studies to justify the conversion request for McMaster Innovation Park.
70 – 100 Frid Street (2.24 ha)	Warehouse, Office, Industrial	West Hamilton Innovation District ("Employment Area – Research District") M1	Redesignation to allow introduction of residential uses above ground floor in mixed use, multiple dwellings	Staff require additional time to review and research the conversion request and any implications for future uses in the east section of the WHID Secondary Plan area.
700 Garner Road East, Ancaster (26.63 ha)	Vacant	AEGD ("Institutional" with Site Specific Policy – Area "D") I3 - 27 (Holding 37)	Requesting a designation that permits a variety of institutional uses, as well as commercial and residential uses	This site is currently designated Institutional, with a site specific policy which indicates that the lands shall be developed for employment uses should the planned institutional use (Redeemer College) not develop. Since the request for conversion was submitted for these lands, a subdivision application was initiated

Site Address	Existing Use / Context	Employment Area (Designation) / Zoning	Suggested / Requested Redesignation	Reason for Evaluation Deferral
				<p>in early 2021 in accordance with the existing Institutional designation on the lands, which proposes three large blocks for future development, once uses are determined.</p> <p>The lands are located adjacent to lands which are currently designated Rural. The conversion requests should be considered in coordination with the review of growth options in the next phase of GRIDS 2 / MCR. The deferral of the employment land conversion request is being recommended to allow for the area to be evaluated comprehensively, and should not be construed as support for either the conversion request or for the redesignation of the adjacent rural lands.</p>
<p>Twenty Road West area (44.2 ha) & part of former Glancaster Golf and Country Club (11 ha)</p>	<p>Vacant, agricultural</p>	<p>Twenty Rd. West - AEGD ("Airport Prestige Business" with Site Specific Policy Area "1" and "Airport Light</p>	<p>Proposed mixed use and compact residential development.</p>	<p>The lands are located in proximity to lands which are currently designated Rural. The conversion requests should be considered in coordination with the review of growth options in the next phase of GRIDS 2 / MCR. The</p>

Site Address	Existing Use / Context	Employment Area (Designation) / Zoning	Suggested / Requested Redesignation	Reason for Evaluation Deferral
(Approx. 55.2 ha)		Industrial") Glancaster Golf and Country Club ("Airport Light Industrial")		deferral of the employment land conversion request is being recommended to allow for the area to be evaluated comprehensively, and should not be construed as support for either the conversion request or for the redesignation of the adjacent rural lands.

3.0 CONVERSION REQUESTS – INITIAL SCREENING PASSED

The following section summarizes the staff response to the sites that passed criteria 1 and underwent further analysis.

3.1 645 AND 655 BARTON STREET, STONEY CREEK

Overview and Existing Context

The subject lands have an approximate area of 1.43 ha (3.53 ac) and are located at the northeast corner of Barton Street and Fruitland Road. The subject lands are designated “Business Park” on Volume 1, Schedule E-1 – Urban Land Use Designations of the Urban Hamilton Official Plan (UHOP).

The Fruitland Winona Secondary Plan area abuts the subject lands to the south. The southwest corner of the Fruitland Road and Barton Street intersection is designated “Arterial Commercial” on Volume 2, Map B.7.4-1 – Fruitland Winona Secondary Plan – Land Use Plan. Sites at the northwest and southwest corner of the intersection are designated “District Commercial” on Volume 1, Schedule E-1 – Urban Land Use Designations.

The site is currently vacant. The eastern portion of site previously served as outdoor storage and trailer parking, while the southwestern portion of the site is undeveloped. Parcels in the immediate area are mixed-use, including industrial uses to the north (tire depot), residential uses to the east, industrial uses to the southeast, commercial uses to the south (banquet hall), and commercial uses to the southwest and west (retail / services commercial plazas).

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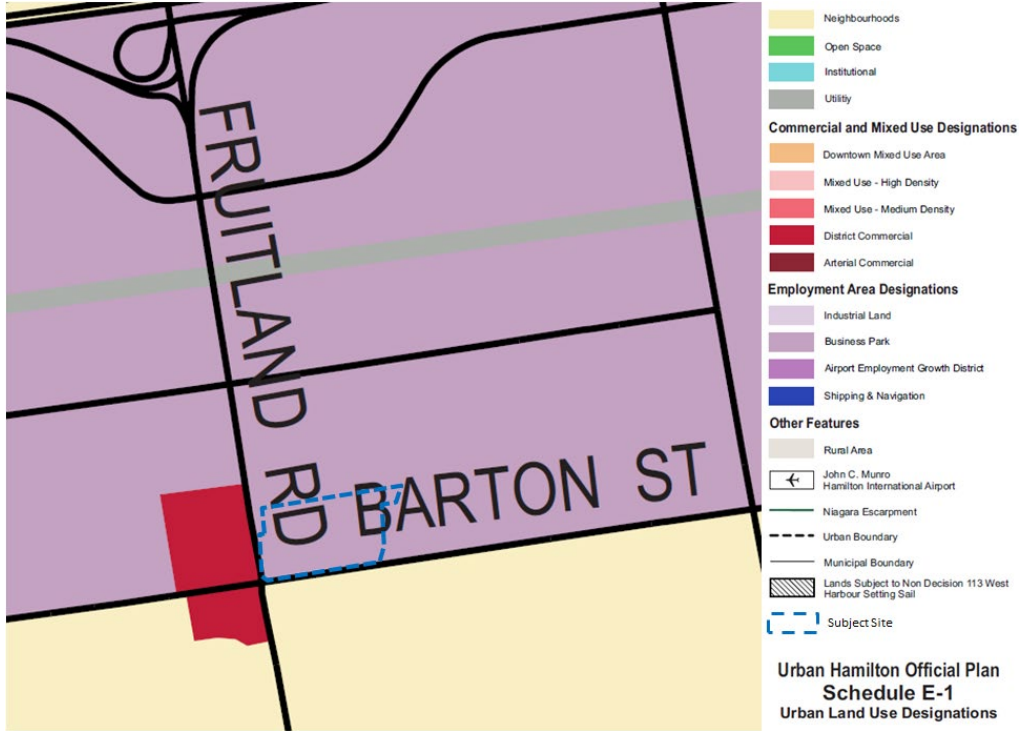


Figure 11 – Land Use designations for 645-655 Barton Street and surrounding lands



Figure 12 – Fruitland-Winona Secondary Plan area with Subject Site (645-655 Barton Street) adjacent to Plan area

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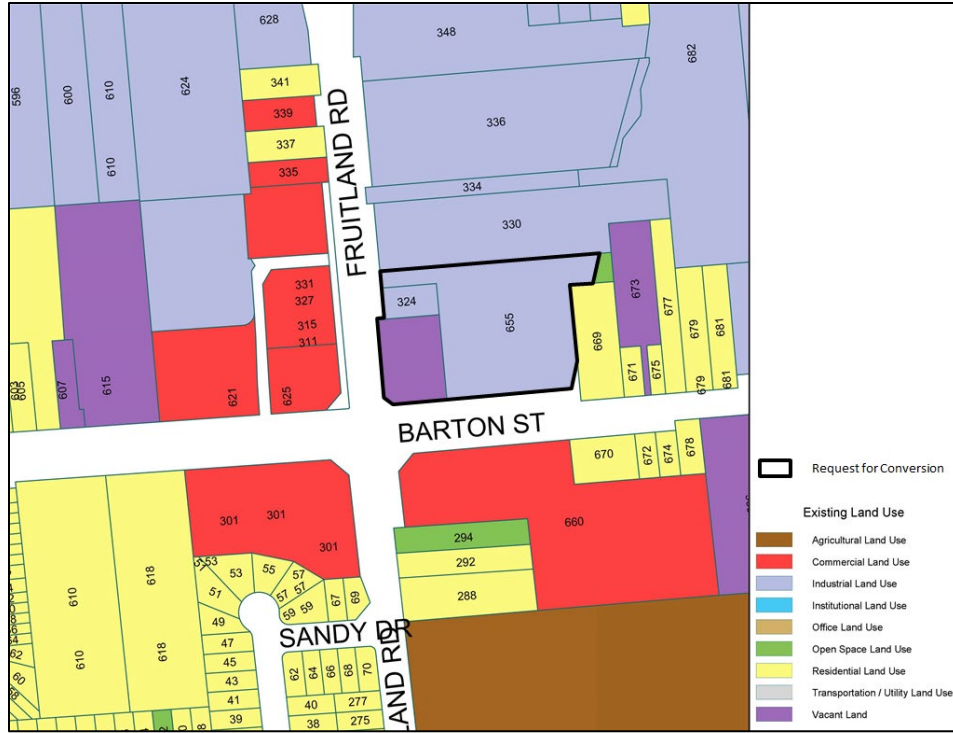


Figure 13 – Land Uses for 645-655 Barton Street and surrounding lands



Figure 14 - Zoning for 645-655 Barton Street

Applicant's Proposed Conversion, Proposed Land Use, and Rationale – Updated Analysis

The applicant proposes a commercial site with three buildings with a combined floor area of approximately 3,900 square metres (42,000 square feet) and 174 parking spaces. The potential uses proposed for the site include a chain drug store, grocery store, and specialty retail commercial uses.

The applicant has requested that the subject lands be converted from the "Business Park" designation and redesignated to the "District Commercial" designation. A Planning Justification Report and Noise Impact Study (in support of a proposed daycare use) were submitted with the original conversion request. The original request was not supported by Planning Staff because there was not enough information provided to demonstrate a need for the conversion. Planning Staff also did not support the proposed daycare use on the lands due to the proximity to the employment area.

Following the initial request and review, the applicant submitted a Market Needs Assessment to demonstrate the need for conversion. The applicant also removed the proposed daycare use from their request. The key findings of the Market Needs Assessment are as follows:

- The existing commercial node does not currently serve the needs of residents from the nearby neighbourhood
- Additional retail and commercial uses would assist in meeting local daily/weekly shopping needs as well as the shopping needs of employees of the nearby employment area
- There are no vacant stores or sites designated for District Commercial that could accommodate the proposed development
- The site's size and location have ability the support large major retail chain uses (grocery and/or drugstore)
- The redesignation will complete the commercial quadrant at Barton Street East and Fruitland Road

Analysis and Application of Criteria

The proposed development will require the conversion of the subject lands from Employment Area to a commercial designation and zoning.

Table 9 identifies how the proposed conversion performs against the Provincial conversion criteria, as outlined in Policy 2.2.5.9 of the Growth Plan. Table 10 identifies how the proposed conversion performs against City's conversion criteria.

Table 9 – Analysis of 645-655 Barton Street Using Provincial Conversion Criteria

Conversion Criteria	Analysis	Conversion Criteria Met?
There is a need for conversion	<p>The Planning Justification Report speaks to a commercial land use designation being more appropriate for the subject site given the existing land uses at the Barton Street – Fruitland Road intersection are predominantly commercial.</p> <p>The Market Needs Assessment indicates that the area around the site is underserved by the proposed commercial uses (grocery store and/or major drugstore). Customer origin data suggests that the proposed uses could assist in serving the daily and weekly shopping needs of residents in the area, as well as employees of the nearby employment area.</p>	Yes
The lands are not required over the horizon of this Plan for the employment purposes for which they are designated	The lands are designated as Business Park in the Urban Hamilton Official Plan. The City has completed the Land Needs Assessment to the year 2051 and conversion of these parcels will not have a significant effect on overall land need due to the small parcel size.	Yes
The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of the plan	<p>The Land Needs Assessment completed as part of the MCR, indicates that there is sufficient supply of employment lands to accommodate forecasted growth to the year 2051.</p> <p>Should additional lands be identified for conversion beyond those identified in this Report, the cumulative impact may result in an Employment Land shortfall which will need to be evaluated and addressed through revised employment area land need calculations.</p>	Neutral
The proposed uses would	The site is relatively small (approx. 1.45	Yes

Conversion Criteria	Analysis	Conversion Criteria Met?
not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan	ha) and located at the boundary of the Employment Area, at an intersection where commercial uses exist on 3 of the 4 corners. A new commercial use at this site would not compromise the integrity of the Employment Area.	
There are existing or planned infrastructure and public service facilities to accommodate the proposed uses	There are no anticipated issues with infrastructure or public service facilities in the area to accommodate the proposed commercial development.	Yes

Table 10 – Analysis of 645-655 Barton Street using City Criteria

Conversion Criteria	Analysis	Conversion Criteria Met?
Site(s) are within an area that contains a mix of uses and located along the edges of employment areas.	<p>The site is located along the southern edge of the Stoney Creek Business Park and is located at the corner of an intersection where all other corners are designated commercial. Therefore, the site is considered to be on the edge of the Employment Area.</p> <p>Surrounding land uses abutting or adjacent to the subject lands include industrial, commercial, and residential. Therefore, there is a mix of uses in the area.</p>	Yes
Conversion will not adversely affect the long-term viability and function of the employment areas.	The site is relatively small (approx. 1.45 ha) and located at the boundary of the Employment Area, at an intersection where commercial uses exist on 3 of the 4 corners. A new commercial use at this site would not compromise the integrity of the Employment Area.	Yes, provided no sensitive uses permitted.

Conversion Criteria	Analysis	Conversion Criteria Met?
	<p>The applicant submitted a noise impact study in support of the initially proposed daycare use, but staff were not satisfied that it demonstrated that there will be no negative impact on existing and future employment uses if a sensitive land use is introduced at this location.</p> <p>In the final submission, the applicant has removed the daycare use. However, Staff are still concerned about the potential introduction of permissions for new sensitive uses at this location should the lands be re-designated to District Commercial (which permits limited residential uses as-of-right).</p> <p>To address staff concerns, a site specific special policy will be required which will prohibit sensitive land uses on the site.</p>	
<p>Conversion will not negatively affect the long-term viability of existing employment uses, including large, stand-alone facilities.</p>	<p>There are no existing employment uses on the site, however there are existing employment uses to the north of the subject lands.</p> <p>See comments above regarding restriction on sensitive land uses in order to protect the operations of exiting, and future, employment uses.</p>	<p>Yes, provided no sensitive uses permitted.</p>
<p>Conversion will not compromise any other planning policy objectives of the City, including planned commercial functions.</p>	<p>The Fruitland Road – Winona Road intersection is planned for commercial uses on three of the four corners. Further, a portion of the subject land are zoned Business Park Support (M4) Zone, which permits a range of commercial uses intended to serve the needs of employees and customers of the Business Park. As such, commercial uses are already envisioned on a portion of this site.</p>	<p>Yes</p>

Conversion Criteria	Analysis	Conversion Criteria Met?
	<p>The applicant's Commercial Needs Assessment indicates that existing district commercial uses in the area do not support the needs of the surrounding neighbourhood. The proposed use of a commercial food store and/or drugstore on the property would assist in catering to the needs of the nearby community.</p>	
<p>Conversion will not create incompatible land uses, including a consideration of MOECP Land Use Compatibility Guidelines.</p>	<p>While the applicant has removed the proposed daycare use from their final submission, the requested designation of District Commercial would still permit residential as of right.</p> <p>Staff are not satisfied that there will be no negative impact on existing and future employment uses in the area if a sensitive land use is introduced at this location. To address staff concerns, a special policy will be required which will prohibit sensitive land uses on the site.</p>	<p>Yes, provided no sensitive land uses permitted.</p>
<p>Conversion will be beneficial to the community through its contribution to the overall intent and goals of the City's policies and demands on servicing and infrastructure.</p>	<p>There are currently no identifiable servicing and infrastructure issues. Conversion would provide for commercial redevelopment of an underutilized site and allow for better utilization of existing transit and infrastructure.</p>	<p>Yes</p>
<p>Conversion will result in a more logical land use boundary.</p>	<p>The conversion of these parcels would result in a relatively neutral impact on the Business Park boundary, since the northwest corner of the Barton Street – Fruitland Road intersection is already designated District Commercial.</p>	<p>Yes</p>

Staff Recommendation

Staff have reviewed the applicant's proposal and the additional submitted information and recommend a modified conversion of the 1.45 ha parcel because a need for the conversion for commercial uses has been sufficiently demonstrated. Furthermore, it is

acknowledged that the other three corners of the Barton / Fruitland intersection are used for commercial purposes, and the redesignation of the subject lands would complete the commercial uses at the intersection and enhance the gateway into Fruitland Winona Secondary Plan. Staff find that commercial use of this property would not offend the other conversion criteria, provided no sensitive lands uses are introduced. Staff propose a modified conversion to the District Commercial designation to support the uses proposed by the applicant with a special policy area to restrict the introduction of sensitive land uses.

3.2 286 SANFORD AVENUE NORTH, 42 WESTINGHOUSE AVENUE, 30 MILTON AVENUE AND ADJACENT RESIDENTIAL PARCELS

Overview and Existing Context

The subject lands are located in the general area of Barton Street East between Wentworth Avenue North and Birch Avenue. More than one property in the same area has been submitted for conversion consideration by separate parties, and are being addressed as one site for the purposes of this analysis. The addresses are 30 Milton Avenue (0.34 ha or 0.84 ac), 42 Westinghouse Avenue (0.52 ha or 1.30 ac), 286 Sanford Avenue North (0.24 ha or 0.59 ac), and a small pocket of ten (10) residential parcels and one vacant parcel located between Myler Street and Barton Street East, which collectively account for an area of 0.24 ha (0.59 ac).

The subject lands are designated "Industrial Land" on Volume 1, Schedule E-1 – Urban Land Use Designations of the Urban Hamilton Official Plan (UHOP). In this area, the Employment Area abuts lands designated "Residential" and "Mixed Use – Medium Density."

The existing uses on the subject lands include:

- an office building at 286 Sanford Avenue North which is the former head office of the Westinghouse company. This building has been vacant for many years, but has recently undergone a renovation to redevelop a portion of the building for new office uses;
- an under-utilized/vacant parking lot at 42 Westinghouse Avenue;
- an office building at 30 Milton Avenue (which has a raised pedestrian walkway connection to the industrial building at 20 Myler Street); and,
- residential parcels at 268-276 Sanford Avenue North and 13, 15, 17, 19, and 23 Westinghouse Avenue.

Surrounding land uses include industrial to the north (Siemens), residential uses to the east, commercial uses to the south, and institutional (fire station) and open space (Woodlands Park) to the west.

History

The previous conversion analysis completed by the City in 2008 determined that conversion of these sites for residential uses was not appropriate. This decision was in part based on an Ontario Municipal Board decision in the 1990's that denied a request to convert the site with the former office building (286 Sanford Ave N) to residential. The OMB decision identified noise from adjacent industry at 20 Myler Street that precluded

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the opportunity for redevelopment of 286 Sanford Avenue as a sensitive land use. There is no new information about noise from existing industrial uses at 20 Myler Street.

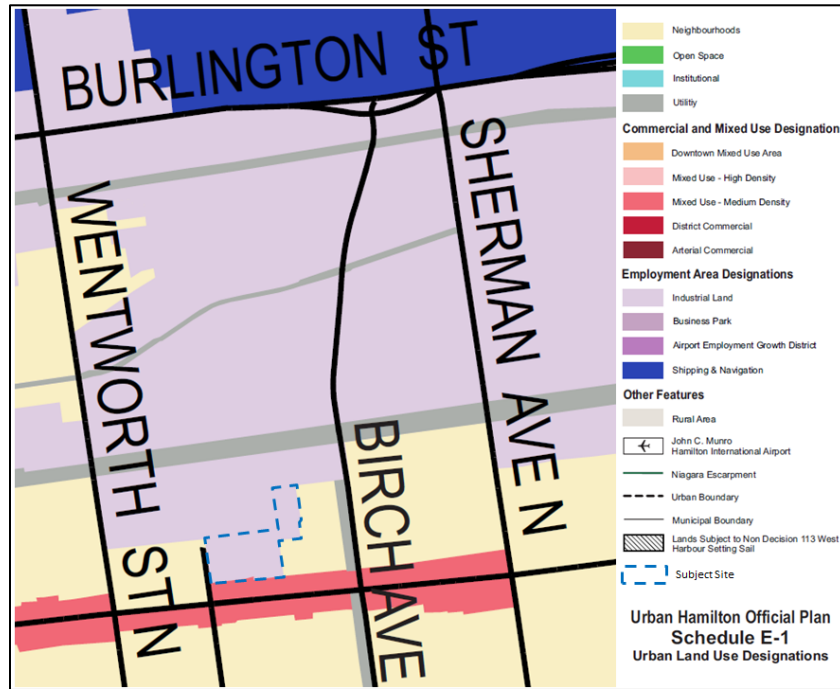


Figure 15 – Land use designations for 286 Sanford Avenue North, 42 Westinghouse Avenue, 30 Milton Avenue and adjacent residential parcels

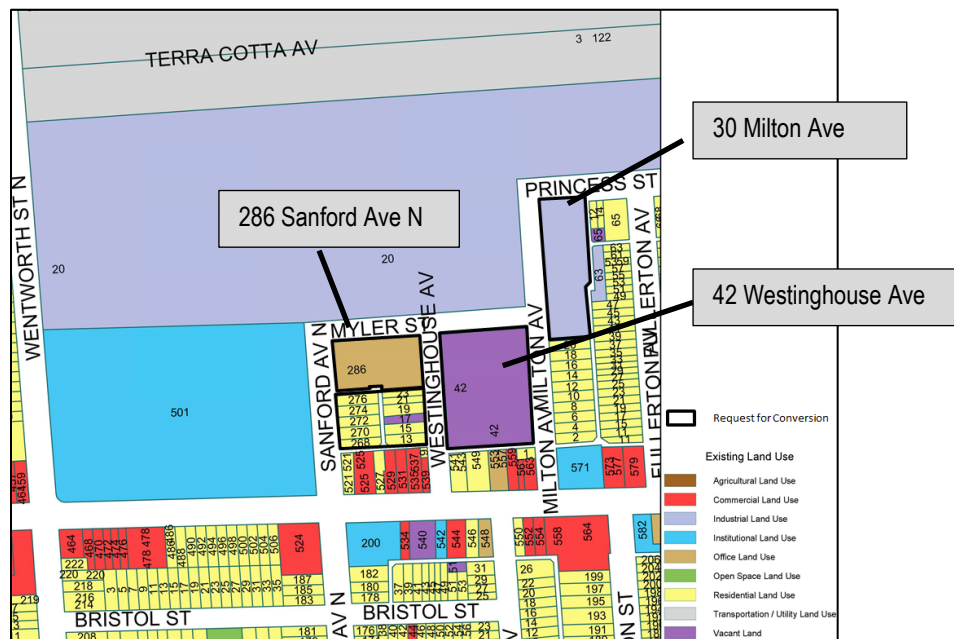


Figure 16 – Land uses for 286 Sanford Avenue North, 42 Westinghouse Avenue, 30 Milton Avenue and adjacent residential parcels



Figure 17 – Zoning for 286 Sanford Avenue North, 42 Westinghouse Avenue, 30 Milton Avenue and adjacent residential parcels

Applicant's Proposed Conversion, Proposed Land Use, and Rationale

Two separate letters were received respecting these parcels but are being considered as one in this analysis. The applicants propose the following:

Applicant 1

- 286 Sanford Ave N – adaptive reuse of existing vacant office building to commercial uses that accommodate architectural, construction, and design businesses. It is noted that these uses are already permitted within the building. The building has retained legal non-conforming status as an office use, and therefore the entirety of the building can be used for office purposes without the need for zoning approvals. There is also mention of a wider range of uses, including retail and residential, which are not permitted by the current zoning.
- 42 Westinghouse Ave – existing vacant parking lot proposed for development into a mixed use development including commercial and retail space and affordable housing.
- The applicant has also included the existing residential parcels to the south of 286 Sanford Ave N in their request, citing their inclusion as resulting in a more logical boundary.

Applicant 2

- 42 Westinghouse Ave – mixed use proposal.
- 30 Milton Ave – existing vacant office building. Proposal is for a mixed use type development with commercial/workshop on the ground floor.

Staff requested the submission of a Planning Justification Report and Noise Impact Study to support the conversion request, but the applicants have not submitted the required studies.

Analysis and Application of Criteria

Through the analysis completed by staff in the City of Hamilton Employment Land Review, staff are recommending the lands located at 286 Sanford Ave N and 42 Westinghouse Ave to Neighbourhoods, with a special policy area to prohibit the introduction of sensitive land uses until a noise impact study is submitted and approved. Staff are also recommending the redesignation of the existing residential uses to the south of these parcels as Neighbourhoods. The analysis and justification for these recommendations can be found in the Employment Land Review report.

Staff acknowledge that the applicants had requested redesignation of 286 Sanford and 42 Westinghouse for mixed use purposes, including residential. However, the applicants did not provide the requested studies, particularly a Noise Impact Study, to justify the introduction of sensitive uses. In light of the adjacent active industrial use, and the history of these subject parcels with the OMB decision not permitting conversion, staff cannot support sensitive uses on these parcels. Introduction of sensitive uses could impact the operations of the adjacent industry which would not pass the conversion criteria.

This analysis will only address the additional parcel at 30 Milton Avenue which was not analysed in the Employment Land Review report. 30 Milton Avenue is currently a vacant office and light manufacturing building. There is an overhead pedestrian walkway above Milton Ave which connects 30 Milton Ave to 20 Myler Street, which is a large active steel manufacturing facility. The applicant is proposing mixed use development of the property, which would require the conversion of the subject lands from Employment Area to a mixed use designation. Table 11 identifies how the proposed conversion performs against the Provincial conversion criteria, as outlined in Policy 2.2.5.9 of the Growth Plan. Table 12 identifies how the proposed conversion performs against City's conversion criteria.

Table 11 - Analysis of 30 Milton Avenue Using Provincial Conversion Criteria

Conversion Criteria	Analysis	Conversion Criteria Met?
There is a need for conversion	A need for this conversion has not been demonstrated. The existing building could be reutilized for industrial / office purposes.	No
The lands are not required over the horizon of this Plan for the employment purposes for which they are designated	The lands are designated as Industrial Lands in the Urban Hamilton Official Plan. The City has completed the Land Needs Assessment to the year 2051 and conversion of these parcels will not have a significant effect on overall land need due to the small parcel size.	Yes
The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of the plan	<p>The Land Needs Assessment completed as part of the MCR, indicates that there is sufficient supply of employment lands to accommodate forecasted growth to the year 2051.</p> <p>Should additional lands be identified for conversion beyond those identified in this Report, the cumulative impact may result in an Employment Land shortfall which will need to be evaluated and addressed through revised employment area land need calculations.</p>	Neutral
The proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan	<p>While 30 Milton is currently vacant, the building and the site are large enough to accommodate a new employment use. Conversion of this site would preclude that opportunity.</p> <p>Further, the proposed residential components could potentially adversely affect the adjacent large manufacturing industry. Staff are concerned about the introduction of permissions for new sensitive uses at this location. While it is acknowledged that sensitive uses already</p>	No

Conversion Criteria	Analysis	Conversion Criteria Met?
	<p>exist in the vicinity of the subject lands, the redesignation of 30 Milton Ave would result in sensitive uses being located closer to the industry at 20 Myler Ave. The previous OMB decision regarding 286 Sanford had identified concerns with the introduction of residential uses at this location and the potential impact (limitations) on the operations of the steel manufacturer at 20 Myler Ave. There was also a question as to whether or not it would be possible to fully mitigate the noise emanating from the industry if a sensitive use was proposed in such close proximity. The applicants have not submitted any justification in the form of a planning report or noise impact study to address this concern.</p> <p>In the absence of a noise impact study to address the impact of introducing sensitive land uses on the subject lands, it is not possible to confirm that this criteria has been met if sensitive uses are proposed.</p>	
<p>There are existing or planned infrastructure and public service facilities to accommodate the proposed uses</p>	<p>This area falls within a fully developed part of the urban area.</p>	<p>Yes</p>

Table 12 - Analysis of 30 Milton Avenue using City Conversion Criteria

Conversion Criteria	Analysis	Conversion Criteria Met?
Site(s) are within an area that contains a mix of uses and located along the edges of employment areas.	The site is on the edge of the Bayfront Industrial Area. Uses to the north are industrial, south is residential and commercial (along Barton St E), east is residential, and west is parkland. Therefore, the area is mixed use.	Yes
Conversion will not adversely affect the long-term viability and function of the employment areas.	While 30 Milton is currently vacant, the building and the site are large enough to accommodate a new employment use. Conversion of this site would preclude that opportunity. Please see comments above regarding the introduction of sensitive uses.	No
Conversion will not negatively affect the long-term viability of existing employment uses, including large, stand-alone facilities.	While 30 Milton is currently vacant, the building and the site are large enough to accommodate a new employment use. Conversion of this site would preclude that opportunity. Further, the introduction of sensitive uses could negatively impact the industrial manufacturing use at 20 Myler Ave.	No
Conversion will not compromise any other planning policy objectives of the City, including planned commercial functions.	Staff are recommending conversion of the sites to the south (286 Sanford and 42 Westinghouse) to a mixed use designation. As such, there will already be an opportunity for new mixed use / commercial uses in the vicinity and there is no known benefit to adding additional permissions on this site.	Neutral
Conversion will not create incompatible land uses, including a consideration of MOECP Land Use Compatibility Guidelines.	The proposed residential components could potentially adversely affect the adjacent large manufacturing industry. Please see comments above regarding the introduction of sensitive uses.	No

Conversion Criteria	Analysis	Conversion Criteria Met?
Conversion will be beneficial to the community through its contribution to the overall intent and goals of the City's policies and demands on servicing and infrastructure.	There is no evidence to support a community benefit to redesignation of this parcel. Further, redesignation may preclude future employment opportunities on the parcel.	Neutral
Conversion will result in a more logical land use boundary.	Conversion would not create a boundary issue.	Yes

Recommendation

The proposed conversion of 30 Milton Avenue does not meet several of the City and provincial conversion criteria. Conversion of the property precludes the opportunity for reuse of the existing building or redevelopment of the site for an employment use. Further, introduction of sensitive uses could have a negative impact on the existing adjacent industry. No studies have been submitted by the applicant to address this concern. Therefore, staff do not support the conversion.

3.3 1725 STONE CHURCH ROAD EAST, STONEY CREEK

Overview and Existing Context

The subject lands are located in the northeast corner of the Red Hill Business Park (North) and are located directly southwest of the Red Hill Valley Parkway / Lincoln Alexander Parkway intersection and front onto Stone Church Road East. The lands are 8.97 ha (22.2 ac) in size.

The subject lands are designated "Business Park" on UHOP Volume 1, Schedule E-1. The northeast portion of the subject lands fall within the West Mountain Area (Heritage Green) Secondary Plan Area, and are designated "Employment" on Map B.7.5-1 – West Mountain Area (Heritage Green) Secondary Plan – Land Use Plan.

Directly to the west of the subject lands is a 30 metre wide utility corridor designated "Utility" that spans the length subject lands. To the west of the utility corridor are lands designated "Arterial Commercial". Lands to the east are designated "Mixed Use – Medium Density", and to the southeast are designated "District Commercial".

Surrounding land uses include retail commercial to the east, a grocery store to the southeast, a service station to the south (gas station, car wash, Tim Horton's drive through, and McDonald's).

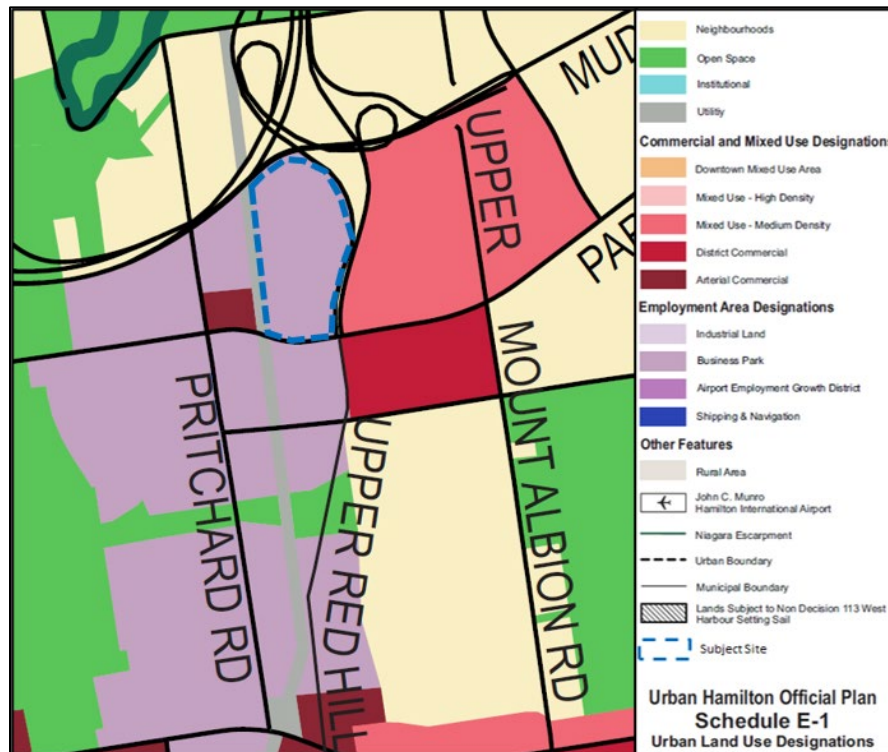


Figure 18 – Land use designations for 1725 Stone Church Road East

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Figure 19 – Land uses for 1725 Stone Church Road East



Figure 20 – Zoning for 1725 Stone Church Road East

Applicant’s Proposed Conversion, Proposed Land Use, and Rationale

The applicant proposes to broaden the range of permitted uses to include retail, restaurants, financial establishments, personal services, commercial recreation, and possibly office. In terms of building type, single tenancies or multi-tenanted buildings, as well as multi-storeyed development is proposed. Total building area yield is in the range of 16,720 – 20,900 sq. metres (180,000 – 225,00 sq. ft). The applicant also tentatively proposes high density residential uses on the northwest corner of the subject lands. The applicant’s justification is that expanded use permissions on the site could support businesses and employees within the Employment Area and contribute to vibrant, mixed use character of the West Mountain Core Area community node, and also enhance the gateway to the West Mountain Core Area.

Analysis and Application of Criteria

The proposed conversion would require a redesignation of the subject lands from Business Park / Employment in Volumes 1 and 2 of the UHOP to a Mixed Use designation, depending on the density.

Table 13 identifies how the proposed conversion performs against the Provincial conversion criteria, as outlined in Policy 2.2.5.9 of the Growth Plan. Table 14 identifies how the proposed conversion performs against the City’s conversion criteria.

Table 13 - Analysis of 1725 Stone Church Road East Using Provincial Conversion Criteria

Conversion Criteria	Analysis	Conversion Criteria Met?
There is a need for conversion	The site is currently vacant. There is also a large commercial node to the east of the subject site, which is still being developed. The Planning Justification Report speaks to the ability of the Heritage Greene mixed use precinct to accommodate higher intensity mixed uses, but does not provide any justification for a need for additional commercial / mixed uses in the vicinity. There is no compelling site-specific circumstances which identify a need for the conversion of this site to provide for additional commercial uses in the area.	No
The lands are not required over the horizon of this Plan	The lands are designated as Business Park in the Urban Hamilton Official Plan. The	Yes

<p>for the employment purposes for which they are designated</p>	<p>City has completed the Land Needs Assessment to the year 2051 and it has forecasted that there will be a small surplus of employment lands over the planning horizon. While the 8.9 hectare conversion is a significant area of land, the conversion of this parcel will not have a significant effect on overall land need due to the available surplus.</p>	
<p>The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of the plan</p>	<p>The Land Needs Assessment completed as part of the MCR, indicates that there is sufficient supply of employment lands to accommodate forecasted growth to the year 2051.</p> <p>Should additional lands be identified for conversion beyond those identified in this Report, the cumulative impact may result in an Employment Land shortfall which will need to be evaluated and addressed through revised employment area land need calculations.</p>	<p>Neutral</p>
<p>The proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan</p>	<p>The conversion of this site to a commercial use could set a precedent for other nearby sites that are quasi-commercial-industrial to be converted. While it is recognized that there are existing commercial uses on surrounding lands, these uses are permitted as part of the employment designation and existing zoning. Introducing further commercial permissions by converting the subject property could set a precedent for future further encroachment of commercial uses in the business park and future conversion requests through subsequent official plan reviews.</p>	<p>No</p>
<p>There are existing or planned infrastructure and public service facilities to accommodate the proposed uses</p>	<p>Likely met but would require further study to confirm requirements.</p>	<p>Yes</p>

Table 14 - Analysis of 1725 Stone Church Road East Using City Conversion Criteria

Conversion Criteria	Analysis	Conversion Criteria Met?
Site(s) are within an area that contains a mix of uses and located along the edges of employment areas.	The site is on edge of the Red Hill Business Park (North). The surrounding land uses are mixed, with commercial uses to the east, west, and south, industrial uses to the southwest, and a mix of road network, open space, and residential to the north.	Yes
Conversion will not adversely affect the long-term viability and function of the employment areas.	Unclear. The subject site is located in the corner of the employment area, and removing the lands may have little impact on the function of the employment area as a whole. However, conversion of this site could set a precedent, which could encourage landowners in the vicinity to request conversion of parcels in the future.	Unclear. Proponent has not demonstrated no negative impact will occur.
Conversion will not negatively affect the long-term viability of existing employment uses, including large, stand-alone facilities.	There are no existing large industrial facilities in the immediate area. Existing employment uses in close proximity to the subject lands include self-storage, tool manufacturing, uniform manufacturing, graphic design/embroidery/screen printing and are not anticipated to be negatively impacted by a conversion.	Yes
Conversion will not compromise any other planning policy objectives of the City, including planned commercial functions.	New commercial / office uses may compete with existing commercial uses located in the West Mountain Core Area of the West Mountain (Heritage Green) Secondary Plan, where the intent is to create a vibrant mixed use area and a commercial centre for the surrounding community.	No
Conversion will not create incompatible land uses, including a consideration of MOECP Land Use Compatibility Guidelines.	If residential uses are proposed in the future, a noise impact study would be required to demonstrate that any noise impacts from surrounding stationary noise sources and traffic noise sources could be mitigated. As there are no large scale manufacturing uses in the immediate	Yes

	vicinity, a compatibility issue is not anticipated.	
Conversion will be beneficial to the community through its contribution to the overall intent and goals of the City's policies and demands on servicing and infrastructure.	The site is currently undeveloped. Development of the site would constitute intensification of a site within an area that is already developed, which would be a community benefit. However, the site is currently designated and zoned for employment uses. Increasing the City's employment assessment base is an important component of the City's future growth, and therefore conversion of lands out of the employment designation is not encouraged.	No
Conversion will result in a more logical land use boundary.	The applicant proposes to shift the boundary to either the hydro corridor directly west of the parcel, or an alternative boundary of Pritchard Road is suggested since the lands at the northeast corner of Pritchard Road and Stone Church Road E are designated Commercial. Staff find that the existing boundary of the Red Hill Valley Parkway provides a logical separation between the employment area and the adjacent community node, and a change is not recommended.	No

Recommendation

The subject lands do not meet several of the Provincial and City conversion criteria. While the applicant's justification report focussed on the potential for the converted site to contribute to the vitality of the adjacent node, it is noted that the subject lands are not located within the community node. The subject lands are located within the Business Park, and therefore the planned intent is for these lands to contribute to the viability of the overall employment area. Commercial and mixed use development should be concentrated to the east. Further, Staff are concerned that conversion of this parcel could lead to conversion pressures on adjacent parcels. Therefore, conversion is not recommended.

3.4 354-356 EMERALD STREET NORTH AND 118 SHAW STREET, 60 SHAW STREET/351 EMERALD AVENUE NORTH, 65 SHAW STREET, 1 DOUGLAS DRIVE/101-103 SHAW STREET

Overview and Existing Context

The subject area includes several parcels of land that are located in the Bayfront Industrial Area. The subject lands are designated "Industrial" on Schedule E-1 of the UHOP. Surrounding lands are also designated "Industrial". The southern boundary of the Employment Area in this area is the rail line, while the boundary to the north is a former residential enclave that is now designated "Neighbourhoods". While the enclave was removed from the Employment Area, there are several parcels in the vicinity of the subject sites, particularly along Shaw Street that are residential.

The total area requested for conversion is 1.48 Ha. Current land uses of the subject sites include industrial (Candy Manufacturing, Warehousing, Office) and parking lots.

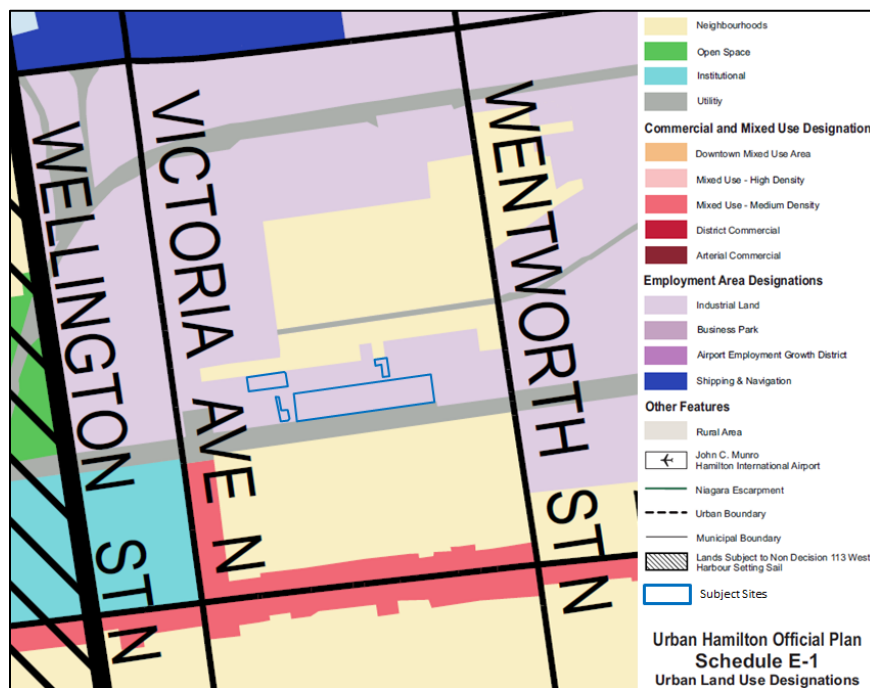


Figure 21: Land use designations for 354-356 Emerald Street North and 118 Shaw Street, 60 Shaw Street/351 Emerald Street North, 65 Shaw Street, 1 Douglas Drive/101-103 Shaw Street

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 "Requests for Conversion"



Figure 22 – Land uses for 354-356 Emerald Street North and 118 Shaw Street, 60 Shaw Street/351 Emerald Street North, 65 Shaw Street, 1 Douglas Drive/101-103 Shaw Street



Figure 23 – Zoning for 354-356 Emerald Street North and 118 Shaw Street, 60 Shaw Street/351 Emerald Street North, 65 Shaw Street, 1 Douglas Drive/101-103 Shaw Street

Applicant's Proposed Conversion, Proposed Land Use, and Rationale

The applicant proposes conversion of the following properties, with the proposed uses noted as follows:

- 354/356 Emerald St N and 118 Shaw St – adaptive reuse of industrial/ office/ warehousing buildings or redevelopment project to a mixed use development consisting of residential, retail, and office.
- 65 Shaw St – residential / mixed-use
- 60 Shaw St / 351 Emerald St N – residential / mixed use
- 1 Douglas Drive / 101-103 Shaw St – residential

The applicant submitted a Planning Justification Report and Noise Impact Study in support of the proposed conversions. Within the Planning Justification Report, the applicant notes the potential of converting the entirety of the employment area to the north of the railway tracks. The rationale for this consideration is that the employment lands in this area are surrounded to the north and south by lands designated Neighbourhoods, and that the majority of the land uses in the area are residential. The applicant suggests that converting the entirety of this area to Neighbourhoods would be a better reflection of the actual existing uses.

Analysis and Application of Criteria

Through the analysis completed by staff in the City of Hamilton Employment Land Review, all lands within this area to the north of Shaw Street are being recommended for conversion. The analysis and justification for this recommendation can be found in the Employment Land Review report.

This analysis will focus on the remaining parcels being requested by the applicant south of Shaw Street: 354 – 356 Emerald St N / 118 Shaw St (1.17 ha / 2.89 ac) and 60 Shaw St (0.06 ha / 0.15 ac). 354 – 356 Emerald and 118 Shaw currently contains an active industrial use (Karma Candy) and 60 Shaw is currently vacant. The applicant proposes mixed use development of the subject lands, which would require the conversion of the subject lands from Employment Area to a commercial or mixed use designation. Table 15 identifies how the proposed conversion performs against the Provincial conversion criteria, as outlined in Policy 2.2.5.9 of the Growth Plan. Table 16 identifies how the proposed conversion performs against City's conversion criteria.

**Table 15 - Analysis of 354-356 Emerald Street North / 118 Shaw St, and 60 Shaw Street
 Using Provincial Conversion Criteria**

Conversion Criteria	Analysis	Conversion Criteria Met?
There is a need for conversion	A need for the conversion has not been demonstrated. There is an existing active industrial use on the largest site which needs to be protected. The smaller site is vacant. The applicant suggests that the sites could be redeveloped for mixed use or residential purposes, contributing to mild intensification in the neighbourhood and increasing housing opportunities. Staff suggest that the proposed redesignations of the lands north of Shaw St in Volume 1 of the Employment Land Review will allow for these opportunities to occur in the neighbourhood. There is no compelling need to include the two properties south of Shaw Street in the conversion, particularly in consideration of the active industrial use on the lands, and the adjacency to the rail line.	No
The lands are not required over the horizon of this Plan for the employment purposes for which they are designated	The lands are designated as "Industrial Lands" in the Urban Hamilton Official Plan. The City has completed the Land Needs Assessment to the year 2051 and conversion of these parcels will not have a significant effect on overall "Industrial Land" designation land need due to the small parcel size	Yes

Conversion Criteria	Analysis	Conversion Criteria Met?
<p>The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of the plan</p>	<p>The Land Needs Assessment completed as part of the MCR, indicates that there is sufficient supply of employment lands to accommodate forecasted growth to the year 2051, with a small surplus of approximately 60 hectares.</p> <p>Should additional lands be identified for conversion beyond those identified in this Report, the cumulative impact may result in an Employment Land shortfall which will need to be evaluated and addressed through revised employment area land need calculations.</p>	<p>Neutral</p>
<p>The proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan</p>	<p>Existing employment uses on the proposed conversion sites may be compromised. The PJR did not address loss of existing employment uses. The employment area as a whole would not be impacted as these sites fall within a former residential enclave and uses are mixed.</p>	<p>No</p>
<p>There are existing or planned infrastructure and public service facilities to accommodate the proposed uses</p>	<p>Yes – well within existing urbanized/developed area</p>	<p>Yes</p>

Table 16 - Analysis of 354-356 Emerald Street North / 118 Shaw Street and 60 Shaw Street Using City Conversion Criteria

Conversion Criteria	Analysis	Conversion Criteria Met?
Site(s) are within an area that contains a mix of uses and located along the edges of employment areas.	The area contains a mix of residential, industrial, commercial, and parking land uses. The area is located on the edge of the Employment Area.	Yes
Conversion will not adversely affect the long-term viability and function of the employment areas.	Removal of the subject sites from the Employment Area designation would impact a large industrial manufacturing operation.	No
Conversion will not negatively affect the long-term viability of existing employment uses, including large, stand-alone facilities.	The existing employment use on the subject lands is Karma Candy, an active industrial manufacturer. The conversion of the subject sites would be a change in land use from an existing employment use.	No
Conversion will not compromise any other planning policy objectives of the City, including planned commercial functions.	The conversion would not represent a substantial addition of commercial/residential land uses to the area, and it is not anticipated to have an impact on planned commercial functions elsewhere.	Yes
Conversion will not create incompatible land uses, including a consideration of MOECP Land Use Compatibility Guidelines.	Conversion may create conflicting land uses, however the Noise Study indicates that impacts can be adequately controlled through mitigation measures, façade design, and warning clauses. There are existing residential uses in the area that are in equal or closer proximity to existing employment uses.	Yes

Conversion Criteria	Analysis	Conversion Criteria Met?
Conversion will be beneficial to the community through its contribution to the overall intent and goals of the City's policies and demands on servicing and infrastructure.	Existing industrial uses and jobs could be lost.	No
Conversion will result in a more logical land use boundary.	No – through the Employment Land Review report, staff are recommending the lands north of Shaw St be converted to the Neighbourhoods designation, which will result in a more logical boundary. Staff cannot support the conversion of 354-365 Emerald and 118 Shaw as this would impact an existing employment use. Staff recommend maintaining the lands south of Shaw St in the Employment Area designation, which would include the property at 60 Shaw St.	No

Recommendation

The subject lands do not meet all of the Provincial and City conversion criteria. The particular area of concern is with regard to the existing industrial use on the subject lands, Karma Candy, which is a large industrial use which occupies the entirety of one of the parcels proposed for conversion. Staff are concerned about the loss of a viable employment use. The Planning Justification Report submitted by the applicant did not address this issue. Therefore, staff do not support the conversion request of 354 -356 Emerald St N / 118 Shaw St or 60 Shaw St.

As noted, the remaining lands requested by the applicant (65 and 101-103 Shaw St) are being recommended for conversion in the Employment Land Review report.

3.5 2683 Barton Street East, Stoney Creek

Overview and Existing Context

The subject lands are located in the East Hamilton Business Park. The subject lands are designated "Business Park" on Schedule E-1 of the UHOP. Surrounding lands to the north and east are also designated "Industrial". To the south, lands are designated Neighbourhoods on the south side of Barton Street. Lands to the west are designated Open Space to recognize a natural ravine.

The lands are currently occupied by a vacant building. Surrounding uses include a mix of industrial and commercial uses to the north and east, and residential to the south. The size of the parcel is 0.8 ha.

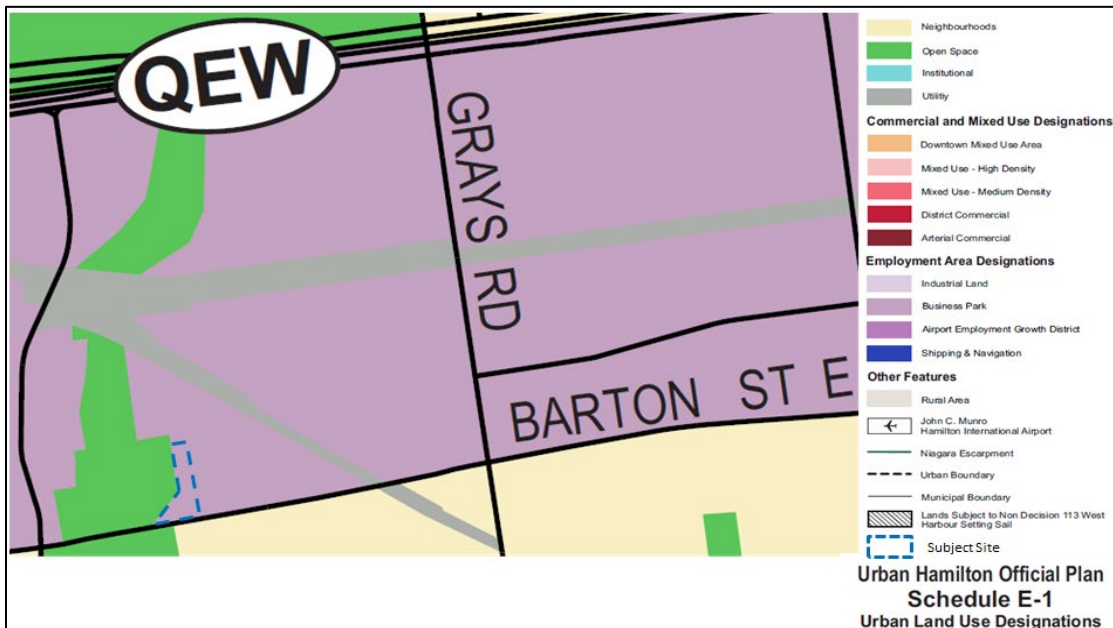


Figure 24- Land use designations for 2683 Barton Street East

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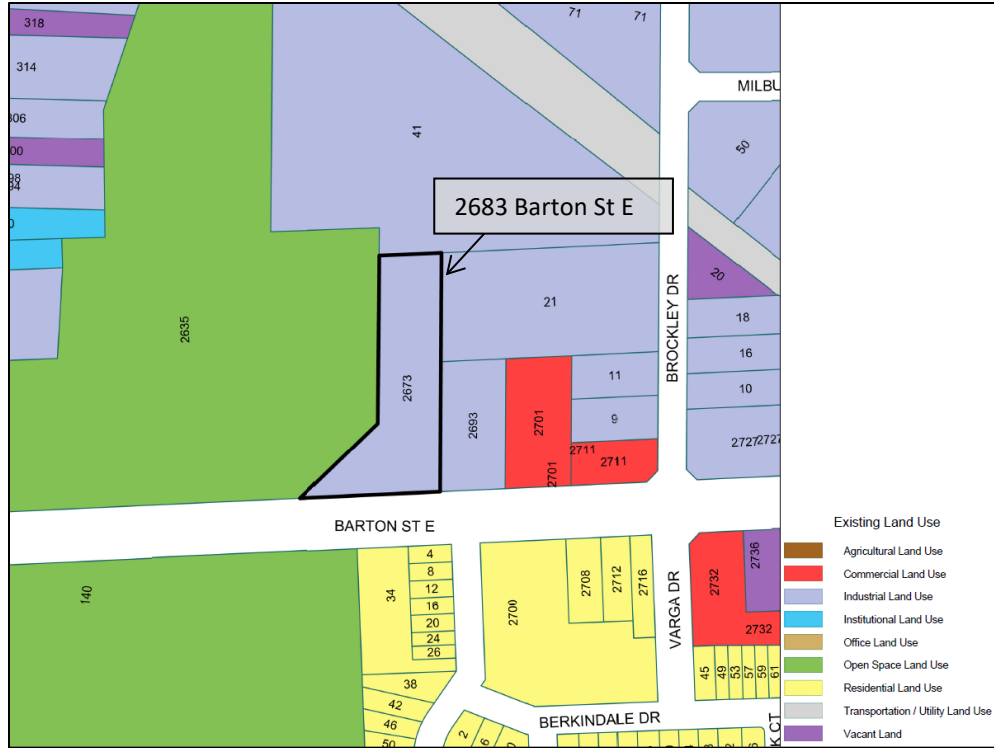


Figure 25 – Land uses for 2683 Barton Street East



Figure 26- Zoning for 2683 Barton Street East

Applicant’s Proposed Conversion, Proposed Land Use, and Rationale

The applicant proposes conversion of the property to allow for a possible combination of commercial, office and high density residential uses. The applicant cites the adjoining natural area to the west and the residential uses to the south as limiting factors in the type of employment uses that can locate on the lands. Further, the applicant notes that they have actively marketed the property for many years without success. Staff requested the submission of a Planning Justification Report and Noise Impact Study to support the conversion request, but the applicant has not submitted the required studies.

Analysis and Application of Criteria

The proposed development will require the conversion of the subject lands from Employment Area to a commercial or mixed use designation. Table 17 identifies how the proposed conversion performs against the Provincial conversion criteria, as outlined in Policy 2.2.5.9 of the Growth Plan. Table 18 identifies how the proposed conversion performs against City’s conversion criteria.

Table 17 - Analysis of 2683 Barton Street East Using Provincial Conversion Criteria

Conversion Criteria	Analysis	Conversion Criteria Met?
There is a need for conversion	There has been no need demonstrated for the conversion of these lands. Staff are not aware of any compelling site specific factors resulting in a need for conversion of these lands.	No
The lands are not required over the horizon of this Plan for the employment purposes for which they are designated	The lands are designated as “Business Park” in the Urban Hamilton Official Plan. The City has completed the Land Needs Assessment to the year 2051 and conversion of these parcels will not have a significant effect on overall land need for the “Business Park” designation due to the small parcel size	Yes

Conversion Criteria	Analysis	Conversion Criteria Met?
<p>The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of the plan</p>	<p>The Land Needs Assessment completed as part of the MCR, indicates that there is sufficient supply of employment lands to accommodate forecasted growth to the year 2051.</p> <p>Should additional lands be identified for conversion beyond those identified in this Report, the cumulative impact may result in an Employment Land shortfall which will need to be evaluated and addressed through revised employment area land need calculations.</p>	<p>Neutral</p>
<p>The proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan</p>	<p>The proposed residential components could potentially adversely affect adjacent industry, but not the entirety of the employment area.</p> <p>In the absence of a noise impact study to address the impact of introducing sensitive land uses on the subject lands, it is not possible to confirm that this criteria has been met.</p>	<p>No</p>
<p>There are existing or planned infrastructure and public service facilities to accommodate the proposed uses</p>	<p>Yes – well within existing urbanized/developed area</p>	<p>Yes</p>

Table 18 - Analysis of 2683 Barton Street East Using City Conversion Criteria

Conversion Criteria	Analysis	Conversion Criteria Met?
<p>Site(s) are within an area that contains a mix of uses and located along the edges of employment areas.</p>	<p>The area is located on the edge of the Employment Area, with two sides adjoining non-employment uses (Neighbourhoods to the south and Open Space to the west). The surrounding lands within the Business Park contains a mix of industrial and commercial uses, and residential uses exist to the south.</p>	<p>Yes</p>
<p>Conversion will not adversely affect the long-term viability and function of the employment areas.</p>	<p>The conversion will not affect the employment area as a whole, as the subject parcel is small in size and located in such an area that it would not result in the isolation or separation of other employment uses.</p> <p>However, staff are concerned that the introduction of a Mixed Use or Neighbourhoods designation on the subject lands could lead to pressures to convert more parcels in the future.</p>	<p>Neutral</p>
<p>Conversion will not negatively affect the long-term viability of existing employment uses, including large, stand-alone facilities.</p>	<p>Existing employment uses adjacent to the proposed conversion could be negatively affect by new sensitive land uses, as conversion of the lands for residential uses would represent an introduction of sensitive uses on the north side of Barton Street in this area.</p>	<p>No</p>
<p>Conversion will not compromise any other planning policy objectives of the City, including planned commercial functions.</p>	<p>The conversion would not represent a substantial addition of commercial/ residential land uses to the area, and therefore it is not anticipated that it would impact planned commercial functions elsewhere.</p>	<p>Yes</p>

Conversion Criteria	Analysis	Conversion Criteria Met?
Conversion will not create incompatible land uses, including a consideration of MOECP Land Use Compatibility Guidelines.	The applicant has not submitted a Noise Impact Study to demonstrate that potential impacts can be mitigated.	No
Conversion will be beneficial to the community through its contribution to the overall intent and goals of the City's policies and demands on servicing and infrastructure.	The applicant has not provided any rationale for the conversion of this property, other than an inability to find a buyer or tenant for the lands. The City has identified the lands on the north side of Barton Street for employment uses. Introduction of a Mixed Use or Neighbourhoods designation on the subject lands could lead to pressures to convert more parcels in the future.	No
Conversion will result in a more logical land use boundary.	No – there are no other Mixed Use or Neighbourhoods designated lands on the north side of Barton Street in this area.	No

Recommendation

The subject lands do not meet a number of the provincial and city conversion criteria, and the applicant has not submitted a Planning Justification Report or Noise Impact Study to address these issues. Staff are concerned about conversion of the subject lands, and the potential for further conversion pressures on the north side of Barton Street as a result. No convincing rationale has been provided to support the conversion.

Staff do not support the conversion request.

3.6 85 DIVISION STREET AND 77 – 79 MERCHISON AVENUE, HAMILTON

Overview and Existing Context

The subject lands are located in the Bayfront Industrial Area. The subject lands are designated "Industrial Land" on Schedule E-1 of the UHOP. Surrounding lands to the north and west are also designated "Industrial". To the south and east, lands are designated Neighbourhoods.

The lands are currently occupied by a vacant building, formerly used for light industrial purposes. The building has been vacant for approximately 20 years. Surrounding uses include light industrial uses directly to the north, with the CN rail line further north and Dofasco on the north side of the rail line. A new light industrial building is proposed on the vacant lot to the north of the subject lands. To the west there is a mix of residential and light industrial uses. To the east and south are residential neighbourhoods. The size of the parcel is 0.5 ha.

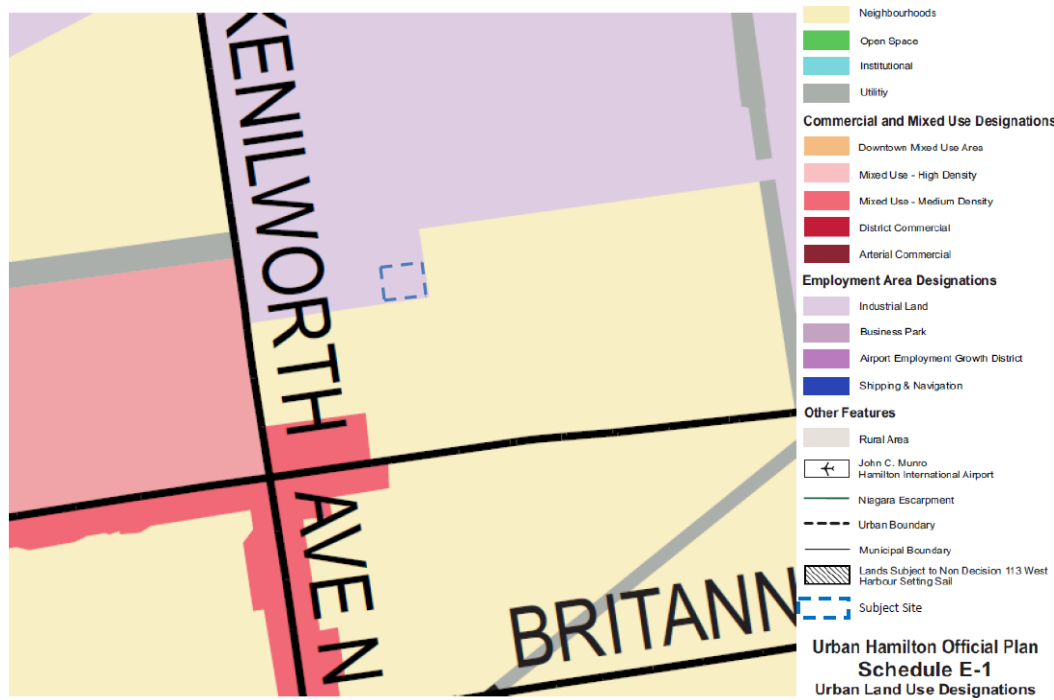


Figure 27- Land use designations for 85 Division Street and 77 – 79 Merchison Avenue

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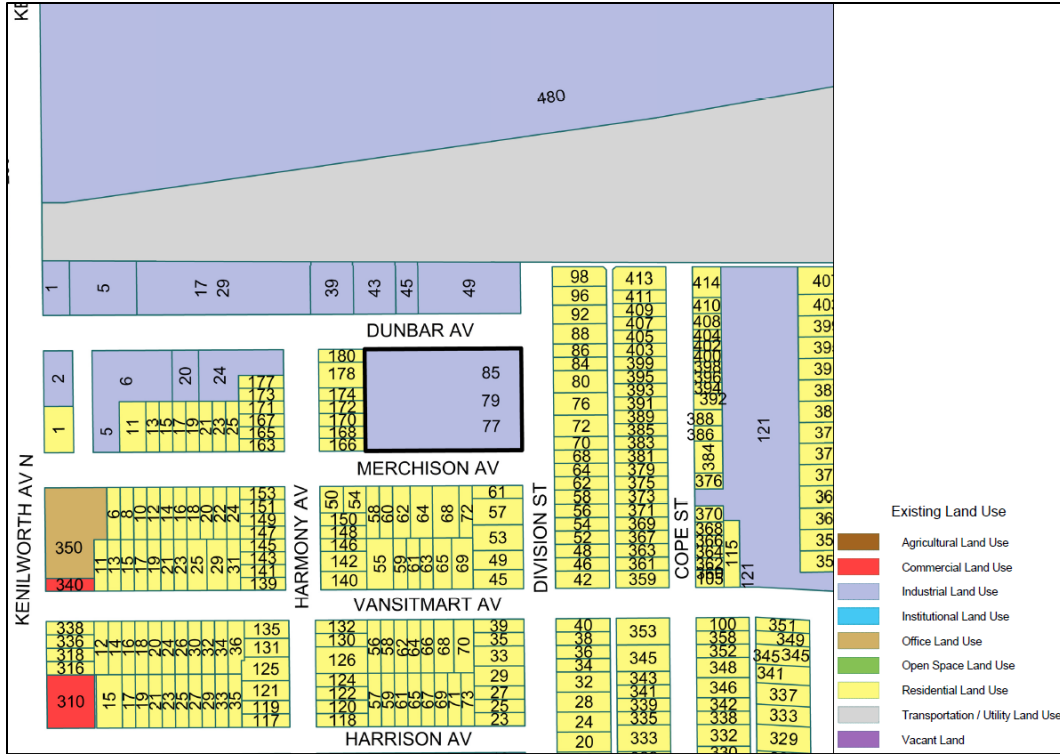


Figure 28 – Land uses for 85 Division Street and 77 – 79 Merchison Avenue



Figure 29 – Zoning for 85 Division Street and 77 – 79 Merchison Avenue

Applicant’s Proposed Conversion, Proposed Land Use, and Rationale

The applicant proposes conversion of the property to allow for residential development. The applicant cites the residential uses existing on three sides of the property as a limiting factor in the type of employment uses that can locate on the lands. Further, the applicant notes that they have actively marketed the property for many years without success. The applicant has submitted a Planning Justification Report and Noise Impact Study to support the conversion request.

Analysis and Application of Criteria

The proposed development will require the conversion of the subject lands from Employment Area to a Neighbourhoods designation. Table 19 identifies how the proposed conversion performs against the Provincial conversion criteria, as outlined in Policy 2.2.5.9 of the Growth Plan. Table 20 identifies how the proposed conversion performs against City’s conversion criteria.

Table 19 - Analysis of 85 Division Street and 77 – 79 Merchison Avenue Using Provincial Conversion Criteria

Conversion Criteria	Analysis	Conversion Criteria Met?
There is a need for conversion	Staff are satisfied that a need for conversion has been demonstrated due to site specific circumstances. The site is surrounded on three sides by residential uses which is a limiting factor in redevelopment of the site for industrial uses. The existing building has been vacant for more than 20 years and damaged by fire. Conversion of the site is needed to permit residential development which would allow for site clean up and remediation, resulting in an overall benefit to the neighbourhood.	Yes
The lands are not required over the horizon of this Plan for the employment purposes for which they are designated	The lands are designated as Industrial Lands in the Urban Hamilton Official Plan. The City has completed the Land Needs Assessment to the year 2051 and conversion of these parcels will not have a significant effect on overall land need for the “Industrial Land” designation due to	Yes

Conversion Criteria	Analysis	Conversion Criteria Met?
	the small parcel size.	
<p>The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of the plan</p>	<p>The Land Needs Assessment completed as part of the MCR, indicates that there is sufficient supply of employment lands to accommodate forecasted growth to the year 2051, with a small surplus of approximately 60 hectares.</p> <p>Should additional lands be identified for conversion beyond those identified in this Report, the cumulative impact may result in an Employment Land shortfall which will need to be evaluated and addressed through revised employment area land need calculations.</p>	<p>Neutral</p>
<p>The proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan</p>	<p>The proposed residential development could potentially adversely affect adjacent industry, but not the entirety of the employment area.</p> <p>Staff note there is already a significant amount of existing residential development in proximity to the existing industrial uses, so it is unlikely that additional residential development would have a significant effect on the viability of the existing uses. However, introducing residential uses on the subject lands would result in sensitive uses being brought closer to the light industrial business at 45 Dunbar Ave by approximately 7 metres. The applicant submitted a Noise Impact Feasibility Study which identified that it will be feasible to mitigate noise impacts from the adjacent industrial / rail uses in accordance with MOECP guidelines. However, to ensure protection of the existing businesses on the north side of Dunbar Ave, staff recommend the lands be placed in a special policy area requiring the completion of detailed noise study, including demonstration of building design</p>	<p>Yes, provided future dwelling units are designed to shield sensitive living areas from the Dunbar Street frontage. A detailed noise study will be required prior to site development.</p>

Conversion Criteria	Analysis	Conversion Criteria Met?
	shielding sensitive living areas from the Dunbar Street frontage, prior to site development.	
There are existing or planned infrastructure and public service facilities to accommodate the proposed uses	Yes – within existing urbanized/developed area.	Yes

Table 20 - Analysis of 85 Division Street and 77 – 79 Merchison Avenue Using City Conversion Criteria

Conversion Criteria	Analysis	Conversion Criteria Met?
Site(s) are within an area that contains a mix of uses and located along the edges of employment areas.	The area is located on the edge of the Bayfront Industrial Area, with two sides adjoining non-employment uses (Neighbourhoods to the south and east). The surrounding lands within the vicinity contain a mix of industrial, commercial and residential uses.	Yes
Conversion will not adversely affect the long-term viability and function of the employment areas.	The conversion will not affect the employment area as a whole, as the subject parcel is small in size and located in such an area that it would not result in the isolation or separation of other employment uses.	Yes
Conversion will not negatively affect the long-term viability of existing employment uses, including large, stand-alone facilities.	Staff note that there is already a significant amount of existing residential development in proximity to the existing industrial uses, so it is unlikely that additional residential development would have a significant effect on the viability of the existing uses. However, introducing residential uses on the subject lands would result in sensitive uses being brought closer to the light	Yes, provided future dwelling units are designed to shield sensitive living areas from the

Conversion Criteria	Analysis	Conversion Criteria Met?
	industrial business at 45 Dunbar Ave by approximately 7 metres. The applicant submitted a Noise Impact Feasibility Study which identified that it will be feasible to mitigate noise impacts from the adjacent industrial / rail uses in accordance with MOECP guidelines. However, to ensure protection of the existing businesses on the north side of Dunbar Ave, staff recommend that the lands be placed in a special policy area requiring the completion of detailed noise study, including demonstration of building design shielding sensitive living areas from the Dunbar Street frontage, prior to site development.	Dunbar Street frontage. A detailed noise study will be required prior to site development.
Conversion will not compromise any other planning policy objectives of the City, including planned commercial functions.	The applicant is not proposing the addition of any commercial land uses as part of the proposal.	Yes
Conversion will not create incompatible land uses, including a consideration of MOECP Land Use Compatibility Guidelines.	There is already extensive residential development within the area. The subject lands are surrounded on three sides by residential dwellings. A detailed noise study will be required prior to site development to ensure potential adverse effects are addressed.	Yes, provided a detailed noise study will be required prior to site development.
Conversion will be beneficial to the community through its contribution to the overall intent and goals of the City's policies and demands on servicing and infrastructure.	Introduction of residential uses would fit well with existing neighbourhood fabric. The site is surrounded on three sides by residential uses and has been sitting vacant for many years.	Yes
Conversion will result in a more logical land use boundary.	Conversion of the lands would not result in a more logical boundary, but would also not create a boundary that is a concern.	Neutral

Conversion Criteria	Analysis	Conversion Criteria Met?
	The impact would be neutral. However, to avoid splitting a block with dual designations, staff recommend that the existing 7 dwellings at 166 – 180 Harmony Avenue, which share the same block as the subject lands, also be redesignated to Neighbourhoods in recognition of the existing uses.	

Recommendation

Staff recommend conversion of the subject lands at 85 Division Street and 77 – 79 Merchison Avenue to the Neighbourhoods designation. The subject property is surrounded on three sides by residential uses. The land use pattern in the immediate vicinity has remained stable and there has been no change in the surrounding residential uses to industrial uses over time. The redesignation of the subject lands would therefore increase compatibility with the surrounding residential uses.

Staff note there are existing active industrial uses on the north side of Dunbar Avenue, however these uses are already impacted by existing sensitive land uses in the vicinity. The introduction of additional residential uses on the subject lands would bring sensitive uses closer to one existing business (45 Dunbar Ave) by approximately 7 metres. The applicant submitted a noise impact study which concluded that there are no noise issues arising from the existing industrial uses in the vicinity, and that any noise concerns arising from surrounding road and rail traffic can be addressed through proper building construction and noise warning clauses registered on title.

To ensure that the long term future operational viability of the businesses will not be impacted by the introduction of additional residential uses in the vicinity, staff recommend placing the subject lands in a site specific policy area which will require the submission of a detailed noise control study prior to development. In addition, building design to shield sensitive living areas from the Dunbar Avenue frontage will also be required. It is noted that the applicant submitted a Noise Impact Feasibility Study which identified that it will be feasible to mitigate noise impacts from the adjacent industrial and rail uses in accordance with MOECP guidelines, however, a Detailed Noise Control Study will still be required prior to development of the site once building design and layout is known. It is also recommended that the subject lands be investigated to be deemed a Class 4 area under the Ministry of Environment Conservation and Parks, NPC-300 noise guideline. A Class 4 noise area classification allows for higher daytime and night-time sound level limits than would otherwise be permitted in relation to a noise

sensitive land use such as residential dwellings. The impact of the higher levels is mitigated by specified noise control measures. A council resolution deeming the lands to be Class 4 would be required. The site specific policy area would also require the submission of any other studies required to demonstrate land use compatibility, including but not limited to, a record of site condition.

Staff also recommend the redesignation of the seven residential parcels directly west of the subject lands to the Neighbourhoods designation to create a clean boundary and recognize the existing uses.

4.0 SUMMARY AND CONCLUSIONS

Staff have completed a review of the requests for conversion received as part of the Employment Land Review. Of the requests submitted, nine did not pass criteria 1, and of those, two were included in the report with additional analysis. Four conversion sites are being deferred for consideration to a later phase of the MCR, with two related to the review of Community Area growth options resulting from GRIDS 2. Six conversion request sites passed criteria 1 and were further evaluated as part of this Report. Of these six sites, the following sites satisfied all criteria and are being recommended for conversion:

- 645 – 655 Barton Street, Stoney Creek in the Stoney Creek Business Park is being recommended for conversion to the District Commercial designation, with a site specific policy area to restrict the development of any sensitive uses on the site.
- 85 Division Street and 77 – 79 Merchison Avenue in the Bayfront Industrial Area (together with the adjacent existing dwellings at 166 – 180 Harmony Avenue) is being recommended for conversion to Neighbourhoods, with a site specific policy area requiring approval of a detailed noise control study and special building design to shield sensitive living space from adjacent industrial uses, and other studies to demonstrate compatibility, prior to development,.

**REVIEW OF CONFEDERATION GO STATION EMPLOYMENT LAND
CONVERSION**

ANALYSIS OF 395 CENTENNIAL PARKWAY NORTH / 460 KENORA AVENUE, 185 BANCROFT STREET AND 25 ARROWSMITH DRIVE

Background

In November of 2019, Staff brought forward Report PED17010(f) - GRIDS 2 and Municipal Comprehensive Review – Consultation Update and Employment Land Review to the General Issues Committee of Council. This Report and appendices summarized the draft recommendations for employment land conversions. At this time, a Motion was put forward to have staff review the potential conversion of the lands of the Confederation GO Station (395 Centennial Parkway North, 185 Bancroft Street and 25 Arrowsmith Drive) from the current Light Industrial designation to a Mixed Use – High Density Designation. This appendix summarizes the employment conversion review of these lands.

Overview and existing context

The subject lands are bound by Centennial Parkway North to the east, Goderich Road to the north, Arrowsmith Road to the south, and Bancroft Street to the east. The subject lands are bisected by the CN Rail corridor, resulting in two parcels of land - one north and one south of the tracks. The lands are located within the East Hamilton Industrial Area and are the site of the Confederation GO station. The northern portion of the site is to be developed with the transit station, while the southern portion has been proposed as a vehicle parking area.

The northern parcel (395 Centennial Parkway and 460 Kenora Avenue) area is approximately 1.92ha (4.74 acres), while the southern parcel (185 Bancroft Street and 25 Arrowsmith Drive) area is approximately 2.13ha (5.28 acres). Both parcels of the subject lands are designated “Industrial Land” on Volume 1, Schedule E-1 – Urban Land Use Designations of the Urban Hamilton Official Plan (UHOP).

The lands are located within the Centennial Neighbourhoods Secondary Plan area. The lands are designated “Light Industrial” and identified as a “Commuter Bus and Rail Station” on Volume 2, Map B.6.7-1 – Centennial Neighbourhoods Secondary Plan Land Use Plan. The lands surrounding the site are designated on Volume 2, Map B.6.7-1 as follows: “Mixed Use High Density” along Centennial Parkway North east and south of the southern parcel; “Arterial Commercial” and “Light Industrial” north of the northern parcel; and, “Light Industrial” to the west of both parcels. The subject lands are identified as Site-Specific Policy Area “A” on Volume 2, Map B.6.7-4 – Site Specific Policy Areas. The Confederation Go station lands act as a transitional buffer between the future high density, mixed-use development along Centennial Parkway, and the active industrial uses to the west.

The northern parcel is partially developed as the Confederation GO station, consisting of a self-serve kiosk and bus pick up and drop off and 60 vehicle parking spaces. The southern portion of the site is currently vacant. The parcels to the west of the site are developed with a mix of automotive, trucking and manufacturing uses along Bancroft Avenue, and an active City waste transfer station (Kenora Waste Transfer Station) west of the northern portion of the site. To the south of the subject lands are office and commercial uses. North of the subject lands are employment related office uses (commercial/office plaza), trucking uses, and a hotel. To the east of the subject lands is Centennial Parkway North (immediately adjacent to northern site), an automotive parts manufacturing business, and automotive dealership (immediately adjacent to southern site).

Proposed Conversion, Proposed Land Use, and Rationale

The request to review the potential conversion of the subject lands was a result of a motion at the City's General Issues Committee meeting on November 20, 2019. The motion requested that Staff investigate a possible conversion of the lands from the "Light Industrial" designation to a mixed-use designation. The intent of the motion was to increase the flexibility of the lands for future potential development in conjunction with the operation of the Confederation GO Station.

Metrolinx has initiated a Transit Oriented Development (TOD) Program for the Greater Golden Horseshoe Transit Network with a focus on a Market Driven approach. TOD is development at a higher density, with a mix of uses that is connected to, or within a short walking distance of transit stations and stops. The design of TOD is to encourage increased transit ridership. The provincial agency's Market Driven approach to TOD is driven by the need to increase transit ridership and to assist in finding private sector partnerships for the construction or re-construction of transit stations and infrastructure.

Both parcels of the subject lands (north and south of the tracks) are owned by Metrolinx for the development of the Confederation GO Station. The final station construction will include a self-serve rail station with island platforms (including accessible platform), pedestrian tunnel and stair access from Centennial Parkway. Currently, GO bus Route 12 has begun serving the site of the future Confederation GO station and a drop off/pick up and parking area is located on the northern parcel of land. While the scope of the Confederation GO station has been finalized, the tender for development of the site has not been released. Through the adoption of the market-driven approach, Metrolinx may wish to integrate the development of the Confederation GO Station with a mixed-use development proposal.

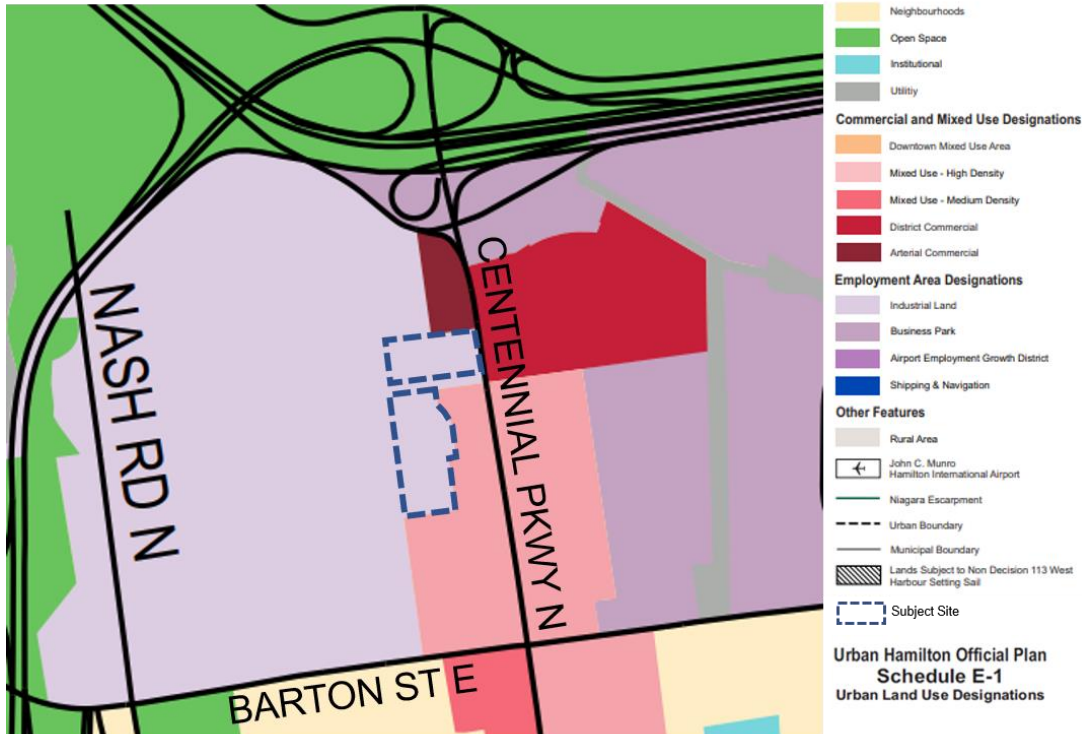


Figure 1 – Land Use designations for 395 Centennial Parkway North / 460 Kenora Avenue, 185 Bancroft Street And 25 Arrowsmith Drive and surrounding lands



Figure 2 – Portion of Centennial Neighbourhoods Secondary Plan Map B.6.7-1 with subject site (395 Centennial Parkway North / 460 Kenora Avenue, 185 Bancroft Street And 25 Arrowsmith Drive)



Figure 2 – Land Uses for 395 Centennial Parkway North / 460 Kenora Avenue, 185 Bancroft Street And 25 Arrowsmith Drive and surrounding lands

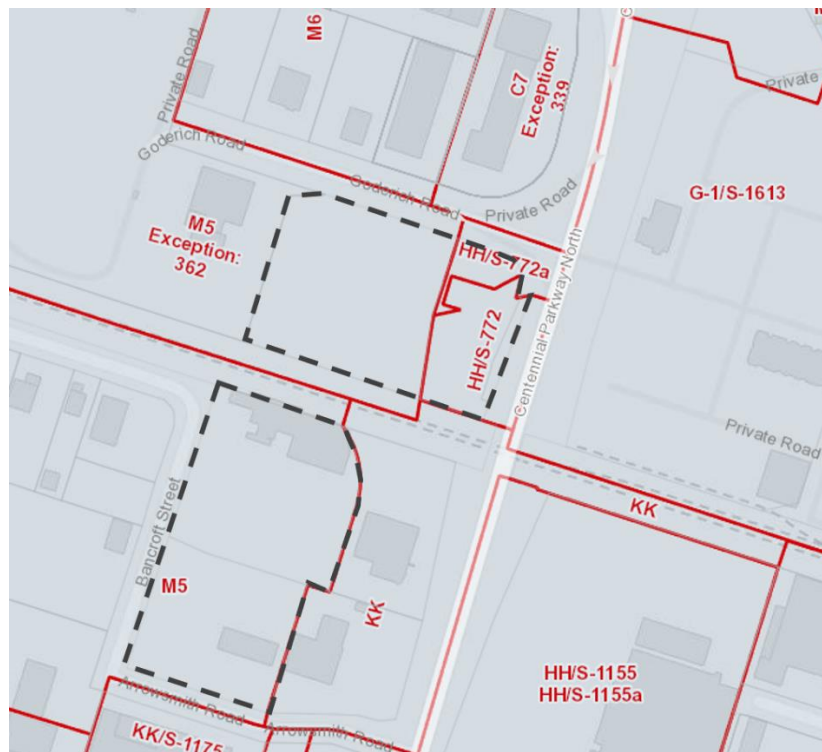


Figure 4 – Zoning for 395 Centennial Parkway North / 460 Kenora Avenue, 185 Bancroft Street And 25 Arrowsmith Drive and surrounding lands

Analysis and Application of Criteria

Northern Parcel – Conversion Potential

In evaluating conversion potential of the northern parcel, the following factors were considered:

- Given the existing industrial land uses that are present to the west of the subject property, compatibility of any mixed-use development in close proximity will need to adhere to all provincial and local regulatory and policy requirements. Notably, the northern parcel is located immediately adjacent to the City's Kenora Waste Transfer station. Site Specific Policy Area "C" of the Centennial Neighbourhoods Secondary Plan identifies that the waste transfer facility may be moved in the future to avoid negative impacts on nearby mixed use properties (Policy B.6.7.18.3):

B.6.7.18.3 b) – To reduce the potential for negative impacts such as odors on the mixed use areas along Centennial Parkway north, consideration shall be given to relocating this facility to a new location in the east Hamilton or Stoney Creek area if a suitable alternative site can be located.

Planning staff has communicated with staff from the City's Environmental Services group and can confirm that there are no plans to move or decommission the Kenora Waste Transfer station in the foreseeable future

- The northern parcel is located between the rail corridor and in close proximity to the QEW Niagara and associated interchange. The conversion to a more sensitive land use on this northern parcel would require increased mitigation of noise and vibration from these sources.
- The Centennial Neighbourhoods Secondary Plan Land Use Plan (Map B.6.7-1) identifies a corridor of mixed uses of varying densities along the east and west sides of Centennial Parkway, ending at the south side of the rail line. This mixed-use corridor is also identified as a Pedestrian Focus Street ending at the southern boundary of the rail line. The northern side of the rail line, west of Centennial Parkway is primarily occupied by Light Industrial Uses as well as limited Arterial Commercial. No lands north of the rail corridor are currently identified for mixed use development.

Considering the bus station area on the northern site is currently operational, the waste transfer facility is not planned to be relocated at this time, and the closer proximity to a

major highway interchange, the conversion of these lands for mixed-use development is not currently supported.

However, staff do recommend that the northern parcel be removed from the Employment Area - Industrial Land designation and placed in a Utilities Designation which is a better reflection of the existing and future use of the lands as a GO Station (transit terminal). The City's other two GO Stations, located within Downtown Hamilton, are designated Utilities within the Downtown Hamilton Secondary Plan. While this redesignation of the northern parcel is a technical change to better reflect the use of the property as a transit terminal, the removal of the parcel from the Employment Area designation would allow for a future redesignation of the lands to a different designation outside of the MCR process, should surrounding circumstances change (i.e. the waste transfer station is relocated). Staff are also recommending that a site-specific policy be applied to the land to be designated as Utility, to note that should a redevelopment of the lands for mixed uses be proposed in the future, that various studies for compatibility (noise, vibration etc.) would be required to support a redesignation to an appropriate mixed use designation, and that the nearby waste transfer station must be relocated.

Southern Parcel – Conversion Potential

The southern portion of the lands would potentially be a more suitable location for a mixed-use development. The analysis of the conversion potential against the Provincial and local evaluation criteria will therefore be limited to the southern portion of the subject lands. The potential development of the southern parcel of land will need to integrate a 'buffer zone' between any sensitive land use, and the existing "Light Industrial" designated lands to the west. Policy B.6.7.13 of Volume 2 of the UHOP speaks to Industrial Transition Areas:

B.6.7.13 e) - Proponents of new sensitive land uses within 300 metres of lands designated General Industrial, Light Industrial or Business Park shall demonstrate compatibility with existing industrial uses and shall be responsible for addressing and implementing necessary mitigation measures to the satisfaction of the City and in accordance with all applicable provincial and municipal guidelines and standards. The City may require the submission of a land use compatibility study or other studies deemed appropriate with an application for development to identify potential adverse impacts including but not limited to noise, vibration, odours, dust or other emissions, and to determine appropriate mitigation measures.

B.6.7.13 f) - Any new sensitive land uses north of Barton Street shall be located a minimum of 70 metres from lands designated Light Industrial or Business Park.

This separation distance shall not include parking areas ancillary to a sensitive land use.

The 70-metre setback applied from the “Light Industrial” designated property on the west side of Bancroft Street results in a setback of 50 metres from the western property line. No sensitive land uses would be permitted in this setback. The remaining area of the southern parcel of the site is approximately 1.03ha (acres).

Should Metrolinx wish to integrate the southern Confederation GO property with a mixed-use development proposal, the lands will need to be redesignated from the current “Light Industrial” designation in the Centennial Neighbourhoods Secondary Plan to a “Mixed Use – High Density” designation and corresponding zoning. The “Mixed-Use – High Density” designation is consistent with the lands located east of the southern parcel of the site, along Centennial Parkway.

Table 1 identifies how the proposed conversion for the southern parcel of the Confederation GO station lands (185 Bancroft Street and 25 Arrowsmith Drive) performs against the Provincial conversion criteria, as outlined in Policy 2.2.5.9 of the Growth Plan. Table 2 identifies how the proposed conversion performs against City’s conversion criteria.

Table 1: Analysis of 185 Bancroft Street and 25 Arrowsmith Drive using Provincial Conversion Criteria

Conversion Criteria	Analysis	Conversion Criteria Met?
There is a need for conversion	<p>The need for conversion on this site is related to the potential future redevelopment of the lands for uses in addition to the Confederation GO station. Should the lands be converted for a suitable mixed-use development, the site would assist with Metrolinx’s market-driven approach to transit station development.</p> <p>At the time of writing this report, Metrolinx has not investigated a potential land use development proposal for these lands, however the agency has noted that they would be interested in opportunities to pursue additional development on the southern portion of the subject lands,</p>	Neutral

Conversion Criteria	Analysis	Conversion Criteria Met?
	should there be an interest from the private sector.	
The lands are not required over the horizon of this plan for the employment purpose for which they are designated	The subject lands were not intended to develop for employment purposes. Site Specific Policy Area “A” of the Centennial Neighbourhoods Secondary Plan states that the “lands shall only be used for an interregional bus and rail station”. The removal of these lands from the employment designation will not have a significant effect on the overall land need because they were not anticipated to develop for employment uses.	Yes
The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this plan	<p>The City’s Land Needs Assessment, completed as part of the MCR, has identified that the City has sufficient employment land supply for the 2051 planning horizon. The City is anticipated to have a surplus of approximately 60 hectares of employment land.</p> <p>The conversion of the southern area of the site would result in a 2.1 hectare employment land conversion, and could be accommodated within the employment land surplus.</p>	Yes
The proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this plan, as well as other policies of this plan	Should the southern portion of the subject lands develop with mixed use development, including residential use, there is potential that the use could impact the overall viability of the employment area, namely the parcels immediately to the west. However, in accordance with the Industrial Transition Area policies of the Centennial Neighbourhoods Secondary Plan, any future	Yes, with conditions

Conversion Criteria	Analysis	Conversion Criteria Met?
	development will need to be setback appropriately and will need to demonstrate compatibility through the appropriate studies.	
There are existing or planned infrastructure and public services to accommodate the proposed use	There are no anticipated issues with infrastructure and public service facilities in the area to accommodate future development of the lands for mixed use but detailed study would be required at the time of future development to confirm infrastructure requirements.	Yes

Table 2: Analysis of 185 Bancroft Street And 25 Arrowsmith Drive Using City Conversion Criteria

Conversion Criteria	Analysis	Conversion Criteria Met?
Site(s) are mixed use blocks and located along the edges of employment areas	The lands are located on the eastern edge of the East Hamilton Industrial Area. The block containing the southern parcel of the Confederation GO lands contains land use designations for "Mixed Use - High Density" development along Centennial Parkway. The lands immediately to the south of this parcel also are designated for "Mixed Use - High Density" development.	Yes
Conversion of the site(s) will not adversely affect the long-term viability and function of the employment areas	The southern parcel of the Confederation GO station lands is located at the western boundary of the industrial area. The introduction of a new sensitive land use on these lands may compromise the function of the adjacent employment area if compatibility is not addressed appropriately.	Yes, with conditions

Conversion Criteria	Analysis	Conversion Criteria Met?
	<p>In accordance with policy B.6.7.13 of Volume 2, any development proponent will need to demonstrate that they can responsibly address and implement the necessary mitigation measures to the satisfaction of the City and in accordance with all applicable provincial and municipal guidelines and standards. The development of any sensitive land use will also need to be located a minimum of 70 metres from the “Light Industrial” designated property in the East Hamilton Industrial Area.</p>	
<p>Conversion of the site(s) will not compromise any other planning policy objectives of the City, including planned commercial functions</p>	<p>There are no existing employment uses on the site, however there are existing employment uses to the west of the subject lands. See the comments above regarding the Industrial Transition Area policy in the Centennial Neighbourhoods Secondary Plan Area that must be fulfilled prior to introducing a new sensitive land use on the subject lands.</p> <p>Centennial Parkway supports both Arterial Commercial and District Commercial uses. The lands are already located within a Sub-Regional Service Node Boundary and therefore will not compromise the commercial function of the node.</p>	<p>Yes</p>
<p>Conversion of the site(s) will be beneficial to the community through its contribution to the overall intent and goals of the City’s policies and demands on servicing and infrastructure</p>	<p>The conversion of the site will provide a potential community benefit by potentially assisting in supporting Metrolinx’s Market Driven Approach to Transit Oriented Development. The Market Driven Approach may assist in expediting the full development of the</p>	<p>Yes</p>

Conversion Criteria	Analysis	Conversion Criteria Met?
	transit station at Confederation GO station and assist in delivering more frequent transit service along this line.	
Conversion of the site(s) will not negatively affect the long-term viability of existing employment uses, including large, stand-alone facilities	<p>The intersection of Centennial Parkway and Arrowsmith Drive is planned to accommodate mixed-use high-density development in the future, on both the north and south sides of the intersection. The re-designation of these lands may permit land assembly for future development along this corridor to support the transit station development.</p> <p>As noted, any sensitive land use must be able to adequately demonstrate it can mitigate any potential negative impacts to the employment lands further to the west of the site.</p>	Yes, with conditions
Conversion of the site(s) will not create incompatible land uses, including a consideration of the Ministry of the Environment Conservation and Parks Land Use Planning guidelines (D-series guidelines)	A 70-metre setback from “Light Industrial” designated land uses is noted in the policies of the Centennial Neighbourhoods Secondary Plan. This setback is representative of the distancing requirements of the Provinces D-6 Guidelines for the ‘Area of Influence’ for Class 1 industrial facilities. The development of any new sensitive land use will need to adhere to the Secondary Plan policy as well as any additional requirements from the MECP. A noise / vibration study will be required at the development review phase to demonstrate that the impacts from nearby stationary noise and the rail line and nearby roadway traffic can be mitigated.	Yes, with conditions

Conversion Criteria	Analysis	Conversion Criteria Met?
Conversion of the site(s) will result in a more logical land use boundary for an employment area	The conversion of the southern portion of the lands aligns with the western edge of the Sub-Regional Service Node Boundary identified on Map B.6.7-1 in Volume 2 of the UHOP. Should the lands be designated as “Mixed Use – High Density” they would align with the western boundary of lands to the south, which are currently designated “Mixed Use – High Density”. The rail corridor divides the southern and northern portions of the site, and represents a logical boundary for the end of the “Mixed Use – High Density” designation in the Sub-Regional Service Node.	Yes

Staff Recommendation:

Staff recommend conversion of southern parcel of land of the Confederation GO Station (185 Bancroft Street and 25 Arrowsmith Drive) to the “Mixed Use – High Density” designation with site-specific policy restrictions for placement of sensitive uses in proximity to the nearby “Light Industrial” lands. The conversion of the southern parcel of land represents an opportunity to increase the development potential immediately surrounding the Confederation Go Station. The need for conversion is related to supporting Metrolinx’s Market Driven Approach to TOD. Should development occur on these lands through partnership with the transit agency, it could result in increased ridership along the transit corridor. Provided no sensitive land uses are permitted within 70 metres of the “Light Industrial” land uses, the development of these lands to support the TOD of the station area does not offend evaluation criteria related to compatibility. The removal of the lands from the “Light Industrial” employment designation results in a more logical boundary of the mixed-use designations along Centennial Parkway, consistent with the Sub Regional Service Node Boundary.

The northern parcel of land (395 Centennial Parkway North and 460 Kenora Avenue) is immediately adjacent to an active municipal waste transfer station that is not proposed to be relocated in the near future, and is therefore not a candidate for conversion to a Mixed Use – High Density designation at this time. Staff recommend the redesignation

of the northern parcel from the Industrial Land designation to the Utilities designation with a site specific policy in recognition of the existing and planned use of the GO Station on the site. The site specific policy to apply to these lands will speak to the future potential redevelopment of the lands for mixed uses to support the transit station, and the compatibility studies and local conditions that would be required to support any future redesignation of the lands for mixed use, including a requirement that the Kenora Waste Transfer station no longer be active adjacent to the lands.

Summary of all Employment Land conversion request land areas

Private Request for Conversion	Recommendation	Land Area (ha)
Concession 4, Lots 13, 14, 15, and 36, Ancaster	No conversion	25.14
330 Nash Road, Stoney Creek	No conversion	1.62
21 and 20 Brockley Drive, Stoney Creek	No conversion	1.32
212 Glover Road, Glanbrook	No conversion	26.6
Portion of 140 Garner Road East, Ancaster	No conversion	33
404 Fruitland Road, Stoney Creek	No conversion	5.28
1400 South Service Road, Stoney Creek	No conversion	7.28
105 Beach Road, Hamilton	No conversion	0.15
1280 Rymal Road and 385 Nebo Road, Hamilton	No conversion	2.9
McMaster Innovation Park, Hamilton	Deferred	3.1
70-100 Frid Street, Hamilton	Deferred	2.24
700 Garner Road East, Ancaster	Deferred	26.63
Twenty Road West (multiple properties) and part of former Glancaster Golf and Country Club	Deferred	55.2
85 Division Street & 77-79 Merchison Ave (and including 166 - 180 Harmony Ave), Hamilton	Conversion	0.65
645-655 Barton Street East, Stoney Creek	Conversion	1.43
Total area of all conversion requests		192.5
Total area of requests not supported for conversion		103.3
Total area of deferred conversion requests		87.2
Total area of supported conversion requests		2.1

Staff Identified Conversions	Area (ha)
Residential Enclaves Review - Margaret Enclave (320 – 352 Millen Rd, 318 – 352 Margaret Ave, 413 – 431 Barton St)	5
Bayfront Industrial Area	14.4
East Hamilton Industrial Area	11.1
Red Hill Business Park (North)	5.6
Flamborough Business Park	6
Total Staff Identified Conversions	42.1

Other Areas	Area (ha)
Confederation Go Station	4
Total of all conversions currently supported	48.14



Employment Land Review Final Recommendations for Conversion City Wide

Report PED17010(k)
General Issues Committee
August 4, 2021

Background

- Review of designated Employment Lands in the Urban Hamilton Official Plan must be completed through the Municipal Comprehensive Review process
- Draft Employment Land Review report presented in November 2019 to the General Issues Committee
- November 2019 GIC motion to review potential conversion of the Confederation Go Station lands for future mixed use development (included as Appendix D to Report PED17010(k))
- Some land owners who made request for conversion provided City staff with additional information after November 2019 for consideration for final report

Land Needs Assessment (Employment Area)

- The Growth Plan for the Greater Golden Horseshoe forecasts that the City of Hamilton will need to accommodate approximately 122,000 additional jobs by the year 2051
- A Land Needs Assessment (LNA) has been completed as part of the City's Municipal Comprehensive Review (MCR) and was presented to Committee on March 29, 2021 (Report PED17010(i))
- The LNA calculates demand for Employment Area jobs at approximately 112,090 jobs to the year 2051, and current Employment Area land supply at being able to accommodate 114,000 jobs
- The LNA has identified a small surplus of employment land (approx. 60 hectares) that may be suitable for conversion for non-employment uses

Tests for assessing potential conversion

City Criteria

- Site(s) are mixed use blocks and located along the edges of employment areas (Screening Criteria)
- Conversion of the site(s) will not adversely affect the long-term viability and function of the employment areas
- Conversion of the site(s) will not compromise any other planning policy objectives of the City, including planned commercial functions
- Conversion of the site(s) will be beneficial to the community through its contribution to the overall intent and goals of the City's policies and demands on servicing and infrastructure
- Conversion of the site(s) will not negatively affect the long-term viability of existing employment uses, including large, stand-alone facilities
- Conversion of the site(s) will not create incompatible land uses, including a consideration of the Ministry of Environment, Conservation and Parks Land Use Planning guidelines (D-series guidelines)
- Conversion of the site(s) will result in a more logical land use boundary for an employment area.

Tests for assessing potential conversion

Provincial Criteria from Growth Plan 2019, as amended

- There is a need for the conversion
- The lands are not required over the horizon of this Plan for the employment purposes for which they are designated
- City will maintain a sufficient supply of employment lands to accommodate forecasted employment growth
- Proposed uses would not adversely affect the viability of the employment area or the achievement of the minimum intensification and density targets
- There are existing or planned infrastructure and public service facilities to accommodate the proposed use

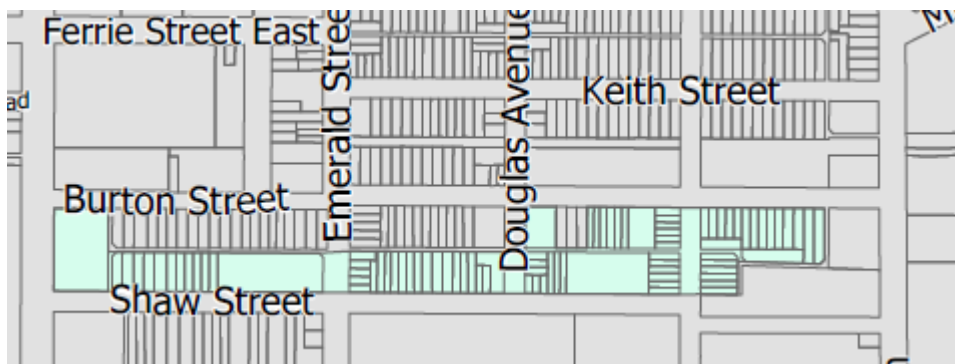
Report Structure

The Employment Land Review report (Appendix C to Report PED17010(k)) has been structured as follows:

- Employment Land Review (ELR) report
 - City staff review of potential conversion sites in existing Employment Areas (Bayfront Industrial Area, East Hamilton Ind. Area, Red Hill North Business Park, Flamborough Business Park)
- Appendix A to ELR
 - Residential Enclaves Review
- Appendix B to ELR
 - Analysis of public requests for conversion

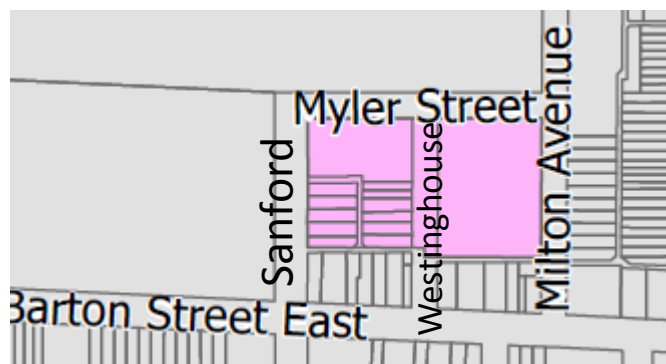
Recommended Conversions – Employment Land Review (Staff)

Bayfront Industrial Area: 14.4 ha (total all areas)



Certain properties on Victoria N, Shaw St, Emerald St, Douglas Ave, Cheever St, Burton St.

New Designation: Neighbourhoods (Site Specific Policy for 121 Shaw, and 390 Victoria, Area Specific Policy for remaining parcels)

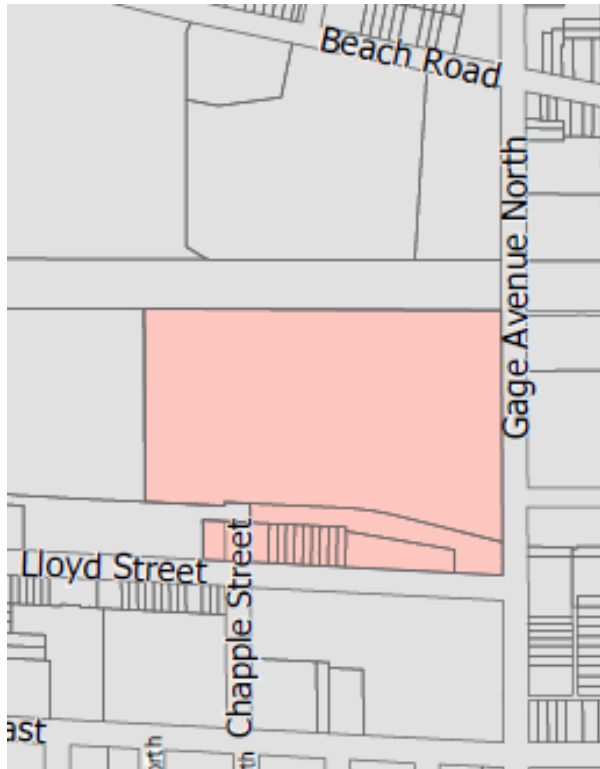


268-286 Sanford Ave N (even only)
13-23 Westinghouse Ave (odd only)
42 Westinghouse Ave

New Designation: Neighbourhoods (Site Specific Policy and Area Specific Policy)

Recommended Conversions – Employment Land Review (Staff)

Bayfront Industrial Area: 14.4 ha (total all areas)

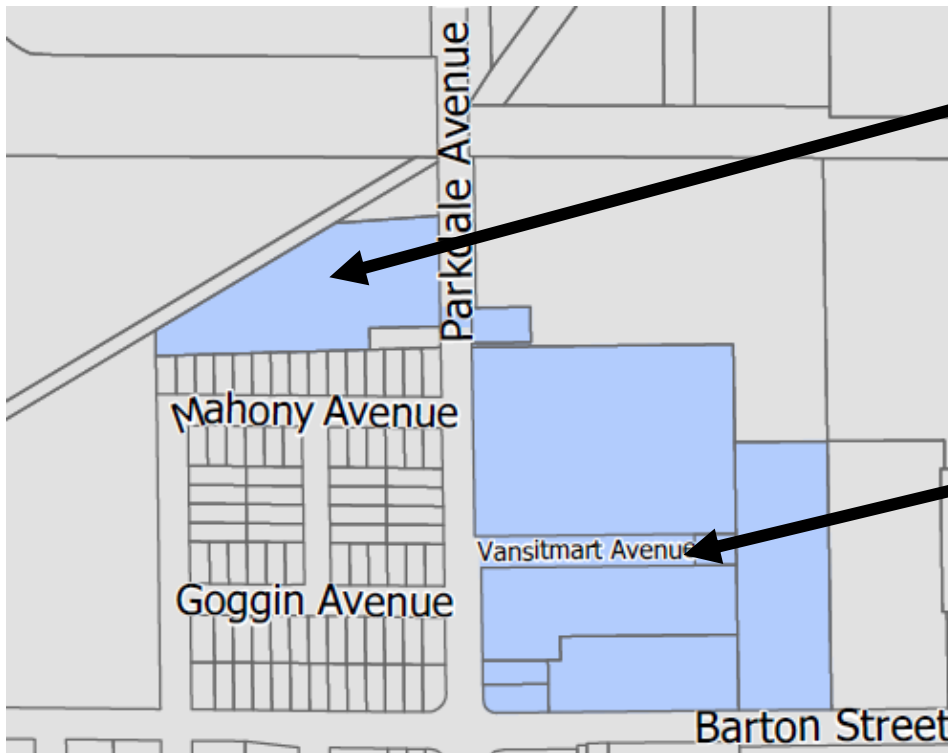


36-67 Lloyd St (odd only)
221 Gage Ave N

New Designation: Neighbourhoods (Area Specific Policy)

Recommended Conversions – Employment Land Review (Staff)

Bayfront Industrial Area: 14.4 ha (total all areas)



401 Parkdale Ave N.

New Designation: Arterial Commercial

300-380 Parkdale Ave N (even only)

1811 Barton St E

1831 Barton St E

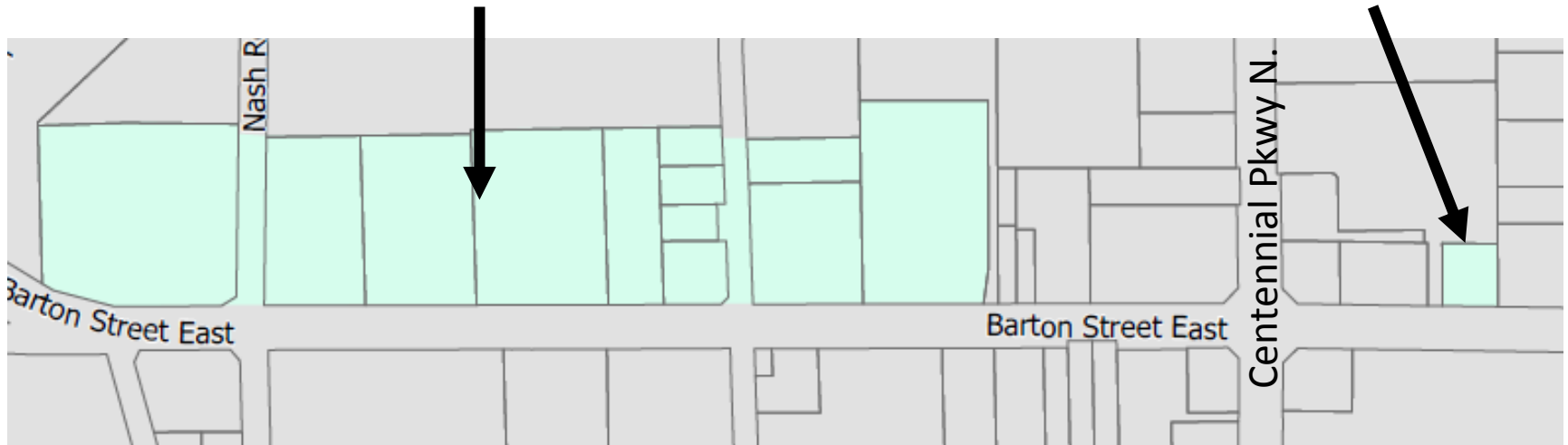
New Designation: Arterial Commercial

Recommended Conversions – Employment Land Review (Staff)

East Hamilton Industrial Area: 11.1 ha

New Designation:
Arterial Commercial

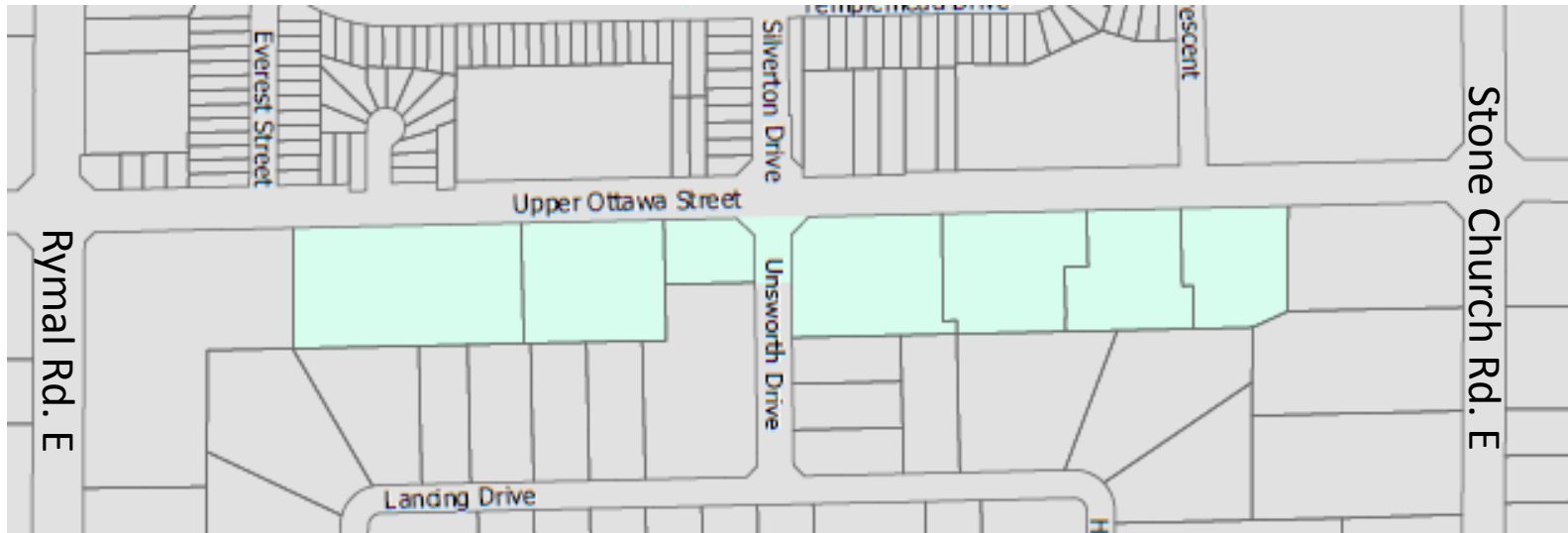
New Designation: Mixed
Use High Density



Recommended Conversions – Employment Land Review (Staff)

Red Hill Business Park (North): 5.6 ha

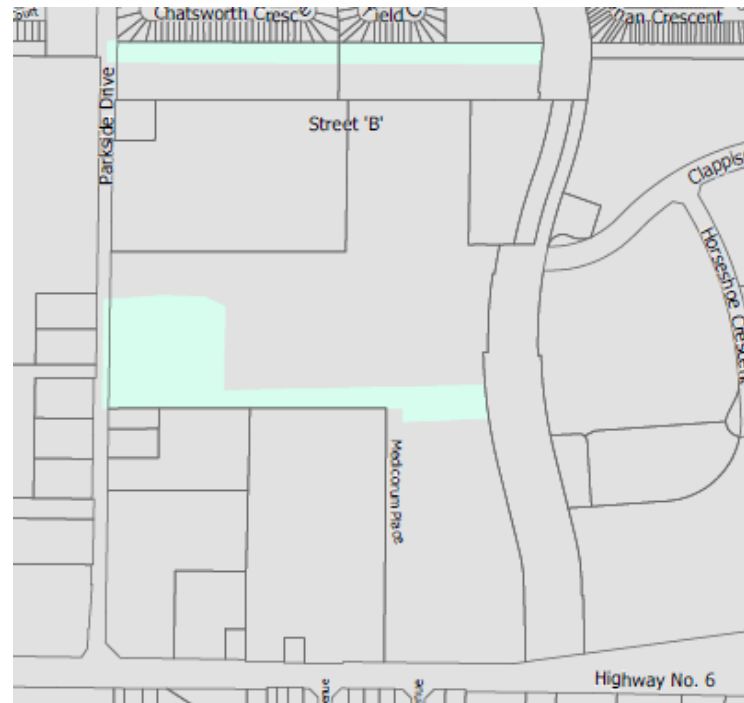
New Designation: District Commercial (Area Specific Policy)



Recommended Conversions – Employment Land Review (Staff)

Flamborough Business Park: 6 ha

New Designation: Open Space



Recommended Conversions – Residential Enclaves

Margaret Enclave (Stoney Creek Business Park): 5 ha

New Designation: Neighbourhoods



Recommended Conversions – Residential Enclaves

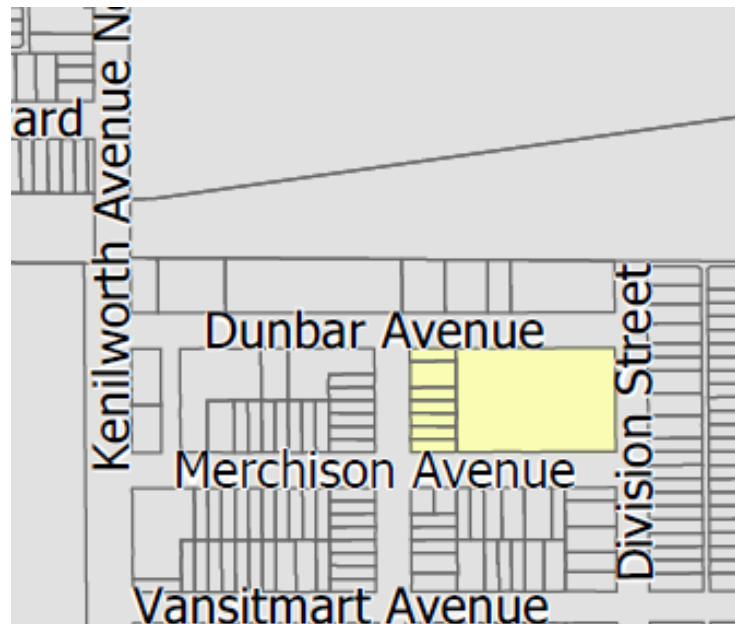
The following residential enclaves are not recommended for conversion, however, Staff recommend an update to the Zoning on certain residential properties to allow for renovations and additions for existing dwellings (SE 375), as shown in the Report PED17010(k):

- Land Enclave
- Leeds Enclave
- Biggar Enclave
- Cornell Enclave
- Winona Enclave
- McNeilly Enclave (apply M3 zone, SE 375 to all R1 properties)

Recommended Conversions – Requests for Conversion

**85 Division Street & 77-79 Merchison Ave., 166-180 Harmony,
Hamilton: 0.65 ha**

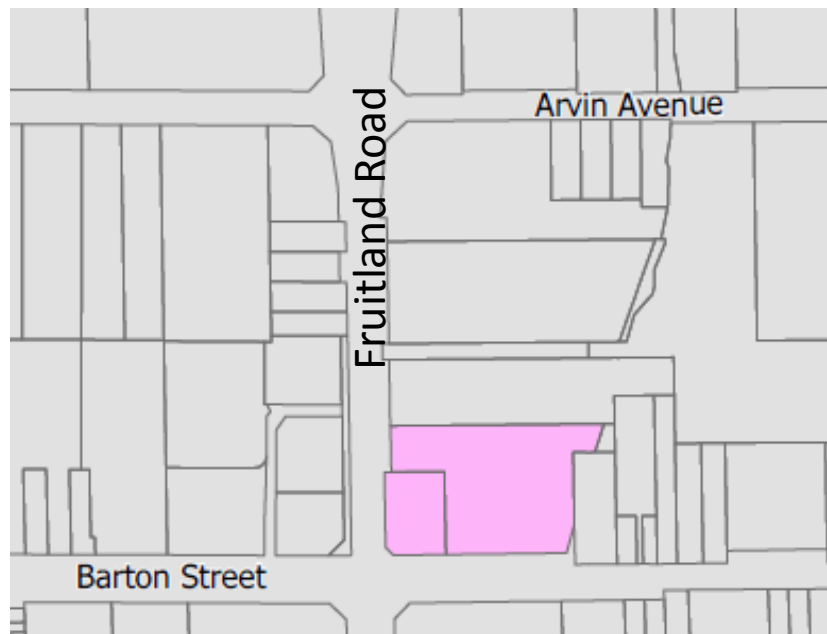
New Designation: Neighbourhoods (Site Specific Policy)



Recommended Conversions – Requests for Conversion

645-655 Barton Street East, Stoney Creek: 1.43 ha

New Designation: District Commercial (Site Specific Policy)



Requests for Conversion – Not Recommended

The following Requests for Conversion were reviewed in detail in Report PED17010(k), Appendix C, but were not recommended for conversion:

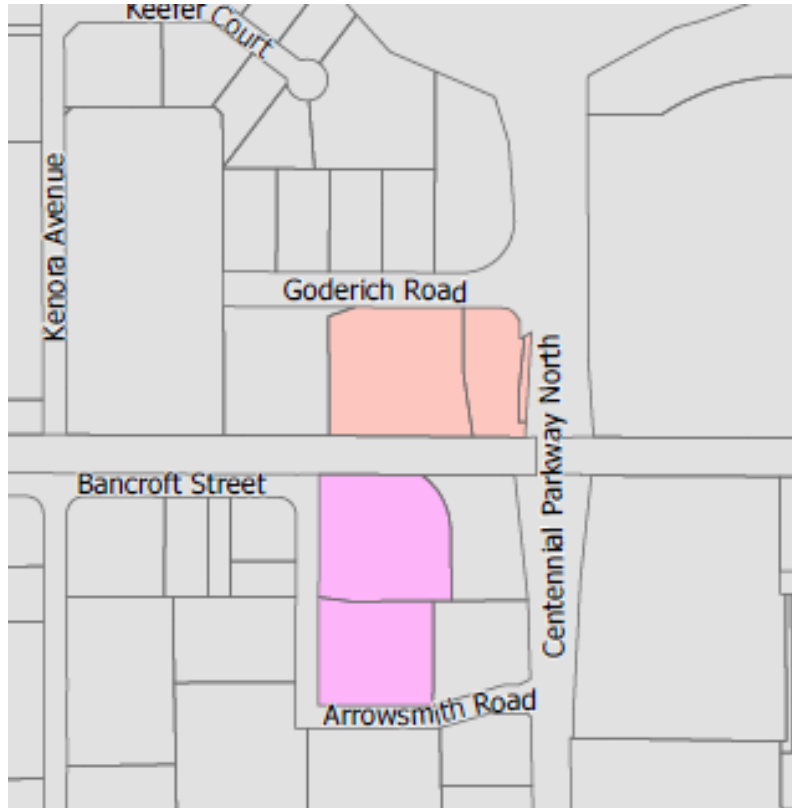
- 1400 South Service Road, Stoney Creek
- 385 Nebo Road and 1280 Rymal Road East, Hamilton
- 1725 Stone Church Road East, Hamilton
- 30 Milton Ave, Hamilton (286 Sanford and 42 Westinghouse – reviewed by staff in ELR)
- 354-356 Emerald Street N & 118 Shaw St.
- 2683 Barton Street, Stoney Creek

Requests for Conversion - Deferrals

The following Requests for Conversion are recommended for deferral until a later date in the GRIDS 2 / MCR process:

- McMaster Innovation Park – conversion to permit multiple dwellings in mixed use buildings
- 70-100 Frid Street – mixed use multiple dwellings
- Twenty Road West (multiple land parcels) – commercial mixed use and residential use
- 700 Garner Road West – institutional, residential, commercial uses proposed.

Recommended Conversions – Confederation GO Station



Northern lands (395 Centennial Pkwy):

1.92 ha

New Designation: Utilities (Site Specific Policy)

Southern lands (185 Bancroft St., 25 Arrowsmith Rd.): 2.13 ha

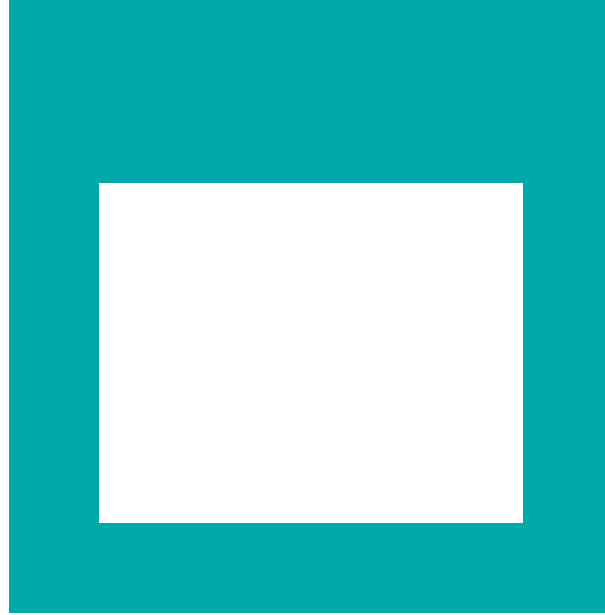
New Designation: Mixed Use – High Density (Site Specific Policy)

Total Area of Lands Recommended for Conversion

Conversion Analysis	Area (ha)
ELR Conversions (Staff identified)	37.1
Residential Enclaves	5
Request for Conversion	2.1
Confederation Go Station	4.0
Total Recommended Conversions	48.2

Next Steps

- A draft Official Plan Amendment will be prepared through the completion of the Municipal Comprehensive Review
- Staff will report back to Committee and Council regarding the sites currently recommended for deferral when the draft OPA is presented



THANK YOU

1400 South Service Road

Location: 1400 South Service Rd.

Designation: Business park

Proposed Use: high density residential, mixed-use development with office and commercial uses

Recommendation: Keep current designation as Business Park.
No conversion recommended.

- Not along edge of emp. Area
- Isolated development



1280 Rymal Road E, 385 Nebo Road

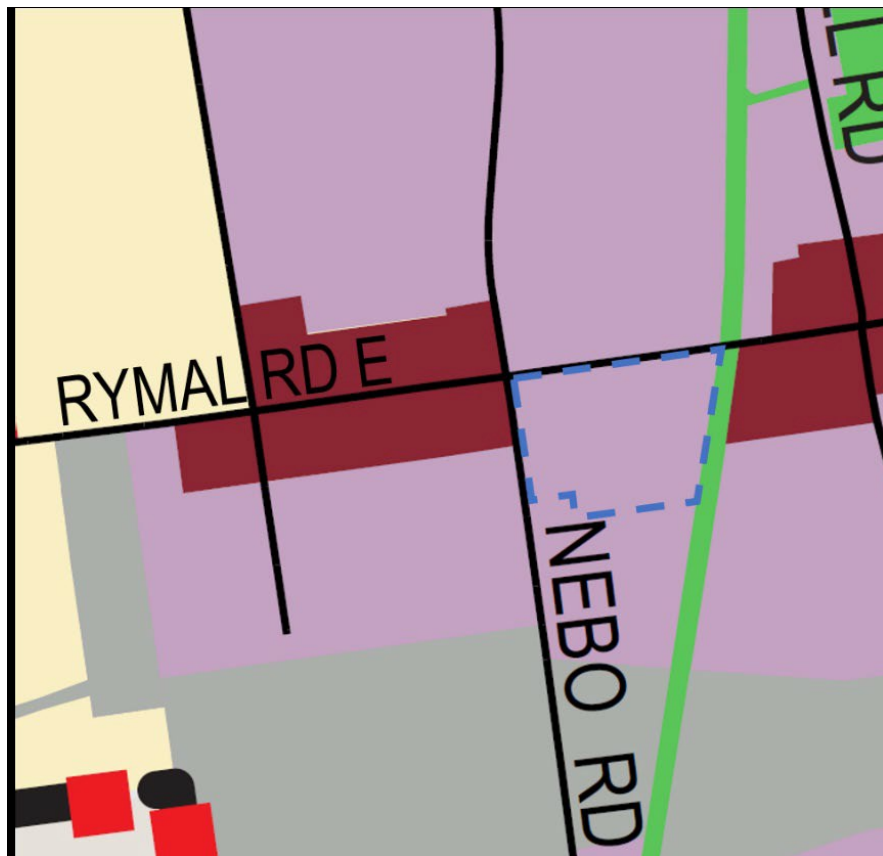
Location: 1280 Rymal Road E/
385 Nebo Road

Designation: Business Park

Proposed Use: Conversion of site to allow specialty grocery store on site and remove restriction for 500m² retail floor area limit across site

Recommendation: No conversion

- Not on edge of employment area
- Need has not been demonstrated



1725 Stone Church Road E

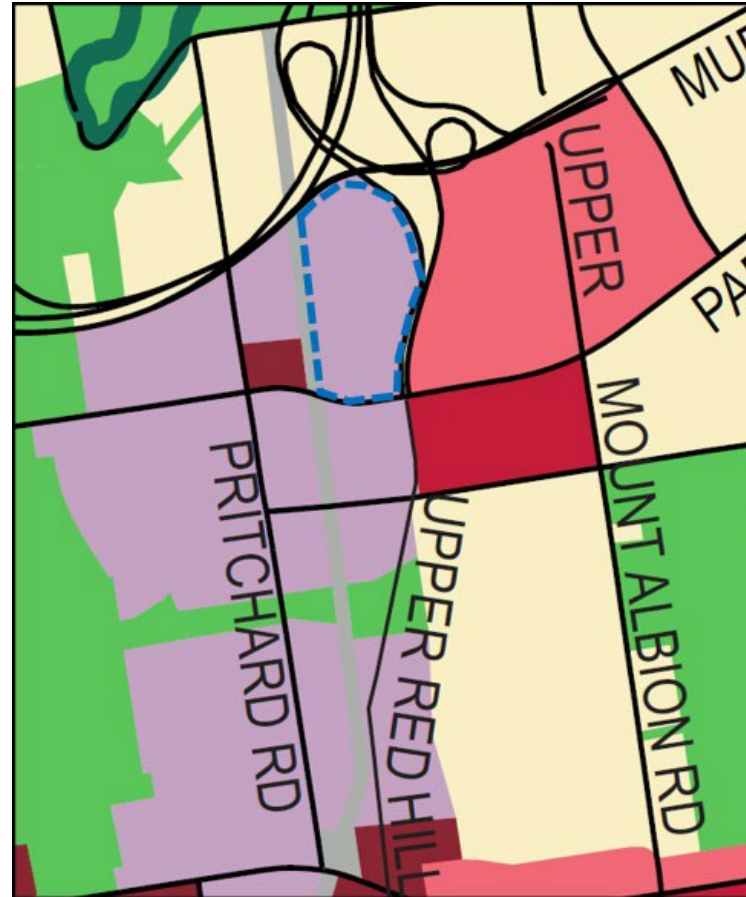
Location: 1725 Stone Church Road E

Designation: Business Park

Proposed Use: mixed use with full range of commercial, retail, office, and high density residential

Recommendation: No conversion

- Need for conversion has not been demonstrated
- Viability of employment –precedent for further conversions
- Commercial function of West Mountain (Heritage Green)
- Boundary of RHVP





INFORMATION REPORT

TO:	Mayor and Members General Issues Committee
COMMITTEE DATE:	August 4, 2021
SUBJECT/REPORT NO:	Update regarding Ontario Land Tribunal (formerly Local Planning Appeal Tribunal) appeals of Rural and Urban Hamilton Official Plans – Urban Boundary Expansion (LS16029(e)/PED16248(e))
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Michael G. Kovacevic (905) 546-2424 Ext. 4641 Stephen Robichaud (905) 546-2424 Ext. 4281
SUBMITTED BY: SIGNATURE:	Stephen Spracklin City Solicitor, Legal and Risk Management Services
SUBMITTED BY: SIGNATURE:	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department

COUNCIL DIRECTION

N/A

INFORMATION

The purpose of this Report is to provide an update to Council regarding the status of the appeals of the Urban Hamilton Official Plan and Rural Hamilton Official Plan in respect of urban boundary expansion.

Fifty-two appeals of the UHOP were filed in and around April, 2011. Pursuant to Ontario Land Tribunal (formerly Local Planning Appeal Tribunal) (“OLT”) pre-hearing

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conferences and orders/decisions resulting from them, issues in the UHOP appeals were grouped. This report provides information in respect of the UHOP Group 9 appeals and related appeals in the RHOP, which are appeals relating to the expansion of the Urban Boundary.

At issue in the UHOP Group 9 appeals and related RHOP appeals is the urban boundary. None of the appeals filed sought an urban boundary expansion other than the appeal filed by 456941 Ontario Ltd., 1263339 Ontario Ltd. and Lea Silvestri (known collectively as “Silvestri Investments”). Attached as Appendix “A” to Report LS16029(e)/PED16248(e) is a map identifying the appellants/parties and their landholdings.

Concurrent with the UHOP appeals being at the OLT, a Municipal Comprehensive Review (“MCR”) was commenced in late 2016 as part of the Official Plan review to bring the City’s Official Plans into conformity with the updated Provincial plans and policies, and as a requirement for any urban boundary expansion. Additionally, at the same time, the City was undertaking an update to GRIDS (which planned to the year 2031), known as GRIDS2, which will plan for the next 20 years of growth between 2031 and 2051. Many of the studies that are required as part of the MCR are also part of a growth strategy. As such, and in order to combine the public and stakeholder consultation into one process and efficiently use staff time and resources, the MCR is being completed concurrently with GRIDS2.

The studies being completed as part of the GRIDS2/MCR process include a Residential Intensification Update; Designated Greenfield Area Analysis; Employment Update and Employment Land Review; Agricultural System Refinements; as well as a Land Needs Assessment. On December 14, 2020 the draft 2020 Land Needs Assessment (“2020 LNA”) to accommodate the 2051 forecast was presented to the City’s General Issues Committee (“GIC”) and then to Council on December 16, 2020.

The 2020 LNA implements the 2019 Growth Plan (as amended) which uses different inputs compared to the 2006 Growth Plan. The 2019 Growth Plan minimums require 50% intensification target and 50 persons and jobs per hectare (pjh) for Community Area land only. The forecasts have been extended to 2051.

The 2020 LNA modelled four scenarios for Community Area land need based on different intensification targets and density assumptions for new growth areas,

measured in persons and jobs per hectare (pjh). The four modelled scenarios and resulting Community Area land need are:

SUBJECT: Update regarding Ontario Land Tribunal (formerly Local Planning Appeal Tribunal) appeals of Rural and Urban Hamilton Official Plans – Urban Boundary Expansion (LS16029(e)/PED16248(e)) (City Wide) - Page 3 of 5

- Current Trends (intensification: 40% 2021 – 2051; density: 53 pjh) - 3,440 ha
- Growth Plan Minimum (intensification: 50% 2021 – 2051; density: 65 pjh) - 2,200 ha
- Increased Targets (intensification: 50% 2021 – 2031, 55% 2031 – 2041, 60% 2041 – 2051; density: 75 pjh) - 1,640 ha
- Ambitious Density (intensification: 50% 2021 – 2031, 60% 2031 – 2041, 70% 2041 – 2051; density: 77 pjh) - 1,340 ha

Staff report PED17010(h) identified that due to land supply constraints (the City has supply of approximately 1,600 gross developable ha of available Community Area whitebelt lands), two scenarios can be considered for adoption going forward: Increased Targets or Ambitious Density. The 2020 LNA identified that there is no requirement for additional Employment Area lands to 2051.

Neither the RHOP or UHOP added any lands to an area of settlement but identified the Elfrida area as an area for future urban boundary expansion. In May 2017, the Province introduced the Growth Plan 2017, along with amendments to Transition Regulation O. Reg. 311/06.

On May 2, 2018 an OLT prehearing was held. At the prehearing the issue of the interpretation of the Transition Regulation, specifically which version of the Growth Plan - 2006 or 2017 - would apply to the disposition of the UHOP/RHOP appeals, was raised. The City advised the OLT of its interpretation of the Transition Regulation, namely that the Growth Plan 2017 (now 2019) should apply to the disposition of the UHOP/RHOP appeals. The Elfrida Landowners agreed with the City's interpretation; whereas the other subject appellants groups disagreed.

A motion by the City, seeking approval by the OLT that the Growth Plan 2017 (now 2019) applied to the disposition of the UHOP and RHOP appeals was heard on October 24-25, 2018. The OLT issued its' decision in respect of Motion on January 17, 2020. In its' decision the OLT found that the RHOP and the UHOP would add an amount of land (the Elfrida lands) to an area of settlement and ordered that applicable Growth Plan for the remaining RHOP/UHOP proceedings is the 2006 Growth Plan as it read on June 16, 2006.

While awaiting the OLT's decision on the Motion (October 2018 to January 2020), staff continued the MCR process, consistent with their interpretation that its results, particularly an updated land budget, would be required to apply the Growth Plan 2017 (now 2019) to the disposition of the UHOP/RHOP appeals; however, the forecasts and targets in the Growth Plan, 2006 are significantly different than in the 2017 (now 2019) version, as amended.

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In light of the OLT's decision regarding the Transition Regulation coupled with the new MCR process, City Council on December 16, 2020 (LS16029(b)/PED16248(b)) authorized staff to withdraw the City's UHOP appeal with respect to MMAH's deletion of the future urban boundary expansion area for Elfrida, and to participate in mediation (with private mediation being acceptable) in order to attempt to settle the UHOP/RHOP appeals. On December 17, 2020 the City withdrew their appeal and, on the same date, sent correspondence to all parties seeking confirmation if they were willing to participate in mediation. Staff were also instructed to encourage the appellants with urban boundary issues to negotiate amongst themselves and present a settlement to the City for consideration.

On February 2, 2021 the "City of Hamilton Land Needs Assessment to 2031: Preliminary Results related to the 2006 Growth Plan" was finalized. This report was a result of OLT's decision that the amount of community land need from 2021 to 2031 is to be based on the Growth Plan, 2006. As such, the City retained a consulting firm to prepare a Land Needs Assessment based on that direction. The LNA based on the 2006 Growth Plan identified a land need of 500 ha to 2031. If the UHOP appeals proceed to a hearing the OLT may order that an urban boundary expansion occur based on the policies in the 2006 Growth Plan and the amount of community land needed from 2021 to 2031 and this order would be independent of any result of the MCR process that is currently taking place.

Further to City Council's approval (LS16029(b)/PED16248(b)) and at the request of the landowners (TRE, TRW, Elfrida, Silvestri) an independent mediator was hired by all parties. The Ministry of Municipal Affairs and Housing ("MMAH") also agreed to participate in the mediation. The City participated in three days of mediation on March 30, April 1 and May 14. In between April 1 and May 14, the landowners participated in a mediation session held amongst themselves. Mediation has not yet resulted in a settlement which staff can recommend to Council.

A CMC case management conference before the OLT was held on June 22. At the CMC City Legal staff provided the OLT with a status update regarding the mediation efforts and requested the OLT to schedule a further CMC in December 2021, after Council adopts a land density scenario to be used for 2021 MCR. TRE and Silvestri opposed the City's request and instead requested a hearing date to be set in the spring of 2022. City staff, the MMAH and various other landowners opposed the request to set a hearing date. TRE's and Silvestri's request for a hearing date was denied and a further CMC was scheduled for November 2021.

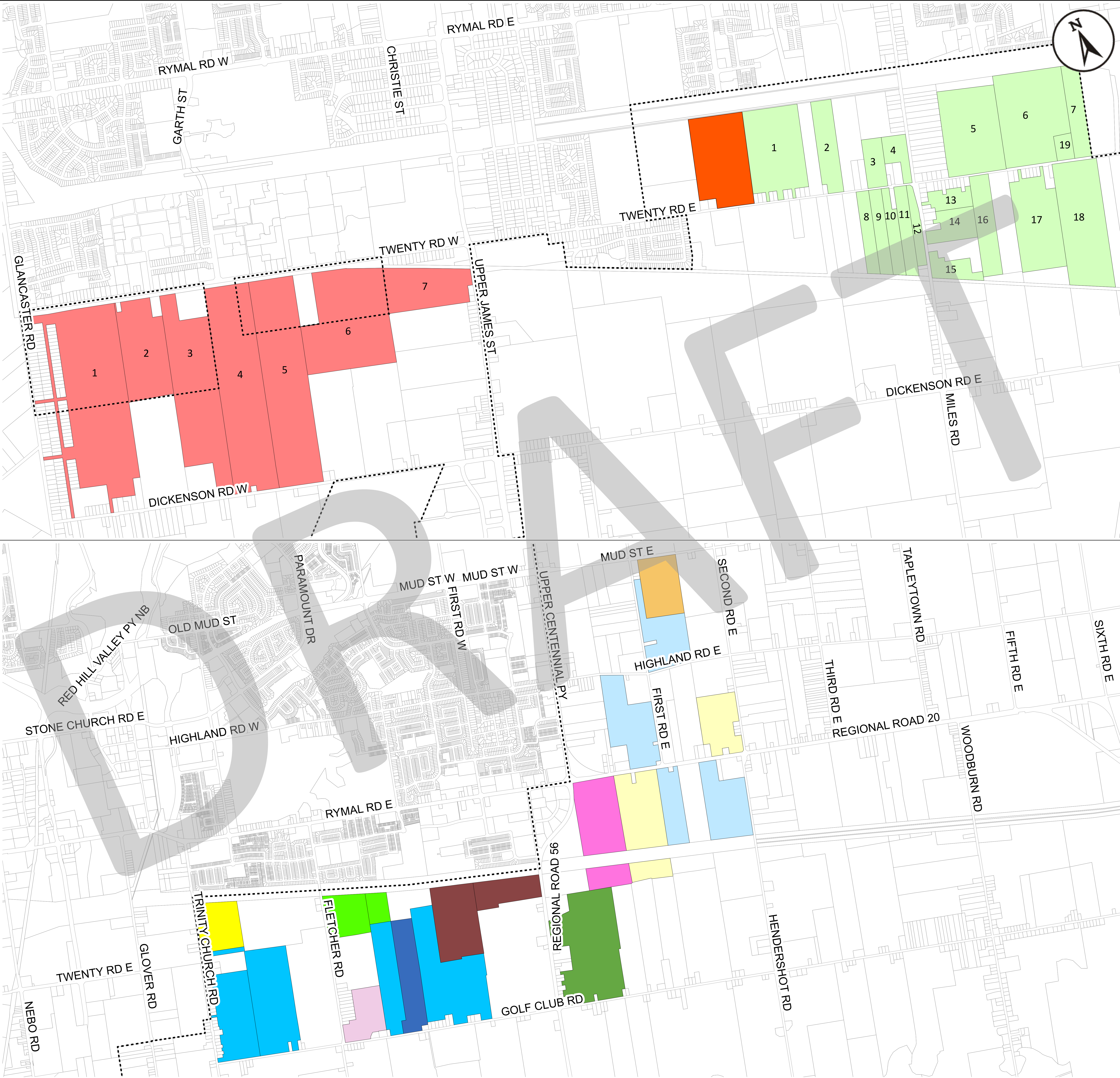
APPENDICES AND SCHEDULES ATTACHED

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Appendix “A” to Report LS16029(e)/PED16248(e) - Map of Appellant/Party Landholdings

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LPAT appellants or Parties/

not LPAT appellants or parties *

- Twenty Road West Landowners Group
 1. Liv Communities Limited*
 2. Sullstar Twenty Road Limited
 3. 909940 Ontario Inc and Lymount Developments Inc.
 4. 2112443 Ontario Limited
 5. Twenty Road Developments Inc
 6. Spallacci and Sons Limited
 7. Really Living*

■ Twenty Road East

■ 456941 Ontario Ltd, 1263339 Ontario Ltd. and Lea Silvestri

- Multi Area Developments Inc.
- Mud and First Inc.
- Paletta International Corporation
- 2188410 Ontario Inc.
- 2084696 Ontario Inc.
- 1356715 Ontario Inc. *
- Marz Homes *
- 1507565 Ontario Limited
- Artstone Holdings Limited
- Corpveil Holdings Limited
- DiCenzo Holdings) Inc.

■ 456941 Ontario Ltd, 1263339 Ontario Ltd.

Other Features

Urban Boundary ■ 456941 Ontario Ltd, 1263339 Ontario Ltd.

LPAT Appellants or Parties

