



City of Hamilton
GENERAL ISSUES COMMITTEE
REVISED

Meeting #: 21-023(a)
Date: November 19, 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:

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

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

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

1. STAFF PRESENTATIONS

- 1.1. 8.1 GRIDS 2 and Municipal Comprehensive Review – Urban Growth City-Wide Consultation Summary Report (PED17010(m)) (City Wide)
- 1.2. 8.2 GRIDS 2 and Municipal Comprehensive Review - Final Land Needs Assessment and Addendum and Peer Review Results (PED17010(n)) (City Wide)

- 1.3. 8.3 GRIDS 2 and Municipal Comprehensive Review - How Should Hamilton Grow? Evaluation" (PED17010(o)) (City Wide)

NOTE: Page 84 (of 274) of Appendix "A" to Report PED17010(o) has been updated. For easy reference, it is attached below as Item 1.3.a.

SECOND NOTE:

The following pages to Appendix A to Report PED17010(o) have been updated. For easy reference, they are attached below as Item 1.3.b.:

- **Page 185 of 274**
- **Page 186 of 274**
- **Page 201 of 274**
- **Page 222 of 274**
- **Page 223 of 274**
- **Page 225 of 274**

*1.3.a. UPDATED Page 84 (of 274) of Appendix "A" to Report PED17010(o)

*1.3.b. UPDATED Pages 185, 186, 201, 222, 223 and 225

2. MOTIONS

3. NOTICES OF MOTION

4. PRIVATE AND CONFIDENTIAL

- 4.1. 14.1 Update respecting Ontario Land Tribunal Appeals of Rural and Urban Hamilton Official Plans Regarding Urban Boundary Expansion in the Context of GRIDS 1 and 2006 Growth Plan (LS16029(f)/PED16248(f)) (City Wide)

Pursuant to Section 9.1, Sub-sections (e) and (f) of the City's Procedural By-law 21-021 and Section 239(2), Sub-sections (e) and (f) 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; and, advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

5. ADJOURNMENT



INFORMATION REPORT

TO:	Mayor and Members General Issues Committee
COMMITTEE DATE:	November 9, 2021
SUBJECT/REPORT NO:	GRIDS 2 and Municipal Comprehensive Review – Urban Growth City-Wide Consultation Summary Report (PED17010(m)) (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:	

COUNCIL DIRECTION

With respect to the Growth Related Integrated Development Strategy (GRIDS) 2 and the Municipal Comprehensive Review (MCR), and the associated Land Needs Assessment (LNA), the General Issues Committee at its meeting of March 29, 2021 approved the following:

- “(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;”*

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.

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At its meeting of August 13, 2021, Council approved the following further direction with respect to Report PED17010(l) which was presented at the August 4, 2021 General Issues Committee:

“(c) That staff be directed to publicly release the results of the city-wide survey, regarding the Land Needs Assessment and the Municipal Comprehensive Review, the week of September 13, 2021.”

Report PED17010(m) provides a summary of the City-wide mail consultation survey as information for members of the General Issues Committee.

INFORMATION

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 Lorius & Associates, which examined the capacity of the City’s Urban Area to accommodate the projected growth. The draft LNA was presented on December 14, 2020 to the General Issues Committee, following which staff conducted public and stakeholder consultation in early 2021 regarding the various land need scenarios presented. 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 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 the ‘Ambitious Density’ scenario be adopted for the GRIDS 2 process.

Approval of the draft LNA and the recommended ‘Ambitious Density’ scenario was deferred by Council. Council directed staff to undertake further public consultation on the draft LNA through a mail-out survey to all households in the City, as per the following:

March 29, 2021 Motion (Councillor Clark):

“(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;

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- (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;”*

1.0 Methodology

1.1 Survey Development

In accordance with the Council direction, a City-wide mail survey was created which asked residents to choose their preferred option for how Hamilton should grow to the year 2051. A copy of the survey is attached as Appendix “A” to Report PED17010(m).

Households were asked to choose between the following options:

- Option 1 – “Ambitious Density” scenario. Urban Expansion Land Need of 1,340 ha (3,300 ac);
- Option 2 – “No Urban Boundary Expansion” scenario. Urban Expansion Land Need 0 ha; and,
- Option 3 – “Other Suggestions?”

Option 3 allowed residents to specify an alternative urban growth scenario to be considered by staff and Council.

Space was provided to allow respondents to provide brief comments on the urban growth scenario(s).

Residents were requested to provide their postal code on the survey to allow reporting on the survey responses by geographic areas of the City.

1.2 Survey Promotion / Advertising

A webpage was set up on the City’s website exclusively for accessing information related to the Urban Growth Survey, including the three options for consideration (<https://www.hamilton.ca/grids2survey>). The distributed survey noted the main GRIDS 2 / MCR project webpage (www.hamilton.ca/GRIDS2-MCR) for more information on GRIDS 2, the LNA and other related reports and studies. The GRIDS 2 / MCR webpage was updated to link visitors to the new webpage for the Urban Growth Survey. There were 5,058 visits to the Urban Growth Survey webpage (includes repeated views by same user) and 3,969 unique pageviews from the time that the webpage went live, to the time that the survey closed on July 23, 2021.

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An email to the GRIDS2 / MCR project mailing list was sent on May 4, 2021, informing recipients that the mail-out survey was being created and distribution was anticipated for June of 2021. A subsequent email was sent on May 27, 2021 advising that the survey was anticipated to be distributed in June of 2021. A final email was sent out on July 23, 2021 to advise that it was the last day to submit a survey response (either through mail or email).

The mail-out survey was promoted through the City's social media on Twitter through four separate posts during the course of the survey distribution, and one post on LinkedIn. Twitter posts were published on June 24, June 30, July 7 and July 13, 2021.

1.3 Survey Distribution - Mail

In advance of the motion directing staff to undertake the survey being presented at the March 29, 2021 GIC meeting, staff investigated the expected cost of the survey based on distribution method. Distribution of the survey through neighbourhood walk mail coordinated by DirectWorx was chosen as the most effective and economical method for distributing the survey.

Beginning the week of June 21, 2021, Canada Post delivered the mail-out surveys to households across Hamilton through pre-assigned walk-routes. A total of 213,606 surveys were distributed to households across the City by neighbourhood walk mail.

In addition, 2,216 surveys were delivered via addressed (enveloped) mail to certain rural addresses on or near the municipal border which would otherwise not have been included in the neighbourhood walk mail distribution.

Altogether, 215,822 surveys were delivered to households across the City.

1.4 Survey Distribution – Email

Staff received inquiries from the public interested in ensuring there was an option available for all residents to give their input, and not be restricted to responding as a household, or having a fixed address. Staff initially distributed a PDF version of the survey to individual residents who requested an additional copy, with instruction that the response was to be sent back through email to the GRIDS 2 / MCR project email address: GRIDS2-MCR@hamilton.ca. However, there were many email requests for additional surveys to be made available, and in response, staff updated the City's webpage on July 13, 2021 to provide a PDF version for download, with instructions for sending in a response through email.

2.0 Survey Results

2.1 Results Summary

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In total, the City received 18,387 survey responses through both mail and email combined between June 22 and July 23, 2021 (survey end date). The breakdown of survey responses received for the three options during this period is provided in Table 1 below:

Table 1 – Survey Results

	Option 1: 'Ambitious Density'		Option 2: 'No Urban Boundary Expansion'		Option 3: Other Suggestions		Total
	#	%	#	%	#	%	
Mailed Responses	931	11.3%	6,743	81.9%	559	6.7%	8,233
Emailed Responses	157	1.5%	9,893	97.4%	104	1.0%	10,154
All Responses	1,088	5.9%	16,636	90.4%	663	3.6%	18,387

Option 2 – No Urban Boundary Expansion was selected by the majority of respondents (90.4% of all responses).

2.2 Public Comments

Some survey respondents provided additional comments about their views on the urban growth scenarios. The comments have been grouped in Appendices “C-1” to “E-2” of Report PED17010(m) according to the selected growth option on the respondent’s survey. Public comments which did not meet the City’s procedural by-law, which were defamatory, obscene, offensive, indecent, improper, rude or vulgar have been redacted in Appendices “C-1” to “E-2” of Report PED17010(m).

Staff have reviewed the comments that were received and have summarized the recurring themes / topics that were presented. The following summaries are not an exhaustive list of all comments received, but rather present the more frequent feedback provided by respondents on their preferred growth option. The order in which the themes or comments are listed should not infer any ranking or frequency of the comment(s).

2.2.1 Option 1 – Comment Summary

A total of 1,088 respondents (mail and email) identified Option 1 – ‘Ambitious Density’ as their preferred choice. The following themes were noted in the comments:

- Housing options – comments were received that indicated that more housing options other than predominately apartment units should be available to existing and future residents of the city. Pandemic has made living in apartment units undesirable;

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- Housing supply – housing types that cater to families are in demand and becoming less available, resulting in the need for people to move elsewhere;
- Affordability – limited housing supply for lower density housing options will create further affordability issues for those who do not already own this type of housing;
- Focused intensification – prioritize development of housing along transportation corridors with capacity on roads or with planned transit;
- Farm land values – farmers owning land in the whitebelt should be able to sell their land for development; and,
- Rural Settlements – increased development in rural settlements with residential low density to assist in meeting housing demand for lower density.

2.2.2 Option 2 – Comment Summary

A total of 16,636 survey respondents (mail and email) identified Option 2 – ‘No Urban Boundary Expansion’ as their preferred choice. The following themes were noted in the comments for Option 2:

- Underutilized / vacant buildings and lots – focus on redevelopment of housing in the existing urban boundary on properties / buildings that are vacant to improve access to housing and to improve the aesthetic character of the City. Commenters noted that many existing buildings were in disrepair and need to be rehabilitated to be used first before any new housing is considered;
- Climate change – concern that expansion of the urban boundary to accommodate new community development would have impacts on greenhouse gas emission targets when homes are built further from the existing urban area requiring the use of vehicles / fossil fuels. The City declaring a Climate Change Emergency, and the requirement of the City to act on this declaration, was also included in the responses;
- Active transportation - desire for a walkable city with methods of active transportation prioritized;
- Medium Density - develop housing forms in the existing urban area that are medium density (mid-rise buildings, townhouses) to address housing demand and to improve the urban streetscape without requiring all units in tall buildings;
- Infrastructure – concern about the cost of infrastructure expansion to new areas and cost of future maintenance. Comments noted that existing infrastructure in the urban area was in dis-repair and needs to be prioritized to be fixed before new City infrastructure is built;
- Affordable housing – concern that housing (ownership and rental) will continue to be unaffordable to many in the future, and the development of new communities through urban expansion will not assist those currently unable to afford housing. Concern that more needs to be done in existing areas of the city for those experiencing housing access limitations and homelessness;
- Reduced Growth Targets – the City should plan for a lower amount of growth and conversely that the Provincial forecasted growth of 236,000 additional people was too high; and,

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- Farmland protection and protection of Greenspace – farmland protection to ensure adequate food security for the future in Hamilton was identified by respondents. In this theme area, greenspace and farmland were sometimes used synonymously, notably in the commentary that rural areas should be protected because of the contribution rural areas make to the natural heritage system.

2.2.3 Option 3 – Comment Summary

Option 3 of the Urban Growth Survey allowed residents to provide other comments or an alternative growth scenario for consideration. A total of 663 survey responses indicating a preference for Option 3 were submitted, of which 657 respondents provided comments. The following themes were noted in the comments for Option 3:

- Preference for an option that does not require urban boundary expansion, but that also focuses development of medium and high-density housing in certain areas of the City (transit corridor);
- Desire for a growth option that has higher intensification rates than the Ambitious Density scenario and therefore results in a lesser amount of land required for expansion;
- A preference for the City to adopt the Growth Plan minimum targets for intensification and greenfield density;
- Prioritization of development of vacant buildings and properties within the urban boundary before bringing in new lands for development;
- Protection of greenspaces in the existing areas of the City and new areas;
- Preference for medium density housing forms in the urban boundary;
- Housing affordability issues need to be considered for future housing options; and,
- Minor intensification of existing residential properties should be encouraged broadly through Secondary Dwelling Units, including the rural area.

2.3 Postal Code Data

Respondents were asked to provide their postal code. A total of 16,585 returned mail and email surveys provided Hamilton postal code information with at least the first three characters.

Responses received from Hamilton area postal codes, grouped by the first three digits, known as the Forward Sortation Area (FSA), are summarized in Appendix “B” attached to Report PED17010(m).

The five postal code FSAs with the most responses were L9H, L8P, L0R, L9G and L9C.

Staff utilized the full postal code information in relation to the City’s Ward boundaries. A total of 16,013 survey responses provided complete (six-character), valid Hamilton postal codes. Staff cross-referenced the 19,297 unique postal codes in the City with their location relative to the mapped Ward boundaries.

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There are a few full postal codes that straddle two Wards, therefore, Table 2 of Report PED17010(m) provides a close approximation of the survey results based on the 15 City Wards. The results by Ward are presented below:

Table 2 – Survey Results by Ward

Ward	Option 1: 'Ambitious Density'	Option 2: 'No Urban Boundary Expansion'	Option 3: Other Suggestions	Total Surveys Received
Ward 1	43	1,740	43	1,828
Ward 2	41	1,225	35	1,301
Ward 3	37	1,116	24	1,178
Ward 4	28	777	25	830
Ward 5	65	599	38	702
Ward 6	67	766	31	865
Ward 7	83	849	52	985
Ward 8	69	650	24	744
Ward 9	71	506	31	608
Ward 10	45	677	22	744
Ward 11	66	902	41	1,009
Ward 12	111	1,496	48	1,655
Ward 13	64	1,801	50	1,917
Ward 14	53	704	30	787
Ward 15	71	755	33	860
Total	914	14,563	527	16,004*

*Of the 16,013 surveys received with full postal code, nine survey responses did not select one of the three survey options.

2.4 Survey Results after July 23, 2021

Staff continued to receive survey copies by mail and email messages in the GRIDS 2 / MCR email inbox with responses stating their preferred option after the July 23, 2021 closing date for Urban Growth Survey. A total of 1,166 email and mail responses were received after the July 23, 2021 closing date, up until the final date of recording the results and analysis (i.e. August 31, 2021). The emailed responses received after the

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survey deadline included a number of responses that supported Option 1 – Ambitious Density scenario.

These responses do not form part of the official survey results which includes only those responses received by July 23, 2021. However, as these responses do form part of the public input into the GRIDS 2 / MCR planning process, staff are providing this information for the public record but are not providing any further analysis of the survey results received after the July 23, 2021 date.

Table 3 outlines the summary of responses received between July 24, 2021 and August 31, 2021.

Table 3 – Total Late Surveys

	Option 1: 'Ambitious Density'		Option 2: 'No Urban Boundary Expansion'		Option 3: Other Suggestions		Total #
	#	%	#	%	#	%	
Mailed Responses	424	36.3%	475	40.7%	56	4.8%	955
Emailed Responses	91	7.8%	111	9.5%	6	0.5%	211
All Responses	515	44.1%	586	50.2%	62	5.3%	1,166

*Three emailed responses did not state a preferred option

3.0 Survey Design and Distribution Issues

Throughout the survey process, comments and concerns related to the design and distribution of the survey were raised by members of the public and Council primarily relating to the design, content, and distribution method of the survey tool. An overview of the concerns is provided below.

3.1 Survey Design and Content

- Perceived as a 'flyer' and discarded by residents – the design of the survey with colours and graphics was mistaken for a 'flyer' and discarded by some members of the public. It was suggested that a more formal survey design would have alerted members of the public to the importance of the mail-out;
- Not clearly identifiable as a piece of City mail (logo etc.) – the City's logo was present on the survey but not in a highly visible location. Related to the previous concern, an enhanced presence of the City logo may have distinguished the survey from being perceived as a 'flyer' and discarded;

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- Language perceived as biased – several comments noted that the language on the survey was biased in favour of Option 1, which was described as the “Ambitious Density” scenario. Option 2 was described as the “No Urban Boundary Expansion” scenario. Staff note that the description of Option 1 was taken directly from the draft Land Needs Assessment which described a series of potential land need scenarios, as well as the Council direction from the March 29 General Issues Committee meeting; and,
- Not enough information provided on the survey tool – staff acknowledge the difficulty in summarizing a complex topic on a two-sided sheet of paper. The survey was designed to provide an information overview and to direct members of the public to the GRIDS 2 – MCR webpage, or to contact staff, for further information.

3.2 Survey Distribution

- Survey not received / no ‘flyer’ preference – the primary complaint received regarding the distribution of the survey was that some households indicated that they did not receive a copy of the survey. Households that have identified a preference to not receive flyer delivery from Canada Post would not receive a copy of the survey. Based on discussions with Canada Post, in some areas there was a high proportion of households with a “no flyer” notice on their mailbox which resulted in residents not receiving the survey. In other cases, surveys may have been inadvertently discarded due to being mistaken as a ‘flyer’.

With staff working remotely, it was not possible to mail additional copies of the survey on request. Further, COVID-19 related restrictions meant that it was not possible to provide extra survey copies for pick up at City Hall or other locations.

In response to this concern, staff provided a copy of the survey via email to all requests that were received through the GRIDS2 / MCR project email or other staff contacts. In addition, staff made the survey available on the project website with instructions on how to submit a survey response to the project email address. Staff also made additional hard copies of the survey available to Councillors to deliver to their constituents;

- One per household – concerns were raised about the limitations of only one copy of the survey being mailed per household, in keeping with Council direction. However, staff heard from members of the public that multiple members of a household wished to respond to the survey. For the reasons noted above, it was not possible to provide extra copies of the survey through mail or pick-up. The option to submit a survey response via email was suggested in these situations;
- No online survey option – the Council direction was to conduct a city-wide mail consultation survey, and therefore, Staff did not investigate an option to provide an electronic survey tool online. However, an external website was created by the

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group Stop Sprawl HamOnt (SSHO) which provided a form wherein respondents who wished to vote for Option 2: No Urban Boundary Expansion, could input their contact information including postal code, and an automated email stating their preferred option would be generated and sent to the GRIDS2 / MCR email inbox, as well as a blind carbon copy to each City Councillor and the Mayor's office. These automated emails represented 81.7% (8,299) of all the responses (10,154) received through email to the GRIDS2 / MCR project inbox until July 23, 2021;

- Survey not widely advertised – comments were received that the survey was not widely advertised and some members of the public may have not been aware of the survey and the opportunity to express their opinion;
- Duplicate survey submissions – concerns were raised about the potential for individuals to photocopy and submit multiple surveys, or to download multiple PDF surveys and submit them. Staff sought to make it as easy as possible for residents to participate in the survey by making available both hard copies as well as a PDF version of the survey, but staff note that this does create potential for individuals to submit more than one survey response;
- Duplicate email submissions – concerns were raised about the potential for individuals to submit multiple email responses from different accounts, or through the third-party websites. Staff sought to make it as easy as possible for residents to participate in the survey by providing an email option, but staff note that this does create potential for individuals to submit more than one survey response; and,
- Duplicate survey submissions between mail and email - the option to provide survey responses through both email and mail raised concerns and comments about the integrity of the survey and concern that individuals could submit multiple votes. Staff noted that it was deemed important to allow survey responses to be submitted through email due to the concerns noted above. In acknowledgement of this concern, staff are reporting on the results received through mail and email separately, however staff do note that there is potential for duplicate results within the reporting.

Throughout the process, staff attempted to address and find solutions to the issues as they were identified. It is important to acknowledge these identified shortcomings of the survey / distribution in the reporting of results to understand and acknowledge potential issues in the data, such as the potential for duplicate responses.

4.0 Survey Cost Summary

The total cost to undertake the survey (not including staff time) was \$61,145.

A summary of the survey printing and distribution costs is provided below:

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Item	Description	Cost
Printing	Survey printing and folding	\$21,848.55
Distribution Preparation	Bundling for Canada Post Neighbourhood Mail delivery	\$3,993.44
	Envelope printing and stuffing for municipal border properties	\$1,284.47
Survey Distribution	Business Reply Mail fee	\$915.30
	Survey delivery postage fee	\$22,847.88
	Postage fee (to date) - Business Reply Mail (returned surveys)	\$8,847.60
Survey Response Processing	Temporary Staff Resources	\$1,408.00
Total		\$61,145.24

The survey costs increased from the original estimate of \$35 K due to need to print the survey on cardstock, envelope delivery to certain rural addresses, and postage rates for return mail.

In addition to the above noted printing and distribution costs, there were also significant staff hours involved in the survey preparation (content and design) and the data tracking and analysis. Staff estimate approximately 400 hours or almost 0.25 of one FTE was spent on the survey from design and creation through to data analysis and the preparation of this report. In addition, a temporary staff person was hired at a cost of \$1,408 (seven days) to assist with data entry.

5.0 Next Steps

The purpose of the mail out survey was to further inform Council of the preferences of the City constituents with regard to the “Ambitious Density” Scenario recommended by staff, and a No Urban Boundary Expansion scenario.

On November 9, 2021, staff will be presenting the findings of the Land Needs Assessment Peer Review, the final Land Needs Assessment report, and the results of the “How Should Hamilton Grow” evaluation to the General Issues Committee. Staff will be reviewing the input received from public through the Urban Growth Survey in preparation of the November 9, 2021 staff report.

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APPENDICES AND SCHEDULES ATTACHED

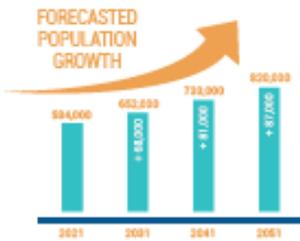
Appendix “A” to Report PED17010(m) - Urban Growth Survey Mail-Out
Appendix “B” to Report PED17010(m) - Survey Results by Postal Code Forward
Sortation Area
Appendix “C-1” to Report PED17010(m) - Option 1 Public Comments – Email
Appendix “C-2” to Report PED17010(m) - Option 1 Public Comments – Mail
Appendix “D-1” to Report PED17010(m) - Option 2 Public Comments – Email
Appendix “D-2” to Report PED17010(m) - Option 2 Public Comments – Mail
Appendix “E-1” to Report PED17010(m) - Option 3 Public Comments – Email
Appendix “E-2” to Report PED17010(m) - Option 3 Public Comments – Mail

LV:sd



HOW SHOULD HAMILTON GROW TO 2051?

We want to hear from you about how the city will grow. How should Hamilton manage this mandated future growth?



Year	Population	Change
2021	594,000	-
2031	652,000	+ 58,000
2041	710,000	+ 58,000
2051	820,000	+ 110,000

INTENSIFICATION & DENSITY ARE IMPORTANT!

If the City plans for **more intensification** and **higher density** development within our existing neighbourhoods in the urban area, it will reduce the amount of new greenfield lands outside of the existing urban boundary needed to 2051.

WHAT IS "GREENFIELD LAND"?

Greenfield land is currently undeveloped land at the edge of the City. It is currently a mix of farmland and rural lands.

WHAT DOES INTENSIFICATION MEAN?

Intensification is the development of new residential units in the City's existing developed area.

WHAT DOES DENSITY OF DEVELOPMENT MEAN?

It is the number of units that can be built on a hectare of land. For example, tall towers would be considered an example of "high density" while single detached homes would be considered "low density". There are also many forms of medium density housing, such as townhouses and low-rise apartments.



HOW SHOULD HAMILTON GROW TO 2051?

1000463183-L8P4Y5-BR01

 CITY OF HAMILTON
 PLANNING DIVISION
 71 MAIN ST W 4TH FLOOR
 HAMILTON ON L8P 9Z9

Please fill out this survey and return the postage-paid form by **July 23, 2021**.

Appendix "A" to Report PED17010(m)
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HOW CAN THE CITY GROW? There are **2 key choices** the City must make:

- 1** How much of the population and housing growth should be planned for within the city's existing urban boundary through intensification and redevelopment in existing neighbourhoods and communities?
- 2** How much of the population and housing growth should be planned in new greenfield neighbourhoods and communities located beyond our current urban boundary? The addition of new greenfield lands to the urban area is called urban boundary expansion.

WE WANT TO HEAR FROM YOU!

The survey options below allow you to choose between options which consider different intensification and density targets, which changes the required urban boundary expansion area.

DID YOU KNOW?

Over the past 10 years, **9,256 intensification units** have been constructed, with an intensification rate of **39%**.

..... **WHICH OPTION DO YOU PREFER?**

<p>OPTION 1. "AMBITIOUS DENSITY" SCENARIO</p>	<p>OPTION 2. "NO URBAN BOUNDARY EXPANSION" SCENARIO</p>	<p>OPTION 3. OTHER SUGGESTIONS?</p>
<p>Plan for 81,520 new housing units through development in the existing urban area, for an average Intensification rate of 60% between 2021 and 2051.</p> <p>Plan for 28,660 new housing units through development of new greenfield lands beyond our current urban boundary.</p>	<p>Plan for 110,180 new housing units through development in the existing urban area, for an average Intensification rate of 81% between 2021 and 2051.</p> <p>Plan for 0 new housing units through development of new greenfield lands beyond our current urban boundary.</p>	<p>Do you have other suggestions?</p> <p>A different intensification rate, higher or lower density?</p> <p>Please tell us your ideas on the attached survey card or email us at grids2-mcr@hamilton.ca.</p>
<p>Result: Urban Expansion Land Need 1,340 ha (3,300 ac)</p>	<p>Result: Urban Expansion Land Need 0 ha</p>	

Need more information? Visit our project website at www.hamilton.ca/grids2-mcr



Postal Code: _____

Please circle your preferred Urban Growth Option choice.

OPTION 1.
"AMBITIOUS DENSITY"
SCENARIO
Urban Expansion Land Need
1,340 ha (3,300 ac)

OPTION 2.
"NO URBAN BOUNDARY
EXPANSION" SCENARIO
Urban Expansion Land Need
0 ha

OPTION 3.
OTHER SUGGESTIONS?

General Comments: _____

or send us your comments via email to grids2-mcr@hamilton.ca



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Survey Results by Postal Code Forward Sortation Area (FSA)

Postal Code Forward Sortation Area (FSA)	Total Survey Responses (Mailed and Emailed)	Option 1	Option 2	Option 3
L0P	34	0	33	1
L0R	1520	100	1371	49
L3M	6	0	5	1
L7P	1	0	1	0
L7S	0	0	0	0
L7T	8	0	8	0
L8B	469	33	408	27
L8E	483	39	417	27
L8G	468	44	399	24
L8H	365	11	346	8
L8J	454	59	368	27
L8K	698	55	614	28
L8L	813	27	768	18
L8M	587	24	549	13
L8N	494	19	455	20
L8P	1707	36	1638	32
L8R	493	16	472	4
L8S	834	31	782	21
L8T	517	44	447	26
L8V	413	36	358	19
L8W	393	55	324	13
L9A	601	59	515	27
L9B	434	26	384	24
L9C	1034	86	902	44
L9G	1238	85	1121	32
L9H	2086	42	1988	55
L9K	282	26	247	9
N0A	14	0	14	0
N0B	64	3	60	1
N0E	4	0	4	0
N1R	9	0	8	1
N3L	1	0	1	0
N3R	3	0	3	0
N3T	15	0	15	0
N3W	43	0	43	0

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Public Comments (Email) – Option 1

*Five (5) duplicate comments have been removed

1	<p>Many people have not received or even know about this survey. The organized campaign to "Stop Sprawl" has 100 people pitching in a combined \$32,500. 1000s of people have mindlessly clicked a button in their desire to 'save something'. Money spent on placing ads in the local media and purchasing lawn signs to place on their lawns to showcase their desire to prevent other people from having lawns.</p> <p>John Best of the Bay Observer said it best - BLIND TO THE IRONY. "There is a certain irony in householders who already have their slice of the dream – an actual house, telling the next generation that they must live in a high rise for the rest of their lives; because there is only one way to stop urban sprawl– massive intensification and that means apartment towers, lots of them."</p> <p>https://bayobserver.ca/2021/07/20/blind-to-the-irony/</p> <p>Nevermind the plastic signs constructed from fossil fuel use, wielded by the same people who are constantly trying to tell us how our fossil fuel use is destroying the planet. But when they need fossil fuels...</p> <p>When we change the zoning to allow for developments in Elfrida/Glanbrook, no one is being forced to sell their property. All the dark money that seems to be creeping into local politics could divert into that to purchase these plots they can then save.</p> <p>We've known about this for a long time, it's not new. There is no difference between a Liberal 60% and a Conservative 50% at the end of the day.</p> <p>Let's continue being the ambitious city.</p> <p>I would bet dollars to dimes that if the plan was to raze Elfrida/Glanbrook to put in solar and wind installations, all the Stop Sprawl people would be campaigning for this.</p>
2	<p>Although we are in the business of farming, we have land that is adjacent to a settlement area, which has become very difficult to farm over the years. The land no longer produces quality product as it has been depleted of all minerals and nutrients after 7 decades of farming. Like ours, there are many similar situations. When it like this, it makes sense to remove land from the green belt to accommodate new homes to fill a housing shortage. I don't, however, agree with the removal of viable farmland to make room for housing.</p>

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3	<p>Absolutely the City should expand the urban boundary to allow for needed housing. Not everyone wants to live in a high rise downtown. Families want backyards for children to play and families to gather. The areas being considered for growth will not upset farm lands or food supply. Some people have their heads in the sand when it comes to growth. Obviously people want to buy homes in neighbourhoods...they sell out as soon as they are built.</p> <p>The forecast for homes needed should be enough of an indicator that Hamilton must grow to accommodate. New neighbourhoods provide a sense of community and the younger generations desperately need that. Let's just get on with it.</p>
4	<p>Actually, we need even more urban boundary growth than what the survey is offering, and we need it fast. Housing prices and rents have become insane in this city.</p>
5	<p>After reading all the information & living in Hamilton since 1983, we prefer to see Hamilton grow to attract more talents/businesses/investments which benefit all Hamiltonians, especially since we are located in between 2 big cities, Toronto & New York City. Furthermore, Hamilton airport has been underutilized for such a long time which is a waste of our resources. We prefer to fly out of our Hamilton airport as compared to all the headaches & costs to fly out of Toronto Pearson International Airport.</p> <p>With the growth potential, it will reduce business taxes, commercial & residential taxes which give Hamilton a competitive advantage to other cities. We have to be able to offer good jobs & more choices to our younger generations in order to keep them here and raise their family in Hamilton, instead of moving to Toronto for the sake of making a living (employment).</p> <p>Without the base of younger generations to pay taxes/ income taxes, it will be very difficult /challenging for the city to continue to provide all sorts of services to support the seniors & various social programs.</p> <p>We have experienced first hand that our children have to move to Toronto because they can not find good paying jobs in Hamilton. They are qualified & highly motivated.</p> <p>The equation is very simple -- we need more investments & businesses to locate in Hamilton in order to create jobs, otherwise we will lose our young talents to other cities.</p>
6	<p>Although I circled the first option, I really think that a VERY CAREFUL look at WHERE the expansion of the Urban boundary is going to be is key. Forward thinking, that is with environmental impact in mind, is really important here!</p>

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7	<p>Am totally in favor of Urban Growth!</p> <p>Would prefer Growth in areas to include Ancaster. One Growth area originally designated for Smart Growth was land in the Book Road area. Councillor Lloyd Ferguson convinced City of Hamilton Planning to have that area designated Greenbelt from its original designation as established by the Provincial Greenbelt Committee in 2004. Let's put it back as Development Land as it was originally designated. The people want an alternative to Stoney Creek!</p>
8	<p>As a major landowner in Hamilton with numerous properties, we question why we did not receive any surveys in the mail. We are therefore submitting our preferred option by email, and trust this vote will be counted.</p>
9	<p>Based on past results, I doubt we can achieve the required level of intensification under Option 2. There will not be enough supply to meet demand and the homes will become even more unaffordable. (The Teranet Housing Index was up 28% in the Hamilton/Burlington region in the last 12 months). Young families and immigrants will go elsewhere. Is that what we want?</p>
10	<p>But I have suggestion for all the builders. Why can't they resell the cut wood, plywood wire etc. instead of sending to dump to recycle. Meaning hire someone to set up a store area and let people but any length or piece they want. With the price of wood and accessories people would buy it. I have seen bins full of 2x4s and plywood. It would create jobs and keep stuff out of our dumps.</p>
11	<p>Clearly more land needs to be available for development given the prices of homes are unaffordable for most citizens because of a lack of supply of homes.</p>
12	<p>Expanding the Hamilton urban boundaries is a crucial part of addressing the current affordability crises at a local level.</p> <p>In multiple recent analyses of affordability rates, Hamilton has been ranked as one of the least affordable cities to live in worldwide, with respect to the cost of housing. This is the result of the confluence of several well intentioned but misguided government policies at the local, provincial, and federal levels.</p> <p>One of the more significant of these being the slow down in the construction of single family homes, despite this being the primary source of demand in the housing market. This demand will only increase. Families need homes they can make their own, can accommodate their changing composition over time, and which have private, safe, outdoor space.</p> <p>Any solution Hamilton develops to address the affordability crisis must include an</p>

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	<p>increase in the supply of the types of homes families need. This is impossible without expanding the urban boundaries.</p>
13	<p>General Comments: As a 25-year-old McMaster graduate and lifelong Hamilton resident, I've seen first-hand how The City's artificial restrictions on housing stock have fueled >20% year-over-year increases in housing prices and market rents. At the same time, local employment opportunities and wages have remained stagnant. While this is a non-issue for those who already own houses in Hamilton (and proudly plant their "No Urban Boundary Expansion" lawn signs), it leaves only one option for me and many others like me - to leave our hometown behind.</p> <p>Sustainable development should not only consider environmental sustainability, but also economic sustainability. When a higher and higher proportion of residents' income is going to housing, it starves local businesses of revenue and stifles local economic growth in the long-run. The solution is to keep housing affordable, not by imposing more policy, but by lifting artificial restrictions on housing supply and allowing developers to satisfy the demand for housing both within the urban boundary (with mid- and high-rise development and laneway housing) and also outside of it (with greenfield developments).</p>
14	<p>Hamilton desperately needs more housing. Thank you for caring about this issue. I hope to see our city expand.</p>
15	<p>Hamilton faces a housing affordability crisis and intensification is not enough to meet this problem. We need more suburban development (supply) to support intensification efforts.</p> <p>Housing pressures from Toronto migration and increased immigration rates require more than just intensification to support the demand of all these future Hamiltonians.</p>
16	<p>Hamilton's roads and traffic and infrastructure are all in need of improvement. The old City core is improving but needs sustained redevelopment to be a successful urban City. Hamilton needs a larger tax base and growth demands are increasing dramatically as affordable urban housing is essential to our entire inter-City network. East of Hamilton, Lake Ontario is jammed by demands to grow as other cities have run out of space to grow. Flamborough is ideally suited for growth in Hamilton North.</p> <p>We must recognize that a heavy west to east relationship as Hamilton bookends the Greater Toronto area with unique and affordable qualities.</p> <p>I always see "urban sprawl" as huge density high rise communities. The desire for families to live in their own homes in neighbourhoods is still the Canadian dream. No expansion area anywhere can beat the attractiveness of Flamborough</p>

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17	Housing prices are out of control and we need more affordable housing.
18	<p>I am a lifetime farmer that farms land from Ancaster to flamborough east. I would welcome an sitdown opportunity with the planners making the decisions on this.</p> <p>By restricting expansion of the urban expansion we are driving growth out of our community to neighboring communities not restricted by the surrounding greenbelt. This has driven farming out of our community. We own land that is being farmed that is surrounded on 3 sides by development but because it has been designated greenbelt it can not be developed. It is dangerous bringing in modern farming equipment into curbed high density roads and high density population.</p> <p>The lands fronting on Garner road between Shaver Road and Fiddlers Green should be developed and stop fooling yourselves. Much better farmland is being consumed in the province for development. Just head to the other side of Brantford to see this. All prime farmland in a low population density being converted to residential and commercial development. People are driving further for jobs because of less expensive housing availability in other communities ie Caledonia Brantford.</p>
19	I am a resident of Dundas and I believe that we should pursue growth through option 1 in the survey, through urban intensification. The more we can intensify growth within urban boundaries, leaving rural areas alone is the best option for urban growth.
20	I am a young professional, completing a phd and my husband is a paramedic. We have a good income, and have worked and saved and have watched the price of housing in this city skyrocket. We would love to have a family, in a home that is our own just like our parents, however the stifling of urban expansion and the inability to build homes to meet demand has priced us cleanly out of the city we call home. I implore you to consider all options to improve affordability for local Hamiltonians, both newly settled and long term residents such as us, who wish to continue to live in and contribute to this community.
21	I am in favour of expanding the urban boundary in Hamilton, Ontario. I believe the city of Hamilton needs more land available to build new houses. What the Province of Ontario is referring to as ambitious density.

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22	<p>I believe Option 1 blends density increases with growth. It allows industrial areas to be used for residential (e.g. Pier 8 as I recall) while also keeping industrial areas near the waterfront...a significant advantage for Hamilton. My selection for the survey is Option 1.</p> <p>Additionally - area growth has been occurring over my life in Hamilton. It has been reasonably managed and areas such as Meadowlands (an old swamp farm area of no significant interest - my 1969 Superbee used enjoy those roads ;)) - now a significant shopping + business area.</p> <p>The remaining option (excluding new ideas) limit growth in several categories and limits generally never result in good choices...because of the limits.</p>
23	<p>I choose OPTION 1 AMBITIOUS DENSITY SCENARIO because it is the best for the development of the city</p>
24	<p>I choose option 1 with a good mixture of gentle intensification in the urban core and new housing in new lands.</p> <p>Reasons:</p> <ol style="list-style-type: none"> 1. Intensification should not interrupt very beautiful and stable and established neighbourhoods by adding high-rises that don't fit into the character and way of life of that area. Jamming in a condo between established homes is wrong and reduces the quality of life of those neighbourhoods. 2. Intensify in the busy urban areas such as downtown, uptown, areas that have stores, businesses, transit. Intensify in areas downtown and elsewhere that are just empty parking lots. 3. A successful city must offer quality of life. High density reduces the quality of life with small living spaces and little fresh air. Wherein families should have a choice of space and air around their property, with a backyard. If we don't build real houses we are not giving people a choice. 4. Seeing that severe intensification can cause the spread of disease in this day and age, I feel we would be going backwards if we did not have a choice. We have to re-visit the whole idea of extreme intensification. Gentle intensification is the way to go in the areas I mentioned above.
25	<p>I do have a few comments.</p> <ol style="list-style-type: none"> 1) 3,000 acres sounds like a lot of land but people do not realize that 70% of Hamilton is rural. There are some farmers in Hamilton that singlehandedly farm more than 3,000 acres. 2) While it takes 500 years to create an inch of topsoil, we have a lot of vacant land that has poor topsoil and is not ideal for agriculture. These areas should be prioritized for development over rich agricultural areas.

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	<p>3) There was not a lot of attention given to what intensification currently exists under the Places to Grow legislation. Some are inaccurately portraying this 3,000 acres as solely single-family homes, which is not permitted.</p> <p>4) Many of the homes demonstrating signs in favour of Option 2 are single family homes. Some are in heritage areas. Intensification also means that higher density could be popping up in their neighbourhood. In our own neighbourhood, previous supporters of intensification suddenly opposed a 26 floor tower near the Winona Costco.</p> <p>5) Ontario welcomes 200,000 or so immigrants every year. They need somewhere to live. Existing urban areas in Hamilton will not be sufficient.</p> <p>6) With increased density goals under Places to Grow, I believe we can achieve our smart growth goals with only a minimal incursion of 3,000 acres.</p>
26	<p>I drive past the signs of people opposed to it every day, and most are not farmers, but rather are people who've bought a big house out in the country and want to keep their isolation.</p> <p>I support expanding the urban limits so that farmers can sell their land to non-farmers and retire wealthy, to increase the availability of housing, and to weaken the farming lobby, because without Ontario farms, food would be no less scarce than it currently is. It's time to stop letting a vocal minority from breaking the solidarity of our city. We ARE a city and so food security based on our greenbelt would be impossible no matter the support farms receive. Let's grow as a city, without the sway of a vocal minority blocking the march of progress.</p>
27	<p>I feel Hamilton needs to expand Urban boundaries to address the increasing population and housing supply issues, especially in Waterdown.</p>
28	<p>I feel Hamilton needs to expand Urban boundaries to address the increasing population and housing supply issues.</p>
29	<p>I feel no boundary changes will further exacerbate the housing affordability issue.</p>
30	<p>I fully support Option 1 resulting in 1340 ha of urban expansion.</p> <p>My property is 100 acres and I like many rural owners lease out the land to farmers who plant soy or corn. These do not directly feed the population and provide only nominal income as farming is not my profession. As well, most of the property and the area is swampy. A far better use of the land is development. The local road infrastructure here is primed for development (hwy</p>

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	<p>52, hwy 5, hwy 8 junction) with lots of available water. The increase in property value would be a huge benefit for the families like myself who have invested in the area.</p> <p>I would be pleased to provide additional information and opinion if requested.</p>
31	<p>I have not received a paper copy of the survey. I would like to support option 1, Ambitious Density scenario. Residents of Hamilton will move to where they can find accommodations that fit their needs. Not what politicians, city staff, activists decide they should live</p>
32	<p>I live downtown which is noisy and has poor air quality. Travelling east/west is difficult due to a lack of infrastructure. When I visit my friends who also live downtown there is a lack of street parking and I sometimes get tickets. More intensification and higher density will just make this worse. Let's have some of our growth occur outside the current urban boundary.</p>
33	<p>I see the “Stop the Sprawl” signs on the lawns of people who enjoy a nice big residential property, but want now to deny that same opportunity to the younger generation. Perhaps they’d like to move into a single room condo somewhere and allow a young family to have the property. Seems pretty hypocritical.</p> <p>Maybe the property tax assessment system needs to be updated - one person living in a 2500 sq foot residence/quarter acre lot should be taxed higher.</p> <p>We need growth of more than just condos.</p>
34	<p>I think the city should also increase the high of the city skyline to 50 stories in the downtown core.</p> <p>The city requires a monument landmark in the skyline... Century 21 apartment doesn’t cut it anymore.</p>
35	<p>I tried to access this City of Hamilton survey on line but there were no links that I could see.</p> <p>Re the growth options : social studies involving child development indicate raising families in condo high rise style facilities with limited space is not a good social idea. The children as well as parents incur significant higher stress hormone levels then children and parents in larger ground based housing especially when that housing has its own private outdoor space.</p> <p>Studies also show that most families do not want to raise their children in high rise or even ground based condo units and the price they are willing to pay for a</p>

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traditional ground based detached home is a strong indicator of this desire.

Urban growth is driven by four factors :

1. Desire of surrounding citizens to migrate to the city as the city offers better or more affordable alternative then the community they are in or their move is job related.

2. Out of area and out of Province citizens migrating to the city for reasons similar to 1 above

3. Immigrants from outside Canada into Canada and settling in the area.

4. Children raised in the area returning from schools and elsewhere to establish their family units in the area.

The growth in Hamilton population is being driven by all four engines however the third item is driven by the federal government and by its policies to achieve population growth by immigration. Faxctors 1 and 2 then come into play.

Factor 1 is the driving growth issue as Toronto prices for housing has skyrocketed due to lack of affordable alternatives which has seen a massive migration from the GYA into the GTA west (Burlington ,Hamilton, Niagara). This will remain strong as work from home and rapid GTA transit allows further out employment opportunities. Land down town Toronto is too expensive even for many companies so we will see companies migrate to lower cost areas (eg Niagara) and using freed up capital from sale of central GTA facilities to relocate and avail itself of lower cost jurisdictions.

Hamilton needs to make significant changes in its growth patterns.

Firstly Option 1 is far better than option 2 .

However Option 1 needs to address expansion of the city into the Dundas lands between the escarpment and the bay. It makes no sense to have the urban core of Waterdown isolated from the rest of the city and the Dundas valley area is far more conducive to development needs then is the mountain expansions. The time has come to use these Dundas lands as they are far more centralized to integration into the GTA and transit use then is the Mountain and Binbrook expansion areas..

The lands in the Dundas valley are not agricultural lands but are rural lands whereas the mountain lands are actual agricultural lands let go fallow by non farm owners hoping they get transferred to rural lands with development opportunities.

I suggest the City needs to tell the Province the Places to Grow rural plans are not satisfactory. Housing in the city rural areas is at a premium already and is

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even less affordable than is urban housing options. The city growth should allow expansion of the rural settlements and true rural residential lots in a formulae tied to overall urban housing expansion. The greenbelt has only made rural real estate jump in value as it does nothing to curb demand but relies on a failed economic theory stoppin supply will curb the demand.

Building massive numbers of 500-1000 sq ft condo highrise units is what intensification means and it will meet the short term goals for the needs of individuals and couples however the demand for these are the sale of downtown GTA units and migration of those owners to Hamilton (Reason 2) based on transferring their equity into something better.

stopping development on open rural lands by using global warming as the excuse is simply lazy and a convenient excuse not based on any environmental rationale. Whether you build 40 units on one piece of land or on another makes no real difference to the environment as the impact of the build is the same. However if you build on open rural lands the next thing the new owners do is plant grass, shrubs and trees and over twenty years you actually get increase canopy and CO2 absorption then the older open field could absorb, especially as the building of the units elsewhere are still creating additional environmental gasses.

Courage comes in creatively using land and expanding onto open rural greenspace with the build types allowing the market forces to take place. This is not advocating only detached single family construction but there needs to be a balance so there are sufficient stocks of all types to meet the demands of families as they grow and mature.

Urban planning has become such a big business for the city. The planning and building departments are overstretched and the red tape it has created is a major issue affecting housing construction. Lack of supply is causing price escalation based on simple economics: low supply, High demand equals price increases. Combine this with Covid affecting housing type demand and the Billions of new dollars (over 300 Billion) printed and put into circulation and no wonder the housing prices have skyrocketed.

I suggest if you want the urban housing supply to be resolved and the prices made affordable that the city develop an 18 month open season for any and all housing developers to come and make proposals re zoning and renovating areas of the city eg the North and east end. Restoration of the grey and white field sites and that restricting conversion of blocks of areas should not be heritage driven,

In conclusion the city needs to expand the urban boundary. It needs to add the Dundas valley lands into the urban boundary. It needs to allow a 20% increase in

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	rural settlement units and a 10 % increase in rural residential units. It also needs to encourage companies to relocate to the East and South ends.
36	I vote for option one - intensification within the existing urban boundary.
37	I would also like to comment that Hamilton needs to focus more on mid-density multi-family development (6 stories or less). We need a higher amount of family sized housing and not a flood of studio or single bedroom condo units. Amend zoning bylaws to mimic the inner-city streetcar suburbs this City built prior to the 1950s and build the 'missing middle'!
38	I would like to see Option 1 guide Hamilton's expansion. As someone who is raising a family in a condominium townhouse in an area surrounded increasingly by stacked townhouses, I believe that we need to increase affordable low density detached housing as part of our expansion plan. We have seen enough regulation of our land use by the Greenbelt as well as by conservation regulations. Areas that are currently in the White Belt need to be allowed to be developed in the next thirty years so that new residents and particularly families are not priced out of the housing market due to low supply.
39	I would like to voice my support for the city staff-recommended Ambitious Density plan (Option 1). I support urban intensification as the preferred option for growth, but understand the need to: Conform with provincial policy and maintain local control over the details of this decision Develop some new supply of ground-related dwellings in order to prevent house-seekers from jumping the greenbelt Develop parcels along the future S line BRT route to allow its future construction Use the whitebelt lands identified for future growth to guard against future public sentiment turning against Greenbelt protections
40	If Hamilton wants to grow, it must offer urban, suburban and rural residential options, like all other cities in Ontario. COMMENT: The survey is: (a) overly simplistic and lacking in informative information; and, (b) gives the impression that there are only 2 Options being considered.
41	It should be implemented along with redevelopment of existing space. For Hamilton to grow as something more than an industrial city we will need neighborhoods that will attract more educated and diverse populations.

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42	My family is fortunate enough to own a single-family home. We believe that more residents should have this option, and not everyone should be destined to raise a family in a high rise.
43	<p>My preferred growth option is Option 1 ("Ambitious Density" Scenario) as it is the only realistic option to be able to achieve the provincial growth targets and help with housing affordability by increasing supply.</p> <p>Option 2 with no urban boundary expansion would require an 80% intensification target which is not realistic. It's already very difficult to get developments within the urban boundary approved with a current intensification rate of only 40%.</p> <p>As a result, I believe a combination of some urban boundary expansion combined with more intensification is our best option.</p>
44	My Urban Growth Option is “Ambitious Density” scenario. I didn’t see a specific plan to build a new hospital for the increased population. I think the west mountain is a good location for a new tertiary hospital especially if intensification of urban growth occurs there.
45	No urban expansion sure sounds nice, but farmers should have the freedom to sell their land to the highest bidder, just like the rest of us. Plus, there is so much NIMBYism in my neighbourhood alone, I find it near impossible to believe an 81% intensification rate across the city could be achieved. People fight tooth and nail against anything higher than three stories in Westdale, making densification a non-starter for so many citizens.
46	Not all land outside of the current urban boundary is farmland. With more people working from home families want options to live outside the current city boundary.
47	Of the two options given, I prefer Option 1 "Ambitious Density" scenario. For the sake of the environment and my personal enjoyment of green spaces, I don't want to see more greenfield lands developed, but for health reasons, especially in light of the current pandemic, it seems to make sense to mitigate the increased population with at least some lower density housing. It is an impossible balancing act and I don't envy you.
48	Option 1 - but please add infrastructure so we can charge our electric cars when we have to buy them. Start now!

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49	Option 1 please with careful consideration and environmental studies of the lands used for expansion.
50	<p>Option 2 - Because city council are determined to have the LRT installed, which serves only the downtown population. This does not support enough Hamiltonians.</p> <p>Hamilton will become like a city of New York. The drawbacks are when another pandemic occurs, and it will, you will have "hot spots" and greater risk to people.</p> <p>Option 1 – Urban expansion, which is more like Los Angeles and the LRT is not required.</p> <p>I choose Option #1.</p> <p>PS. People who have a single family home (50' x 100' lots) have signs on their lawn that support option 2. Obviously, they do not want others to have what they enjoy.</p>
51	Picking option 1, use the land that's abandoned in the city. Use the land that the buildings that are abandoned all over the city. Expand the north end. Beautify what we already have!
52	<p>Sick and tired of a handful of people who protest when there are 537,000 people in this City. Don't listen to these clowns.</p> <p>We need more affordable homes for purchase by young families. There is huge parcels of land.</p>
53	Tall buildings do not create green space, children cannot thrive on concrete balconies.
54	<p>The city needs to look at technologies used all over the world for sewage treatment plants.</p> <p>You don't need to bring a sewer 40km to try and service an area like the airport. They can do it at a cost of 20 million dollars with a 100,000 sq ft facility any where you want.</p> <p>They were introduced to Hamilton Abbass Zaidy and Bruce Jank from https://www.ccwti.ca/ There technology will allow urban expansion at a fraction of the cost.</p>
55	These options seem to be rather rigid and a blended approach could be another way to solve this problem. Hamilton needs to expand their Urban boundaries to

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	<p>address the increasing population and housing supply issues. Look at the growth and interest in Waterdown.</p>
	<p>To this issue at hand. I don't think we can reasonably put a full stop on urban boundary expansion. There are simply some realities to living in such developed areas. I am suggesting option 1 with the following consideration and concerns.</p> <p>Ensure we are critically evaluating and acting on intensification within the current boundary. The LRT development plan should be a priority. If we are going to maximize and efficiently utilize this coming infrastructure, it is imperative that the respective corridors are fully intensified with residential (sensing high rise condo, multi unit), interactive commercial (retail, grocery, entertainment, personal care) of all manner not static office, warehouse capacity. It simply can't be a alternative/substitute for the HSR service. As an Ancaster resident, what would compel me to access this system?</p> <p>Develop with consistent construct. New segregated development aside, when impacting existing connected development be respectful of the tone and environment at hand. My understanding this is to be the case however sadly I do not see this in current practice. I will jump on my soap box here as a long-standing Ancaster resident. The Ancaster of today has extensive multi unit residential. The supporting commuter infrastructure has not kept step and/or been effectively managed. The town is in constant grid lock. It has turned into a big box commercial and warehouse stop both east and west. The town centre is disparately developed with significant non-interactive commercial entities. My neighbourhood main thoroughfare John Frederick Drive is comprised of three variant developments along its length; Disparate residential construct to include back to back multi unit. Varying road allowances and intersections. Unrestricted street parking creating bottle necks for opposing traffic which creates a safety concern for sight lines as children are playing in these areas. Sidebar; what is the reason for putting landscaping elements within turn circles...they are a complete visual impedance within an intersection when you are attempting to navigate your movements in keeping with pedestrian movements and other interacting traffic. Maintaining fit and form of existing neighborhoods does put more pressure on intensification efforts. That is reflected my consideration for selecting option 1.</p> <p>I feel very well thought out (immediate phase development) intensification and carefully selected greenfield expansion, we can find the right balance and improve Hamilton along the way.</p>
56	<p>Unless people are in favour of having 6 storey buildings popping up in their neighborhoods and come to the conclusion that only they can own a single family home.</p>

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57	We all need housing. The only people who protest are those we have a home. Anyone can see that the only way to make homes affordable is to increase supply. You don't have to build on good farm land how about a place called Rockton or areas like that. Canada is huge and empty why are we artificially restricting ourselves and causing a crisis?
58	We are in support of Option 1 - Ambitious Density Scenario and we would like to encourage growth beyond the existing urban boundary and that the City of Hamilton needs Urban Expansion.
59	We are in the biggest housing crisis in Canadian history. We need to build more houses now.
60	We are in the midst of a massive housing crisis and that's not going to be getting any better.
61	<p>We have a housing crisis in Ontario because there are too many land use restrictions.</p> <p>All levels of Government have to open up the land and start developing. This is so ridiculous how our Governments have made it almost impossible for the next generation to be able to buy a home. Please stop this insanity and open up the land.</p> <p>These restrictions are destroying the future of the next generation. It's shameful.</p>
62	we need affordable housing.
63	We should not be forced to live in high-rise concrete boxes, we need land for future detached homes the pandemic should have taught us that! There is a high demand for detached homes.
64	<p>We think there should still be expansion into greenfield lands. The intensification rate of the past 10 years has been low at 39%. I would assume that this is due to a more aggressive use of greenfield lands. Option 1 as stated in the survey is to have a 60% intensification.</p> <p>To not have any greenfield housing units constructed in the next 30 years would be bad for the city when all other cities are expanding such as Vaughan and Barrie as examples. It would make competing for new businesses more difficult. It would also push already high housing prices higher.</p> <p>We therefore think that option 1 is a fine compromise where the intensification</p>

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	rate is increased to 60% which is higher than the past 10 years and some greenfield lands are utilized.
65	<p>While intensification is important we don't want to end up like Mississauga with row upon row of 30 to 40 story towers. Covid 19 and kids needing space has shown the folly of that!</p> <p>Instead let's concentrate on smaller, more numerous and affordable 3 to 4 story walkups and stacked townhouses along livable streets especially along the planned LRT route! With satellite villages in the new Greenfield lands taking the overflow being also important. That's how you make a livable and affordable city!</p>
66	Yes to expansion for homes on vacant land
67	<p>Your plan MUST address housing needs and options in all of its outlying rural hamlets. This is where supply is lowest, yet demand is greatest. People want to live in smaller communities that offer friendly neighbours, fresh air, security and access to local rural markets.</p> <p>Carlisle has grown to capacity with few to no options left for new building. It is time to expand Carlisle's settlement zone and in doing so, increase dwelling options to serve people of various walks of life and life style needs (i.e. seniors, singles, renters, individuals with special needs). New development opportunities (and zoning changes) can address the need for intensification & density by permitting semi-detached dwellings, row housing, communal living and even low-rise apartment buildings. Likewise, additional commercial zoning should be added to the mix to serve the community and provide jobs.</p>
68	<p>The survey card for MCR GRIDS stated that comments can be sent to this email address. I have the following comments to add to the Municipal Comprehensive Review for Hamilton urban growth. Please include my thoughts to the review process.</p> <ol style="list-style-type: none"> 1. I am in favour of urban expansion of residential units into rural areas of Hamilton. 2. Residential unit supply is in alarming low supply. Housing purchase prices have increased far beyond the annual inflation rate and cost of living index. Apartments are in short supply. The waiting list time for assisted housing in Hamilton is unacceptable for a nation that has wealth and space. 3. New residential areas provide opportunity for a healthy mix of residential types. Single dwelling, detached homes can be mixed with row housing, apartments, and condominiums. Hamiltonians of all socio-economic and racial backgrounds can reside in these shared communities. Schools, parks, recreation centers, organizations, and retail become the place where Canadians mix and thrive.

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4. New residential area expansion will lower the demand on homes and apartments in the inner city. This is critical for the health and safety of many who are vulnerable, homeless, and in need of emergency, compassionate social services. Hamilton is a leader in providing emergency, compassionate social services, but the vulnerable citizens who need the services are being pushed away from Hamilton because of a lack of housing and apartments.

5. Immigrants and refugees are coming to Hamilton in greater numbers than at any point in our nation's history. Our nation needs these new citizens. Many of these immigrants are part of an alarming number of displaced persons throughout the world. Hamilton is uniquely suited to accept immigrants because of our excellent social outreach programs. However, we are sadly lacking accommodation, housing, and apartments.

6. Young families cannot afford to live in the GTA and are relocating to Hamilton. Additional housing supply is needed immediately to welcome this young, talented, and diverse group of young people.

7. There is a vocal minority that vilifies developers. Developers are accused of being greedy, shady, and contributors to poverty. This simple characterization is not only unfair, but has contributed to the housing crisis now existing throughout Southern Ontario.

8. Brownfields in the urban core have been available for development for lengthy periods of time but have left undeveloped.

9. Agricultural production continues to grow. Production measured in units per acre have increased dramatically over the last three decades. More food is being produced on less land than ever. Agriculture marketing boards are needed to keep supply low (prices high) in many commodities.

We need additional housing supply now... not more studies... not more virtue signaling!

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Public Comments (Mail) – Option 1

1.	(a) Respect our existing neighbourhood density (b) respect greenbelt encroachment (c) Stop building townhouse zones across the mountain.
2.	1. All development must be well planned, sustainable and environmentally conscious/friendly 2. Must also have consideration for market demand 3. Consider how much going to require new residents to live in medium and high density housing (vs single family dwellings) 4. Lack of new SFDs will increase cost of existing SFDs 5. Must also ensure develop land within urban areas for new non-residential development (i.e. employment lands) - also for green space (parks) and protection of ESA's and woodlots. 5. Must consider likely opposition from existing residents to infill higher density development thus may adversely impact on tool nos.
3.	1. More information is needed to make an informed decision. 2. The statement 'intensification and density are important' on the information side of the survey is a blatant bias in support of option 2 thereby making the validity of this survey questionable. Do over please!
4.	1. Need the jobs!! 2. Reduce property tax - this is too high!!
5.	236,000 people to Hamilton by 2051 is just too many people, too ambitious. Density is too high.
6.	50/50 would probably be better.
7.	60% urban intensification of high density units, plus 40% greenfield land development of low density units.
8.	A farmer should have the right to sell their own land. Their choice!
9.	A higher density within the existing urban area is good but it has to be combined with a public transport development and allowing services and local businesses to develop in the area too.
10.	A large city must have both: 1 - high density and 2 - urban (parameters)
11.	A large urban is needed. There will be expansion scattered outside of Hamilton control if nothing is done.
12.	A. 81, 520 units in the existing urban area, consisting of townhouses to high density towers (condos, rentals, geared to income units, etc.) B. Scale back plans for new housing units to 10,000 singles, semis, townhouses etc on 1,100 acres of new development land.
13.	Affordable housing first.
14.	After spending \$10's of millions of dollars on infrastructure, now you ask whether we should expand the boundary.
15.	Allow for single family homes to convert to 2 unit dwellings, but get rid of ridiculous red tape process.
16.	Allows for new housing in existing urban area but also housing development for raising families and will, include new parks, schools, walking and biking paths, etc.
17.	Although greenfield land is very essential in towns and cities for many reasons, buildings and townhouses are even more essential especially with the rapid

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	increase of population and as Hamilton has a wide space of such land, I strongly recommend applying option 1.
18.	Ambitious density is required now to get ready for the future!
19.	Ambitious density option of 60% or intensification of 80% will just ghettoize the city and turn it into crime infested place.
20.	Any intensification should be matched with adding and maintaining community greenspaces and parks. Also building height restrictions in core Hamilton should also be removed.
21.	Any urban expansion should be done while we ensure we meet our overall climate targets.
22.	Apartments are okay but only three floors.
23.	As difficult as sprawl can be, we can't force all development in existing neighbourhoods. Congestion, transit, endless construction and reduced variety of living space.
24.	As long as LRT goes to transport people. We need to keep green space green.
25.	Balanced approach.
26.	Be ambitious.
27.	Best balance of intensification versus new land development.
28.	Best option to save fertile land that surrounds the city and the upper and lower city have so much room for expansion/intensification. The area that surrounds this city is beautiful and we want to see it stay that way as long as possible.
29.	Better for the children.
30.	Big brother can't tell me where to live.
31.	Build apartments over top of malls and parking lots and strip plazas. Build mixed use neighbourhoods with modest sized lots and the grid street pattern for more efficient use of space, and better traffic flow. Allow tiny houses, granny flats and in law suites. Redevelop brownfield industrial lands before building on new land.
32.	Build at Empire Corners on Hwy 56, it is heavy clay. Don't build in Binbrook as it is better soil for crops!
33.	Build more housing units. The demand will only grow, forcing people who can't afford to buy in their hometown to move away, that's not right.
34.	Build parks/preserve greenspace within new development neighbourhoods.
35.	Build up, not out!
36.	Build up. Denify downtown and mountain. Build LRT, they bring money and union jobs.
37.	Build, build, build. Ontario has lots of greenspace.
38.	But only if it results in lower taxes make sure infrastructure such as toads, bridges and overpasses are increased plus fire and police service.
39.	Canada is so large that we can expand outward and still preserve our greenspace.
40.	Care to be taken not to lose valuable farmland! People also prefer space between neighbourhood. (single homes)
41.	Children need a backyard.
42.	City needs housing for seniors and those 60+.

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43.	City needs to grow.
44.	Construction jobs for young people.
45.	Council has spent senior taxpayer's money toward infrastructure, it is time to make a decision and approve expansion so children can afford to buy a home.
46.	Cut the red tape so houses can be built sooner.
47.	Definitely Option 1. We have so much space available!!
48.	Density = jobs and thriving economy. And Hamilton can be in the top spot after Toronto.
49.	Develop lands not being used for farming - there is lands on ourskirts of city not used.
50.	Develop the Elfrida arch where there is room, not in Ancaster where the highway is a parking lot already!!
51.	Development may reduce housing costs, giving young families a chance at purchasing a home.
52.	Diversification will provide opportunities for all lower income workers to move to better conditions High density means lower income will stay in core with less opportunity to differentiate.
53.	Do not accept redevelopment application to increase density on existing townhouse sites! Ex 1540 Upper Wentworth St., Kiwanis Housing.
54.	Do not expand into new green lands; some must belong to the Aboriginal people.
55.	Do not tear down existing productive businesses to erect apartment towers in quiet neighbourhoods.
56.	Do the math, no boundary expansion means an apartment building in everyone's backyard.
57.	Don't plan for us without us.
58.	Don't want to lose greenspace, but the pandemic has made high density living seem unsafe.
59.	Due to poor planning, bikelanes and the conversion of one-way streets to two-way, Hamilton is a very congested city. Further intensification will only compound this problem.
60.	Ensure developers pay 100% of the cost to service the land directly in cash, not just from development fees.
61.	Ensure infrastructure is ready roads, sidewalks, bike lanes, traffic lights, parks, water pressure, etc.
62.	Ensure that proper grading and drainage surrounding elevations of houses being built are in place (city regulations) so no flooding of houses or backyards occurs.
63.	Ensure transit hubs have ample parking!
64.	Everyone needs and option to have space for their children to grow and play.
65.	Expand development into greenfield lands around Dofasso Park. Great for families to enjoy!!
66.	Expanding existing highways and build more highways and roads to accommodate these extra people moving into the area.

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67.	Expanding to the greenbelt is inevitable as the city grows. The most important thing is to maintain a diverse landscape. If we don't expand the urban area will get more cramped.
68.	Expansion is needed to sustain growth. We also need to increase our tax base to fund all the great things happening in Hamilton and to improve infrastructure.
69.	Expansion of the urban boundary where necessary should not take place south in Binbrook and Mount Hope but in the Upper Stoney Creek area as this preserves farmlands.
70.	Families want the option of having a nice backyard for their children to play. You can't do that in a low or hirise.
71.	Farmland is finite. If Burlington can sustain itself with its present boundaries, so can Hamilton. Monster houses are an abomination.
72.	Farmland is vital. We need to grow crops for food for animals and for us! Do not take more land for housing. Living being can't eat concrete.
73.	Fill in existing undeveloped lands, where possible develop existing old neighbourhoods, hire inspectors to oversee road paving. Some work is a poor joke.
74.	Find a workable ration between option 1 and option 2, learn from Toronto.
75.	Find housing for street people there are answers!! Research other countries success.
76.	Fix and expand the downtown and west and east with affordable housing, do not touch our farmland.
77.	Forget the LRT!! Let's focus on transportation systems to the new urban sites and airport!!
78.	Get rid of adlemen the one's that hold's city back.
79.	Give us a place to stand, a place to grow. Doesn't mean I agree with the LRT but we have to start somewhere. As for bikes - share the road, share the expense. Bike insurance, helmets, bike license plates, etc.
80.	Go for it. Don't stagnate. More jobs etc. My age 80.
81.	Going from 39% intensification rate to 60% is realistic. Option 2 though commendable will create too much division.
82.	Good idea - would like more low rental units for the poor - also repairs for very bad streets and sidewalks - thank you.
83.	Good idea to ask residents!
84.	Good luck.
85.	Good plan keep price of homes down thank you.
86.	Good planning spreads the density evenly across the city.
87.	Great news! This will help our economy and community grow and Hamilton will continue to be a healthy, safe and peaceful place to live.
88.	Growth is good for the economy but needs to be controlled to maintain greenspace, more housing, more personal and property taxes to the city.
89.	Growth is happening. We cannot cram people in like sardines. This is a large, low population density country. There is lots of room.
90.	Hamilton has a bed bug infestation problem. Housing more people in our current space will intensify the infestation. The best habitations are detached houses.

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91.	Hamilton needs affordable housing. Our kids need to know they can afford to live in Hamilton.
92.	Hamilton needs more housing and the taxes it will produce. We cannot have people sleeping in the streets or in tent cities. NEC has done a fine job at acquiring and maintaining escarpment lands but now appears to be reaching out beyond the immediate escarpment areas. Please, Hamilton, keep your options open.
93.	Hamilton needs to be a garden city. Emphasis on roof top gardens etc. So that we can grow local food for population explosion.
94.	Hamilton needs to grow economically to become a great city.
95.	Hamilton needs to grow with choices.
96.	Hamilton's a beautiful City and it would be incredible if new development in existing urban area. We must not be wasteful w/ green areas surrounding Hamilton either. I lived in cities where dense living encouraged walking and biking and getting to know your neighbours.
97.	Help homeless people settle in geared to income housing in the existing urban boundary.
98.	High density is not necessary which will lower the life quality in Hamilton.
99.	High density urban and low density greenfield development. We do not want townhouses and affordable housing complexes.
100.	High speed trains and low speed connections. There should be more pedestrian only streets in the downtown core.
101.	History has shown that Canadians prefer more space and single family homes. It's unrealistic to think that the majority will support intensification within existing urban boundary.
102.	How are my grand children going to afford a home with the price of houses? We need to expand.
103.	How can you raise a family in 500 - 700 sq. ft. condo unit in highrises. You need space, a backyard for kids to play. We will need singles, townhouses, to accommodate the increase in our population.
104.	However we should built up and not out! 1. We need more apartments/condo apartments in every ward of the city. 2. We need to allow buildings of greater height. Let's build a real skyline! 3. We need to ease restrictions to allow more "in-law suites" and single apartments where the owner live on site at the same address.
105.	However, we will leave because taxes are the worst in Ontario.
106.	I agree with Ted McMeekin.
107.	I am 69 yrs old, and I lived in Hamilton all my life. Confederation Park on the beach has a lot of wasted land. Build homes along the area, and maybe a mall, for the tourists, something like Florida has. It would put Hamilton on the map.
108.	I am not ok with my low density neighbourhood becoming a high density neighbourhood as is being proposed with an amendment for the land @ 1842 King St. E.

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109.	I believe brownfield development is preferred for environmental reasons, but appreciate that Option 1 is more realistic because 1 Canadians prefer detached housing 2. 80% intensification is too ambitious given historical precedent.
110.	I believe each development or area of development should be assessed for neighbourhood tolerance for the types of buildings being proposed. These developments should fit in with the type of structures and areas' historical and tone or feel. Canadian history is very important in the context of area development. Our history must be remembered, celebrated and fully exposed. It should be always considered in our development. Statues should not be ripped down, the additional historical content should be added.
111.	I believe greenspace is very important but I do not want many multi-unit or apartment buildings going up.
112.	I chose option one because I trust that the city will expand urban areas sustainably and that a lower density environment will be beneficial for Hamiltonians.
113.	I do not need LRT. Should be built up to the public good. We need more housing, we've got lots of greenspace which we can use to utilize the land for more taxes and more bus services.
114.	I don't believe option 2 is realistic. 80% for 30 years doesn't make sense.
115.	I don't believe the city will be able to meet the provincial growth plans for the 66H unless Hamilton expands its urban boundary.
116.	I don't think Hamilton can handle the traffic now or in the near future.
117.	I don't think the existing urban area should have to absorb all that. Please build beyond boundary, it prevents traffic and accidents.
118.	I don't want my children to have to move to Brantford or Welland to afford a house.
119.	I don't want to live in Toronto junior.
120.	I don't want to spend my life in an apartment building.
121.	I expect option 2 is not realistic. If we must expand the urban boundary, please use land that doesn't serve any real purpose.
122.	I have a beautiful home, others should be able to have it too.
123.	I hope affordable housing will be more available.
124.	I like to work on my car. Can't do that in an underground parking garage.
125.	I prefer option 1 as it seems unfeasible to redevelop existing urban areas that are already crowded/have little room for more development.
126.	I prefer option 1. But we need to have lower intensification rates. As some areas are not vacant town houses. The ones across from Hutchs on James St. N.
127.	I support jobs for trades.
128.	I support looking at greenfield lands. With immigration growing and more people moving out of big cities we need to expand to ensure we are not going to have serious congestion issues.
129.	I support option 1 fully. We are already too dense. Lots too small, too many multi unit townhomes already. Need detached homes.
130.	I support Option 1!

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131.	I think it would be very good to hear from people about the LRT.
132.	I think the City of Hamilton will do what they want for the best I hope. The stadium should have been elsewhere.
133.	I truly believe that this is the only way that Hamilton can have housing affordability and choice. A person should not have to drive 25 km extra each day just to afford a home.
134.	I want a backyard not 500 units with no parking space.
135.	I want my kids to have a garden.
136.	I want the ambitious density scenario. I want models for building upward. The housing will go upwards.
137.	I want to make sure my grandchildren can have access to affordable housing.
138.	I was part of the expansion of Hamilton into Barton Township at 1960. [I've been a Hamilton teacher and principal since 1958. I was "loaned" to Barton Township schools in Sept '59 because they were short one teacher.] I think the expansion of Hamilton into Barton Township has already worked out well - for all people. My wife and I lived in a house on Mount Batton Drive, as part of old Barton Township. Urban expansion works out well for people and business (because Hamilton does it properly).
139.	I went to the Elfrida meetings. They are saving the environmental lands and the farmers said the good land starts at Golf Club road.
140.	I will go back to Toronto.
141.	I wish I had my house back. Apartment living isn't for everyone!
142.	I would plan to make the new development medium density, with mixed use capabilities, rather than just a suburb. Create a community, not just a place to sleep!
143.	If Hamilton doesn't build single family units on a fair sized private lot and a decent backyard, people will move somewhere else.
144.	If Hamilton truly wants to be an 'ambitious city' it needs to expand or we will be a bedroom community of Toronto - we will have the Toronto "Tiger Cats" like the Toronto "Rock".
145.	If Hamiltons want to grow, Option 1.
146.	If need be and it is needed build affordable housing for young families in both option 1 and 2 this I think is the most important thing the City should do.
147.	If new residential areas are developed for housing, educational and recreational facilities would need to be included in each new community.
148.	If the city is to grow long-term business wise, the airport and surrounding lands need to be developed, both for commercial and residential purposes.
149.	If there is any phasing of development to the year 2051 the now-prime agricultural designated areas should be phased in first.
150.	If urban sprawl continues, we will never ever have a real downtown. If it continues we may or will split the city into two cities, lower city and upper city.
151.	If we don't expand we will have another ____ Everyone will be living in high rises. We have plenty of land for urban expansion. Where do you want your children to live in the next 30 years - a tower or have a garden?
152.	If we want to grow our city, we need to expand.

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153.	If you go with Option 1 - make sure that you can include school (ex. High schools) Binbrook needs Catholic high school - They kicked my kids out of BR.
154.	If you plan on using Wilson Street for trucks, like now, you will have to do something about the concrete sidewalk extensions that are common downtown.
155.	If you want additional housing for the future, you must expand. Downtown can only have so many condos.
156.	I'm not in favour of higher density inner cities. It will negatively impact the quality of life for the residents.
157.	I'm proud to Hamilton my home!
158.	Impose truck ban during rush hour. Also, proper maintenance and expansion of city roads, highways, bridges, and transportation system.
159.	Include an online survey option along with the mail-in card.
160.	Increase access or lower the threshold restriction for tiny homes built on existing properties and basement apts.
161.	Infill structures eventually lead to concrete overcrowding.
162.	Instead of the LRT, let's work on transportation to the newer urban developments and to the airports!
163.	Intensification is good but we need additional land. Otherwise there will be insufficient housing stock, making it even more unaffordable for youth!
164.	Invest in GO train stations and transit and encourage visitors to urban core - make it safe!
165.	It would be very sad to have everyone living in condos, apartments or townhouses. There is a lot of greenland not being used for farmland. Open up large lots.
166.	It'll take 100 yrs to extend the LRT. E.g. Red Hill Parkway.
167.	It's important that we should develop greenspace for future settlement and development for the Hamilton area. It's a great way to expand Hamilton's boundary.
168.	It's not just about providing any "housing unit" to support x% of growth. The city needs to provide the type of housing people want (low-rise, single detached with a yard) or we'll lose talent to further cities. I live in the whitechurch / airport road section of white belt. All they grow is sod. Developing this land won't affect our food supply.
169.	It's time to expand the urban boundary.
170.	It's unfair to younger people to insist on no urban boundary expansion. Those of use who own detached single family homes should not be depriving younger purchasers that privilege. Measured expansion is the only way to add meaningful supply of detached single family home.
171.	I've lived in Hamilton for 59 years, the interest groups against expansion never spoke for me, the media plays their whines up all the time!
172.	Just by colour bars you are hinting at zero urban land, this one sided survey. Stop thinking Hamilton as one City. Its (6) Yes, but lower and upper (mountain). The LRT It doesn't help upper city in the least.
173.	Keep in mind that over populating in already dense area is not a quality of life. Perhaps 50/50 is a more balanced figure.

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174.	Keep LRT build inner city attract both low income and high income jobs expand out slowly.
175.	Keep protected Greenbelt and Niagara Escarpment as is!
176.	Keep the growth going in the urban areas and supply the land needed to grow the city and serve the people that need housing and support the existing businesses and services that are existing to serve the public. Do not let us fall behind!
177.	Lack of inventory of single family homes is sending prices out of reach.
178.	Land expansion is required to balance density from intensification.
179.	Leave our parklands alone for the pleasure and beauty of hamilton allowing the residents a more open feeling. Build along the outskirts.
180.	Leave the greenfield alone!
181.	Less apartments and condos, more detached housing with space between houses. Five feet between homes is not enough space. Need more space between houses. More parks and walking trails.
182.	Less density is better. We have significant traffic issues already.
183.	Let us repair and rebuild from within. Revitalize Hamilton with a stronger city core.
184.	Lets do this.
185.	Let's grow and expand! Don't make the urban area more crowded.
186.	Let's reearn the title "Ambitious City".
187.	Let's use common sense for both urban and greenfield lands please.
188.	Like to see more expansion on twenty road west mount hope.
189.	Limit house size to 1500 to 2500 sq. ft. on 45' ft lots for more greenspace around each dwelling.
190.	Limit use of farmland as much as possible.
191.	Limiting choice leads to much higher resale costs.
192.	Look at all the spaces available and build up.
193.	Looking forward to seeing urban expansion in the City of Hamilton.
194.	Lots of jobs in low rise construction.
195.	Lots of room to grow within the city limits.
196.	Low density preferred.
197.	Maintain parks and greenspace in the city. This strikes a good balance of city and rural living while also connecting Hamilton with Niagara, Flamborough, etc.
198.	Max 40% intensified. Expand Eastward on Stoney Creek mountain along Mud St. Do not touch the tender fruit belt! Stop building back to back three storey town houses. Stay at 40%!
199.	Minimize urban boundary expansion and preserve farmland.
200.	Mixed feelings about both options.
201.	More "infill" means more expensive property!
202.	More greenspace in city.
203.	More housing options are needed. Land is close to industrial lands and development lands already.

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204.	More info required regarding ecological effects of urban expansion into greenlands (not 100% sure that option 1 is the best choice.
205.	More parks when higher density is added.
206.	More single family bungalows fewer vertical boxes.
207.	More single family homes for future pandemic planning, invest to expand "Blast" bus networks. No LRT!!
208.	More single family homes required more one floor singles and towns. There is too much emphasis on high density.
209.	More single family housing is needed, which is not achievable within the current boundaries.
210.	Move it with BASK.
211.	Move the families out of Hamilton. Then move condo towers to the outsides like Paris. Let them try to get around on the LRT. Don't build anything and let them move elsewhere in Ontario. If we don't build it, will they come?
212.	Must include large natural parks and rigid zoning to prevent undisciplined sprawl.
213.	My choice is assuming. This is just a first crack-choice. Need more in depth info.
214.	My home is not the same as my 1968 built house. Smaller lots.
215.	My house wouldn't be my house by option 2.
216.	My kids need jobs and a nice place to live with a backyard and no elevator
217.	Need choice! Need Balance! Too much intensification is unhealthy! Everyone doesn't want to live in a "tiny" high rise condo! Do you?
218.	Need for affordable family housing units.
219.	Need is there to open land for housing. Lack of supply is causing housing prices to skyrocket and become unaffordable.
220.	Need more affordable housing.
221.	Need public housing for low income families and young and senior people.
222.	Need the highways and rest of infrastructure as well. Nothing has been built in tens of years.
223.	Need to safe our open lands so Option 1 preferred. We've lost so much, too much, already.
224.	Need updated modern housing, new technology needed to keep up with the times.
225.	New communities should be pedestrian focused, not cars.
226.	New housing and reworking current housing needs to focus on affordability and environmental awareness. We need better spaces to live in and feed part of the city.
227.	New housing and reworking current housing needs to focus on affordability and environmental awareness. We need better spaces to live in and feel part of the city.
228.	New land is 100% needed for city growth. Canadians want and deserve single-detached homes. There is tons of vacant industrial land that could be developed.
229.	New urban expansion should include new hospital and medical services, not just development residential and green space.

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230.	No condos and shadows. We moved from Toronto to live in a quiet neighbourhood.
231.	No condos, more homes.
232.	No high rises in single family home neighbourhoods.
233.	No jobs in Hamilton. We will be leaving soon. Hamilton becoming a bedroom community.
234.	No LRT.
235.	No LRT in Hamilton!!
236.	No LRT please!
237.	No LRT, no funding H.S.R. (privatize) clean up panhandlers, lower business and property tax support law and order.
238.	No LRT, STOP overcrowding.
239.	No more apartment towers.
240.	No more tall apartments in my neighbourhood.
241.	No tall buildings in urban areas!
242.	No touching the greenbelt please.
243.	No townhomes, just detached homes stop immigration and you won't need more homes.
244.	None.
245.	North east end renewal, considerable space needs much improvement, co-exist with industrial if done right and planned green spaces.
246.	Not enough. You're destroying our neighbourhood with intensification.
247.	Not necessarily 1,340 ha, but provide connectivity from all areas providing roads over public transport...and other public services.
248.	Not to take farm land away putet former and not to expand to ruin farm land putting food on table #1.
249.	Only if wildlife are not endangered and environmentally conscious development. As well as include parks.
250.	Only take what you need.
251.	Opportunity to create greener and healthier communities each having their own greenspace, parks, ponds, natural elements sustainability. No more crowding! People need space to be healthy!
252.	Option 1 because 2 means infill and high buildings.
253.	Option 1 dependent on roads and infrastructure improvements and high density urban and low density in expanded areas.
254.	First: I think it would be a mistake to intensify the urban area. To a greater degree than option 1. Second: who we attract is more important than how we spread out. Spend money on attracting the professional demographic. There is a serious problem with poverty in Hamilton. Social services are pressed to the limit. Adding to that will cause our city to explode.
255.	Option 1 is better or combined two options.
256.	Option 1 is more appropriate. A little larger than quaint Dundas would be a comfortable and viable option. Who would want to live in another Toronto? No!! So lets steady our growth to allow that option 1 w pay 30%.

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257.	Option 1 is more expensive for infrastructure but better for human interaction. People need space for same feeling of privacy and independence. Cramming too many people into close quarters would increase crime and maybe poverty.
258.	Option 1 is my preference IF heritage homes and buildings are not sacrificed in the process!
259.	Option 1 Leave our farms, fields no more expansion.
260.	Option 1 makes the most sense from economic, land use planning, development, and "live-ability" perspectives.
261.	Option 1 only if there is entry level units affordable to first time buyers and the infrastructure to accommodate traffic, if not, then option 2.
262.	Option 1 provides better access to land, less congestion/traffic, less crime and better views of the escarpment and other areas.
263.	Option 1 would be my choice. Downtown Hamilton is already too crowded with highrise buildings that don't allow for much parking.
264.	Option 2 is not practical, will not meet Provincial requirements, result in a shortage of housing stock and lead to even higher housing costs.
265.	Option 2 while desirable is just not realistic!
266.	Option 2 will make single family homes an even rarer commodity continuing the ever rising prices. Option 1 will add more single family homes. Also makes it easier to subdivide infill lots.
267.	Option 2 will result in higher prices, more congestion and long term urban decay. Those who don't learn the lessons of history are bound to repeat its mistakes.
268.	Option No. 1.
269.	Our kids need to be able to afford a house. Let's be proactive and build a community that we can all afford! We need to grow!
270.	Pedestrian friendly neighbourhoods with apartments near existing parts. E.g. development of space/buildings around Gage Park, Limeridge Mall, Saint Lawrence Park, better urban sprawl.
271.	People need a place to live! Don't crowd out the inner city and make more problems!
272.	People need land, land doesn't need people, but if people are packed together will this create other problems?
273.	People need space. Packing us together like sardines will increase hatred and crime.
274.	People want backyards!! Not balconies! And bigger yards!
275.	People want space, they want yards, they want privacy from neighbours. Too much density causes unpleasant living environments.
276.	People who make \$ look should be able to afford a house here, for the love of God.
277.	Perhaps contain to 1000ha if some industrial land (brownfield) can be reclaimed for residential?
278.	Plan complete communities around Main St. E. infill vacant property, add density that brings businesses and grocery stores to the area. Make Main St. E. liveable. Make it a two-way street with wider boulevards. It is a racetrack in its current form.

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279.	Plan for apartment condos higher than 8 stories and single detaches homes as well as a sophisticated well-designed hotel near HWY 6 and airport, not one hiding behind a cemetery. Another mall to compliment Limeridge (outdoor). Stop trying to make downtown something it will never be, convert existing buildings into niche shops, restaurants and affordable condos with easy access to transit for T.O. commuters. Close and convert Jackson Sq Discount mall into anything else. (Expand market) LRT (checks written).
280.	Plan to help homeless people in the existing urban area.. This allows turning over brownfields into assisted or geared to income housing.
281.	Please allow high density because we are running out of land - cancel the Green Belt Home prices are not affordable any more – Homelessness.
282.	Please be environ - "mentally" positive. LOL!
283.	Please consider creating new jobs in the city besides providing housing, to avoid traffic and commuting to other cities for jobs.
284.	Please continue the very excellent work.
285.	Please make a plan for our homeless. It makes me sad they suffer. Regardless of their circumstances they need our help. I would volunteer my time for them.
286.	Please preserve the conservation areas as they are! Thank you!
287.	Population projections for Hamilton always wrong. 1. Supply/demand balance is not in place by fake boundary. 2. We all don't want to live in condos. 3. Our children should not be mortgage poor.
288.	Prefer urban expansion over industrial expansion toward urban boundary.
289.	Promote expansion plans that help deal with inflated housing market and reduce home prices, for new home buyers.
290.	Provides a better place for kids to grow up.
291.	Reclaim harbour front lands as Hamilton moves to a post-industrial service economy.
292.	Reclaim industrial brownfield land. Minimize the use of agricultural land.
293.	Redevelop already existing housing units that sit vacant.
294.	Regardless of which option is selected, road conditions and expansion needs to take into consideration the fact that there will be a significant increase of vehicles and better public transit should also be factored in.
295.	Remove greenbelt at the end of Barton East at 50 point across the road at Costco's – other side of street is still Greenbelt
296.	Require "more police" presents in the Binbrook area! "Police station" more businesses - "car wash" & "gas stations"
297.	Save our farmlands, develop plans for increased transportation, develop vehicle bypass plan..
298.	Save our greenfield and farmland.
299.	Save trade jobs, keep housing prices somewhat reasonable. Supply and demand!
300.	Shame on the city wasting city money with this survey. Hamilton needs affordable housing and jobs!!
301.	Shortage of family sized housing units, as evidenced by skyrocketing real estate prices. We need family sized units, not 500 sq. ft. single bed units!

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302.	Should also only give permits to family friendly developments like singles and semis we don't need any more tiny town houses and rows.
303.	Should be beyond urban, should be rural out of Hamilton. I don't want more contamination, traffic like big cities, and Nosie in Hamilton, please.
304.	Should include parks and greenspace. New zoning for mobile home, year round park/subdivision.
305.	Since this is similar to how the current intensification rate has been, it seems reasonable. Or you could reduce to 70/30 to be less harmful.
306.	Single detached housing still needs to be a part of the long range growth plan.
307.	Single family homes needed - not condos or high rises - to be bought individual families.
308.	Skyscrapers present fire safety hazard through the possibility of elevator malfunction - must make fire safety exits to accommodate wheelchair tenants Please maintain existing parks and open space.
309.	Small farms are out of business - give them a way of retiring with some extra funds.
310.	Sometimes you just have to!
311.	Space out the greenland to keep society happy to have "parkette areas" in their neighbourhoods. Build build build.
312.	Spread out urban growth stop keep in one area only!
313.	Spreading out is better for one's overall quality of life! This is Canada! Let's use our land for people to live on. We leave a lot of open space. Look at a map of Canada! The high rise condo developed in Toronto already. Don't repeat it in Hamilton.
314.	Start any development in Whitebelt infill areas, avoiding Prime Agriculture areas. Prime Ag should be Greenbelted, not prioritized.
315.	Start redevelopment between Burlington Street East and Barton Street East. Lots of vacant properties. Make Hamilton new.
316.	Stay in your city limits, leave the country alone. We did not want to be part of Hamilton to begin with.
317.	Stay out of the fruit belt!! Developers must be discreet in their landuse. Leave wetlands and waterways alone. Use only unareable places if possible. Plan well, heads together City Hall!!
318.	Stop greed.
319.	Stop the sprawl!
320.	Such a small amount of ha compared to what is in rural area.
321.	Support higher intensification and redevelopment in downtown areas that can handle increased traffic. No density increase in proximity to high pollution industry.
322.	Targets should be significantly higher. Hamilton and the GTA lack affordable housing options for the next generation. The City should have been starting to address lack of housing 5 years ago!
323.	Tear down a lot of the old homes in Hamilton and build buildings for low rental about 5-6 floors high. Most of the old homes are almost shacks.
324.	Tear down the old build the new.

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325.	Thanks.
326.	The city needs more houses and more jobs.
327.	The City needs to continue intensify the downtown core if LRT is approved and viable while continue to develop greenlands.
328.	The City of Hamilton can't look after the boundaries it has now. Also, the LRT will be another colossal waste of tax-payers \$\$\$!!
329.	The city of Hamilton really needs to build more housing developments to help our growing number of seniors to afford seniors places to reside.
330.	The City of Hamilton should develop the land at Elfrida and should go urban to the city limits at Fifty Road.
331.	The City should be spread out, less density is less congestion. Also more greenspace.
332.	The city should expand horizontally to avoid turning the city into a concrete maze and allow residents to be close to nature.
333.	The City should expand the urban boundary, if it is not expanded, housing prices will become even more unaffordable - the City needs to open up more land for development to increase housing supply.
334.	The downtown core need green space as well. Say no to the high density condo and apt. towers.
335.	The infrastructure to support this growth needs to be planned and completed well in advance of a housing development.
336.	The land in the Twenty Rd. East Are is designated as not sustainable for farming and already has city services paid for by taxpayers and services nearby to connect with.
337.	The larger the population, the more street parking will be required. It's already getting crowded around here with 2 or more families in local single family homes.
338.	The loss of farmland is reversable.
339.	Go back to the one way street system that worked respectfully. The LRT is a total waste of money. Property taxes will increase 50% in Hamilton - we are already the highest in Canada.
340.	The no urban boundary expansion scenario would create intensification issues, like that of Burlington, and a lack of grade-oriented units.
341.	The people want private home ownership! Increase single family dwelling supply. Expand urban boundary. Increase housing choice. Resist ideological worldviews that restrict private property rights!
342.	The plan should also include social and affordable housing w/ limited gentrification.
343.	The road infrastructure cannot handle a high density approach.
344.	The sanitary sewer infrastructure is in place after a few years of instillation. This proposed land area only make 100% sense for City growth area.
345.	The staff report issued March 29/2021 was thorough. Don't let NIMBYS turn Hamilton into San Francisco with overly-restrictive zoning policies.
346.	There are little dead end streets (ex. Miller Ave at San Pedro) where a building lot could be approved. This would dd to the residential tax base is all these little dead end useless streets were developed. Presently, they are wasted.

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347.	There has been way too many "cheap" housing put in place, all compacted together, creating more traffic. Too much influx of rich Toronto people - let's not attract that.
348.	There is "more than enough" land in Ontario to fulfill everyone's desire to have detached housing.
349.	There is a housing affordability crisis in Ontario. We need to build more housing to meet the demand.
350.	There is already a housing shortage cause by so called urbanization. What homes are available are over priced, including condos.
351.	There is no other option. Save our children, not our land. Curb population growth, one child per family for the next 30 years. Make housing affordable.
352.	There is plenty of unused/abandoned space to use up before cutting into the surrounding areas! Repurpose and grow up.
353.	There is so much space in the downtown area, in the east end that is currently abandoned or unused. This is a wonderful opportunity to revitalize the city. Build on what we have.
354.	This anticipated growth and gentrification is displacing poor and marginalized people. All three levels of government must commit to a coordinated solution. Zero homelessness. Not for profit shelters are not the solution.
355.	This expansion should also include more roads wider than the current size.
356.	This is a reasonable expansion plan. Allows housing growth that is not too concentrated in existing city.
357.	This is an intentionally confusing survey. In the top section of information you pose two key choices. In the bottom section you switch them on the option.
358.	This option can make the city not too crowded!
359.	This will create employment and taxes. Grow while we have the land.
360.	This is a good plan to extend housing in urban expansion land for lower income families to have a home.
361.	Those of us who live in detached houses should not deny that opportunity for those who come later.
362.	Time all street lights on major roads. Hamilton is the only city you can drive through during rush hour effortlessly.
363.	To properly raise a family, a single family home is needed. These require a significant amount of land expansion.
364.	Too much construction in my area.
365.	Too much density is detrimental to transportation and health, however urban expansion land should be selected carefully, avoiding reckless sprawl and destruction of vital farmland.
366.	Too much intensification will ruin what we like about Hamilton.
367.	Trees and plants should be developed because it will keep the environment clean.
368.	Twenty Road should be filled in to Glancaster Road on South Side of road.
369.	Unless more high rise buildings are built outside of downtown core, expansion for low level establishments is required. Especially now 416'ers are migrating to Hamilton.

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370.	Urban expansion should occur on Parkside Drive, North in Waterdown from Highway 6 East to existing development.
371.	Urban growth is required. A lot of land is vacant with nothing growing on it. Open this area!
372.	urban growth with intensification is good, core intensification is good. Your LRT doesn't help anyone else outside of the area of use.
373.	Urban vs. rural living should be the choice of the resident. We should not 'force' urban living by limiting geographic expansion. Option 1 lets the market decide where people will live.
374.	Use for struggling Canadian citizens who require affordable housing first.
375.	Use underdeveloped land already zoned residential or use lands no longer used for agriculture such as land north of Airport south of 20 Rd.
376.	Way too many townhouse developments in our area. How about some high rise condos and single family homes.
377.	We are in favour of limited development of greenfield lands. Hard cap at 1340 ha (or less). Emphasis on efficient transportation systems and rehabilitation of existing housing.
378.	We are not opposed to urban growth where needed, but we do feel that the infrastructure must keep up with any expansion.
379.	We believe it important to avoid excessively high density population to maintain the current quality of life.
380.	We chose option 1.
381.	We do not want another Binbrook. Streets are too narrow, no parking from overcrowded. Should not use all the good farmland.
382.	We don't agree with Binbrook having been developed prior to the lands south of Regional Road 20. Some of these are designated green space but have poor soil for farming.
383.	We don't have affordable housing because we can't compete with Toronto buyers. Put a tax/surtax/levy on all out of town buyers.
384.	We don't like people looking in our yard.
385.	We Hamiltonians have a tremendous opportunity to grow through the LRT system which is only the start of growing - All councillors should be on board for this - without?
386.	We have already gone into the Mt. Hope - Binbrook area in development. I see much success there.
387.	We must expand beyond current boundaries. Prefer expansion be directed south toward Binbrook rather than Niagara Peninsula.
388.	We must maintain a residential atmosphere wherever possible, not a concrete jungle. Keep buildings 8 floors or less and expand.
389.	We need a new council that cares about Hamilton, not just their jobs.
390.	We need an open-minded leader for municipality development. Hamilton should be much better than Toronto in supporting various industries locally.
391.	We need choices! Everyone does not want to live in a tiny high rise. Too much intensive action is not good. Choices, choices, choices!!

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392.	We need housing options. Not everyone wants to live and age in a condo or apartment. More houses are good for a city.
393.	We need low income housing options and also housing restoration activities as part of this scenario. Contact indurell housing organization.
394.	We need more affordable single family homes under 400,000.
395.	We need more family homes.
396.	We need more 'geared to income' housing here in Hamilton. There is a serious shortage - much more emphasis is desperately needed!
397.	We need more housing options, more schools, more parks. Houses are now too expensive and areas already too dense.
398.	We need more inventory of homes to control escalating prices of existing homes and plus more homes mean more taxes for City revenue. To help with LRT.
399.	We need more seniors residence as our population get older on ave in our area (Mt Hope) Families need lower density. Not higher.
400.	We need more space. People don't want to be parked all together as this can result in disaster.
401.	We need much more affordable housing for low income and average income people.
402.	We need option 1, let's use common sense, we do not need LRT.
403.	We need ore housing units. Before it gets too late to control the population and the housing market, build roads, houses, schools etc. Canada will never run out of greenfield!
404.	We need single family homes with backyards and gardens. The only way that happens is by expanding the urban area.
405.	We need the greenfields to fight pollution and for food. Voting for option 1.
406.	We need the LRT due to this growth to get people around to places they were not able to go and take more cars off the road.
407.	We need the LRT in Hamilton.
408.	We need to develop properties in the existing urban areas in the lower city to generate tax dollars to help pay for the LRT.
409.	We need to expand urban boundaries, especially in Waterdown, to address the growing population and housing issues.
410.	We need to keep our current parks and playgrounds. Keep planting trees, use the brownfields and parking lots. Sell Chedoke golf course.
411.	We need to lower our city property taxes, they are too high!
412.	We need to start developing more greenfield space and start making new homes for the people.
413.	We should keep the environment protected. It is part of what makes Hamilton beautiful.
414.	We would like to see growth beyond the existing urban boundary as our city is rapidly growing! The City of Hamilton needs an urban expansion to plan for new housing units.
415.	Wetlands and existing farmlands are to be fully protected from development. This so called city growth is just an ____ what good is an influx of people if the land required to feed them is gone.

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416.	Wetlands in all areas need to be preserved!
417.	Whatever you do make first time home ownership more affordable. Air quality and pollution will become a greater problem. Traffic congestions will be a headache.
418.	Where are all these people going to live?
419.	Why deny others the benefits we have. The option two all have there own houses they want!
420.	Why the exact numbers? Change is going to happen slowly and we have adapt to incoming family structures and needs!
421.	With apprehension we choose 1. We value the farmland but people need houses.
422.	With immigration on the upswing we can never have too much UEL need, for local spread or for the coming here to stay. Too much shortage even now.
423.	With option 1, there should be plans for providing green space.
424.	Would like to see some low rise apartment bldg.
425.	You cannot compel land owners to behave as you might expect and market demands indicate that people are willing to leap frog urban areas for detached houses that they want.
426.	You can't keep jamming people in and cause more gridlock.
427.	You guys are doing a great thorough job! I read the report online. Keep up the amazing work for the people of Hamilton! You don't get the credit you deserve!
428.	Young families want to have yards so their children can play.

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Public Comments (email) – Option 2

*Three (3) duplicate comments have been removed

1.	<p>I say NO to Urban Boundary Expansion. Our farmland is too precious to continue to destroy it. Do you not believe that climate change is occurring? What about all the natural habitat? I would like to see any available land within the city used before any other lands are taken. Consider this scenario, our food chain to the US is interrupted for whatever reason and we need to start growing our own--where are we going to do this? Please forgive my ignorance but I feel that you should consult with Dr. David Suzuki regarding expansion into farmlands or any lands/</p> <p>NO TO URBAN BOUNDARY EXPANSION #2 Please be wise and consider all factors before making such an irreversible decision.</p>
2.	<p>Green space should be left for future generations. Doe city council and the On government ever pay attention to where our food comes from and the need for parks and greenspace for the health of us all, urban and suburban. I grew up in niagara on the lake, where so much farmland has gone to homes instead of all the fruits and vegetables available locally when I grew up down there.</p> <p>This is a plan based on what the developers want, not what is best for people, our food sources, our health, not to mention the climate. Urban development and the encouragement and support of a walkable, vibrant city with local stores and less pavement surrounded big box stores.</p> <p>Enough said.</p>
3.	<p>I didn't know about this survey until seeing a volunteer group's post on social media. As someone with interest in this issue I find it upsetting that I wouldn't have known about this survey had it not been for the post I saw. With that in mind I feel there should be greater effort on behalf on the city to ensure it's residents are aware they can formally express their opinion. The due date for submitting survey results should be extended, while more effort in notifying the public is taken. I feel there are many residents who are unaware this survey even exists, which will not result in an accurate assessment of the public's opinions. This is a significant consideration for the future of Hamilton. I urge the city to make an effort in ensuring all residents are aware of this issue because once land becomes developed, the damage is done, the natural environment gone. It seems foolish to develop and trample more of our land when the earth is dying and our environment is so fragile. This is a serious matter that should have much more thought put into it, ensuring not just those who stand to gain financial benefit in developing more land are heard alone. Financial wealth won't matter after our environment's health is destroyed. It is the city of Hamilton's civic duty to ensure all residents opinions are considered.</p>

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4.	<p>There are enough vacant buildings in Hamilton. Hamilton needs to start collecting property tax on these vacant buildings and if the owners do not have imminent plans to use the buildings they should be expropriated and turned into affordable housing or sold to developers to make use of the property. There are also large amounts of industrial land around the bay that would make a beautiful development sites. I don't think these lands are being efficiently used by the businesses like Stelco and might be able to be cleaned up and repurposed similar to what Toronto has started to do with their lakefront businesses like Redpath Sugar. I know this would take decades but if we start now I think the Hamilton bay could be a world class destination and living environment.</p>
5.	<p>I prefer Option 2 – No Urban Boundary Expansion.</p> <p>Hamilton has sufficient grey and white belt lands to accommodate future housing units. The city should be focused on development in the existing urban area and around transit nodes such as the GO stations and proposed LRT route. There is no need to add new greenfield lands beyond the current urban area. Agricultural and natural heritage/greenspace lands need to be protected. The city can accommodate planned growth by intensifying in urban areas, but should do so in a manner consistent with and which suits the existing surrounding housing in order to bring the adjacent community on board. More intense development permits more efficient planning, development and utilization of infrastructure and public transit. Historic sprawl has already led to more inefficient development and higher taxes. The city should also be taking into consideration the aging population demographic and their needs to downsize to smaller properties with less maintenance, rather than assuming stereotypical growth of single family dwellings with white picket fences in greenfield areas.</p> <p>I also point out that the survey as designed is poor because it positions two diametrically opposed choices and attempts to force a choice of ambitious density through ‘scarier’ intensity percentages over the planned growth period under the no urban boundary expansion context. It would be better if the city staff and consultants educated citizens fully and informed them of the cost and other implications of a range of scenarios.</p>
6.	<p>Europe has the most liveable cities in the world. Hamilton needs better developed urban centres with intensification and pedestrian zones! (something done back in the 60s in Europe and yes, there was pushback at the beginning but now every town has a pedestrian zone with lots of nearby housing and shops to make it a bustling area). Not many people understand how liveable a city can be and this needs then needs to be ‘pitched’ to people as most are unaware how enjoyable and convenient urban living can be, especially with walkable shops and green spaces are included! Malls are dying, redirect people to local shops.</p> <p>One of the big problems I see is buildings that are left vacant throughout the city and empty lots. What does it take to encourage creative development of these</p>

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	<p>properties? There are a few success stories with unused schools being converted to housing.</p> <p>The corner of Main Street and Longwood in Hamilton has sat undeveloped for years. The corner of Market Street and King Street in Dundas has a historic building that has sat for years going to seed - literally! along with the 'old Dairy Queen' on the main street (Kings St) which has been a parking lot for six years now?!</p> <p>I think that there should be a limit on how long a property can remain undeveloped and that speculation has to be discouraged and responsible development encouraged. Too many developers try to build too big and alienate people who in turn oppose their plans.</p>
7.	Fix the property we have. We can't eat buildings
8.	I am very against Urban Sprawl and building on agricultural land . There is ,we know a better way. I would be happy to have a sign ,if possible for
9.	<p>I do not support the urban boundary expansion.</p> <p>First, there should be a better and more creative use of existing derelict, and under-developed areas within the city limits. The loss of green areas and farmland to more sprawling housing is counter productive for a city with an advertised wish to combat climate change. This feels like yet another concession to profit seeking developers.</p> <p>I also think that there should be an interim evaluation of the real population growth, before creating endless suburbs where the impact on food supply, and need for transportation when we are not even certain about what the real need will be.</p>
10.	I would rather see the City build upon existing properties and preserve our green spaces.
11.	stop the development on farmland!!!!
12.	<p>The city needs to intensify the space we have.</p> <p>I do have one comment on the survey itself. How serious was the city in getting input . The very fact that the survey was bundled in with other papers that usually end up in the garbage makes me wonder if you really wanted anyone to respond.</p>
13.	<p>There are plenty of stretches of non historical properties that should be completely redeveloped within the current urban boundary. In fact, we already have too much sprawl and not enough intensification. A city this populated should be taking up a much smaller footprint and be teeming with skyscrapers.</p> <p>Climate change is real. Food insecurity is also real and with climate change will only get worse. We need to hold onto the green belt because there's no going back.</p>

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	Urban sprawl adds to the problem. Of course developers want to make money however, this is not the way. They simply want the low hanging fruit, literally.
14.	We need to protect our farm lands from further development. Why aren't empty and vacant lands not redeveloped. We need more developments in the down town core.
15.	I do NOT want Urban Boundary Expansion. This city needs to maximize its efficiency with the land it already has. A city needs to build UP , not out.
16.	<p>Comments:</p> <ul style="list-style-type: none"> • Your mailer is a poorly designed survey with strategic behavioural psychology wording designed to scare people away from no urban boundary expansion based on the intensification figures cited o “Ambitious density”... I mean come on. You are basically defaulting people to your preferred option. If you are taking the time to source feedback on options, the least you could do is appear to design an unbiased survey. • Hamilton has sufficient lands within its grey and white belts; it does not need to expand its urban boundary to incorporate growth • Working within the existing urban boundary will allow more efficient development and use of infrastructure and transit (build the LRT system, you have federal funding) • Historic sprawl has already led to less efficient use of infrastructure/transit and higher property taxes • Agricultural lands and natural heritage lands need protection
17.	<p>Higher density and intensification are important in the downtown core and adjacent areas.</p> <p>Many Hamilton downtown areas are dry, cement deserts. Very unappealing in their present states- because development is not directed to these areas.</p> <p>Of course, developers do not want the responsibilities and costs of re-purposing and reusing these urban lands.</p> <p>But the costs of not re-purposing these lands is much higher both aesthetically and financially.</p> <p>And greenspace development costs are a vicious cycle...</p> <p>New housing development gobbles up the surrounding green spaces and rural areas... and then costly expansion services and city transportation and structures and infrastructure are needed.</p> <p>Why are we perpetually spending taxes on new services?! (Even, at the provincial level, our elementary schools have become “disposable” after a decade?!) So that we spend more money on new schools, and sidewalks, and transit, and support services etc etc in new housing developments? All this while our existing urban areas have poor services and urban decay?</p> <p>Repairs and upgrading to already existing services and infrastructure in our our</p>

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	<p>urban areas are further delayed and become even more expensive.(As well as unsightly and derelict.)</p> <p>We also need to consider housing development and urban revitalization as equity issues in our urban areas.</p> <p>Plus, we cannot keep up with the new costs of rural and green space housing development! So Council raises taxes again and again and again.... and we cannot afford city taxes!</p> <p>We are becoming such poor people in the city of Hamilton - lacking services and finances.</p> <p>Please keep housing and urban development in our pre-existing urban areas. Start re-vitalizing our city, instead of destroying our farmlands. Losing farmlands and local food sources is too high a cost. (Are we sycophants to the Toronto-run provincial government?)</p> <p>Please STOP pushing housing into undeveloped greenlands - the costs are too high.</p> <p>PS -I have no confidence that this note will be read and this vote will be counted in the survey.</p> <p>PPS - Early in Fred Eisenberger’s mayoral career, I voted for him and his platform because he promised to stop this thoughtless and destructive and costly spread of urban development. Well?</p>
18.	<p>I am voting for Option 2 as it is critical to preserve our farmland. Creative redevelopment of former industrial lands should be prioritized and with clean-up could support significant housing development within planned communities.</p>
19.	<p>I live in the Landsdale area. I did receive the letter in the mail but misplaced it prior to sending it in.</p> <p>I would like to register my vote for option 2/3. I do not think we should expend further into farm land. We have lots of underutilized space within our boundary that we should look at maximizing use long before we look to grow outwards. As areas are redeveloped promoting mixed density options rather than the more generic stacked townhouses that tend to pop up instead. Including mixed use developments would also promote walkability and sustainability.</p> <p>My last point at this time is my confusion with the need to grow to the population numbers proposed? Why must we as a city continue to promote relocation to Hamilton over other local areas as well. I think all should be welcome to relocate to</p>

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	<p>Hamilton - just unsure if this number includes active advertisement and promotion of relocation to meet growth targets or if these numbers are expected regardless and if there had been any thought put into finding ways to promote a balance of our populations within all the municipalities already existing within our region.</p>
20.	<p>It is all too easy to just expand into a crop or pasture field where at the most there are few trees in the way. The innovative developer is finding alternative locations within the city.</p> <p>Although I have lived my whole adult life in urban Hamilton I grew up in farmland and worked on farms for many years. I also studied Agriculture. I know the underestimated value of our diminishing agricultural lands, land that cannot ever revert to food producing capabilities. Mine is not a gut reaction answer to some save-the-planet feel-good moment.</p> <p>The City of Hamilton is in a position to take a leading stand on urban development into farmland. A stand that would put our neighbours in Guelph, KW and greater Toronto to shame. Let Hamilton be innovative about our future and not a lazy follower.</p>
21.	<p>Our family have been Hamilton residents for a long time, we do not want to see any green space destroyed beyond the city boundaries for housing developments.</p> <p>We would like to see 'option 2' used, using the existing space in Hamilton to build housing. A great example of space that is not being used is on Barton Street just before center mall. All of those businesses are closed and boarded up, why not convert all that space to housing?</p>
22.	<p>Since Mayor Eisenberger has been ramming LRT down our throats for years now, maybe he should be focusing his attention on building a multitude of hi-rise condos and apartments along the entire length of the LRT route, from McMaster to Eastgate instead of ruining our dwindling farmland. If you want LRT, then stack the line with people who actually will live on the route and will use it, not suburbanites who make up 70% of Hamilton's population who don't go downtown using public transit. It's just common sense, people. No one is building new expressways for you through rural farmland for new subdivisions and there are no new 400 series highways being planned. We are already cheek to cheek, bumper to bumper. And yes, we the people have a say so let's stop urban sprawl in it's tracks. Remember, a developer's motto is to make the most profit on the smallest footprint and he isn't thinking about you when he rakes in millions of profit dollars. City staff and council decide what is allowed and they represent us, the voting taxpayers!</p>
23.	<p>There is a lot of room for growth within the existing boundaries, particularly in the north end. We don't want to lose anymore farmland.</p>
24.	<p>This is important. Farmlands are vital to the health of our community. Using them to create more housing that only the wealthy can afford to purchase is irresponsible.</p>

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	There are so many areas within the existing boundaries that the city that could be investing in.
25.	We have plenty of infill space to take advantage of, and hundreds of decrepit properties that need refurbishing or replacement with greater density.
26.	"No urban boundary expansion" scenario is my strong preference. We can't afford to give up our green belt or any of our farm land. Please consider the future of our planet, as expanding beyond our current borders would need added infrastructure. We have lots of unused and already serviced land to build housing,
27.	(Need for walkable communities to be encouraged, reduce need to commute/driving, maintain and honour green spaces)
28.	<p>I would like to see more use of brownfield space in the city as it would provide locations for development that already have needed infrastructure for utilities and proximity to services. As well, it would enhance the esthetics of the city by reducing derelict industrial sites, creating an overall benefit for residents and businesses.</p> <p>I also want to comment on the poor design of the survey's content and distribution. I do not have confidence that this exercise will achieve useful and appropriately considered input.</p>
29.	I am strongly in favour of protecting existing farmland and greenfield lands and prefer intensification within existing boundaries.
30.	I strongly believe we should not extend current boundaries and vote for option #2.
31.	I was disappointed to not receive the information by mail and have found that the City has intentionally repressed this ballot and denied Hamilton residents their democratic right to vote on this expansion. Please make note of my strong dissent on this topic as a wealthy and civically engaged citizen.
32.	<p>No expansion of the existing urban boundary.</p> <p>The city needs to explore many more types of housing: missing middle type buildings, conversion of single family homes into duplexes and triplexes, alleyway homes, opening up all residential neighborhoods to innovative and creative housing, along with more access to neighborhood based essential retail such as grocery stores, and accessible green spaces. Neighborhood amenities need to facilitate more walkable and bike friendly communities. Affordable housing needs to be incorporated into a new housing mix across all areas of the city. There are lots of good existing examples in cities around the world. We should be much more innovative in creating a truly vibrant and liveable city within our current urban boundary footprint.</p>
33.	Over the years I have seen green space from my youth developed into land for more housing. I can no longer remember what those areas used to look like. It saddens me greatly because there are so many preexisting lots of land (e.g. unnecessarily large parking lots, abandoned houses/lots) that could have been -

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	<p>and could be - used for expansion.</p> <p>Not only would expanding the boundary have an impact on native wildlife (referring to human encroachment), it would astronomically reduce the amount of land available to farmers.</p> <p>Ontario is heavily pushing the "Good things grow in Ontario" slogan as of late. How will that be truthful if in the future we'll need to rely more on imported products due to lack of farm/rural land? Importing items such as meat and produce already emit high amounts of emissions from planes, trucks, and boats. Why would we want to increase the amount of greenhouse gases when the effects of climate change are so prevalent today?</p> <p>In 2019 I took a trip to Tokyo, Japan and had a bit of culture shock re: buildings. They expanded UP - not OUT. They towered over me and I couldn't picture Hamilton looking like that.</p> <p>Whenever I drive around the city now (be it on the Mountain or downtown), building "UP" seems like the most reasonable option. I understand that the population of Tokyo is nowhere near Hamilton's current or projected population, but I feel that higher density developments are the way to go if we want to conserve greenfield land.</p> <p>Lastly, I find it appalling that as of 2021 Hamilton is the 3rd least affordable city in NORTH AMERICA. Rental prices increase year over year at an amount that low income earners struggle to keep up with. As an adult in their early 20s, I do not want to continue living with my parents once I get a full time job. But due to unaffordable Hamilton pricing, the future is murky for not only my generation but those younger than me. It's sickening.</p> <p>I am urging you to listen to the voices of the people and not the lobbyists looking to make a buck off developments. Please take the environment and the future generations of Hamiltonians into consideration. We would like to see the city build responsibly to modify our present and improve our future.</p>
34.	<p>There is significant developable land within the existing urban boundary to accommodate projected growth without perpetuating car dependent urban form, diminishing the city's environmental assets or increasing our future infrastructure deficit.</p>
35.	<p>I believe the greenfield lands are important to maintain and there are many opportunities for expansion within current properties that need revitalizing.</p>
36.	<p>... we want option 2... you should not be taking farmlands to build houses on and wreck the environment that way... keep the farmland... farmers feed cities... Cities do not feed Farmers..!!!</p>

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37.	<p>I live in the Corktown area and have for over 30 years I love seeing all of the new development. With all the unused buildings on Barton street that would be a good place to start. The only planed development that not too pleased about is the Corktown Plaza at John and Young streets. The parking is needed there for St Josephs hospital and all of the other medical services offered plus for people working downtown</p>
38.	<ul style="list-style-type: none"> • More clarity is needed around the options presented. <ul style="list-style-type: none"> o Option 2: 81% of new units built within the present urban area, but what about the other 19%? The white belt? (which means the urban boundary is more fluid than indicated on the city's maps) o Or is limited greenfield development anticipated, particularly in smaller villages (e.g., Lynden, Carlisle) • There is much unused and under-utilized land within the city's urban area, which can be intensified. This includes: <ul style="list-style-type: none"> o Large parking lots in the central city. o Retail parking lots all across the city that could be adapted to mixed uses. o Empty industrial sites new employment uses, but perhaps some may be remediated at a reasonable enough cost and environmental standard for mixed uses. o Major transportation corridors that can handle higher densities: B-Line and A-Line corridors; future L, S and T corridors; arterial streets • There is often opposition to changes in the urban fabric, especially if related to new multi-storey buildings proposed in areas that do not have them. <ul style="list-style-type: none"> o Most fears of such development are unfounded or based on misinformation. o Education and outreach are needed to explain that new buildings are not a negative. o Higher intensity doesn't necessarily mean 20, 30, or 40 storey buildings; there are plenty of opportunities to add 3-6 floor apartments or condos throughout the city. • We need to make better use of the infrastructure we have, to keep budget pressures down. Municipal planning and finance are intimately related. <ul style="list-style-type: none"> o Expansion of the urban area means infrastructure must also expand, and at an exponential rate. And that costs money, not just to build and maintain but to replace in the future. Future property tax bills would reflect this. o Denser residential development better supports transit use. And mixed uses mean residents can walk to many services and amenities rather than driving or taking a bus, which can save money on transportation services and infrastructure. • Urban boundary expansion should be a last resort, in small increments where it has the least environmental and ecological impact. <p>I'm happy to clarify any of these points. I have a degree in urban geography, and have worked in transportation planning for most of my career.</p>
39.	<p>1) Redevelop our current vacant or decrepit properties (both residential and commercial) as mixed income residential homes via either:</p> <ol style="list-style-type: none"> a. Subsidies for existing owners

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	<p>b. Outright purchase/repair/rebuild c. Focus needs to be on “ownership” as opposed to a lifelong sentence of “rentals” d. Focus on detached/semi-detached/low-rise – not towers 2) Support a federal “minimum Basic income” which would eliminate most of our existing ineffective social programs and allow all citizens to own a home</p>
40.	<p>1. We are in the Greenbelt so let's keep undeveloped land green and farmland. 2. Hamilton has a lot of derelict, abandoned or underused sites that can and should be redeveloped. COVID has given us a chance to reimagine a lot of things and why not the city too? Redeveloping can plan for amenities within walking or cycling distance. Maybe even reduce car use. 3. A lot of fill from new construction sites ends up here in Puslinch, Halton etc and is dumped onto otherwise good farmland. My neighbour's have done this and it's no longer a farm, it's also too unstable to be built upon. What possible value does it have to anyone? 4. Build up not out.</p>
41.	<p>1. Farmland and other green spaces are precious, never to be recovered once turned into housing and commercial areas. 2. Servicing additional areas would be expensive, with costs falling on current residential taxpayers while developers pocket the profits. 3. The proposed LRT opens areas of the city that need redevelopment, and should include affordable housing that is not economically viable in suburban sprawl.</p>
42.	<p>1. To call option 1 “Ambitious Density” is misleading. There is no increase in density when developing greenfield. 2. How many have not received the mail-out survey? At what point does this exercise become pointless?</p>
43.	<p>1. We are in the midst of Global Warming. We need to do more to protect the earth and its inhabitants from future disasters. 2. We need to preserve our farmlands! A future without farmlands is scary.</p>
44.	1000 times NO
45.	A long term land use plan must include farmland. In the Hamilton area we already lost a lot of valuable farmland. If we truly expect over 200,000 people by 2051 how are we going to feed them? Please do not expand our boundaries but increase the density and work on a more efficient transit plan.
46.	A search would reveal that I live in a condominium complex which is a high density use of land which I support.
47.	A strong no to further urban sprawl. I choose option 2
48.	Absolutely NO Urban Boundary EXPANSION scenario.

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	<p>Why plan for 236,000 more people by 2051? Spend your time on finding land in the City of Hamilton, there are lots of places in the city of Hamilton available for more houses and/or Apartment Buildings for the Greedy Developers to build. Do not use our Green Spaces to accommodate those people. If there is no more room to live around Hamilton e.g. in Dundas, Ancaster, Stoney Creek and all the other beautiful place around Hamilton, then there is no more room for more people. There are lots of other areas to live.</p> <p>BUT DO NOT USE OUR GREEN SPACES TO BUILD MORE HOUSES, JUST TO PLEASE THE DEVELOPERS. That is our farmland, we need to eat. This is our recreation land where people and children can go for hikes and play.</p> <p>Use your brains, we do not want to start looking like the big Cities. Toronto, New York, Tokyo etc. etc. where you cannot breath fresh air anymore.</p> <p>Besides there are enough empty spaces in the City of Hamilton to build apartment buildings, houses etc. But do not use our URBAN Land.</p>
49.	<p>Absorbing more greenspace for development seems to be very short-term thinking. I believe that "smart" cities and smart planning and not based on continuous urban sprawl, but on well-planning intensification.</p>
50.	<p>Agricultural soil and climate in our area create the opportunity for improved food security in an uncertain future. Removing the topsoil for development would be criminal as it deprives our children and grandchildren of future opportunities in a rapidly changing and unstable world.</p>
51.	<p>All but 4 yrs of my life have been spent as a resident of Ancaster. I am adamant in choosing Option 2 of your survey.</p> <p>The option of urban intensification along the proposed LRT route is a definite "Yes" for me. Fully funded infrastructure replacement along the route is the "gift of a lifetime" for the city.</p> <p>Thank you for submitting this in lieu of the mail-in survey, (which we have not found yet)</p>
52.	<p>Although I live in the east end of Hamilton, I work downtown. On my commute, I see a lot of run-down spaces seemingly abandoned for one reason or another. It breaks my heart to see these once great buildings and homes empty, dilapidated; when people are living on the streets, in parks, or just in situations they cannot leave due to cost or vacancy. With the integration of Torontonians leaving the city for more affordable housing, we are unable to compete with the limited spaces available, which I am sure, is what this plan is to help.</p> <p>Beautifying our city, using vacant land already within the city limits, and keeping the green belt green and safe for wildlife should be our priority. All that said, Option 2 would be my vote.</p>

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53.	<p>Although I understand the need for additional single family homes in Hamilton and enjoy living in a fairly newly built one myself, based on what I am seeing being built recently mainly on the east mountain in area like Central Park. Developers are building small mainly townhouse and back to back town homes that can easily replace older under developed properties in the downtown core and east end area. This would improve the look and livability of these residential or industrial area's and bring more people into Hamilton's downtown.</p> <p>More housing stock is required to hopefully reduce the unaffordable costs of Hamilton homes for the younger generation but I know if we expand the urban boundary most new homes built in these area will not be single family.</p> <p>I vote no to urban expansion</p>
54.	<p>Although it is important that a survey about urban sprawl be presented to residents, I am disappointed that I did not receive an official paper copy. And once I was notified of the survey by email, I was shocked that the survey material was not very well explained.</p> <p>Absolutely, intensification is needed for housing, but please leave our greenland space alone! Farmland is at a premium and we will need every hectare of it to feed this growing community of ours. Build up, not out. Spend money on updating the much needed inner city infrastructure.</p>
55.	<p>Although our family resides in Hamilton (Flatt Av.), I do not think we received the recent City of Hamilton survey about urban expansion that we were expecting to receive through the post. I am therefore sending me my answer by email.</p> <p>My response is:</p> <p>Option 2: No Urban Boundary Expansion Scenario.</p> <p>I think urban expansion is a shortsighted solution, which solves issues in the short term but creates larger ones in the long term - what I most worry about is the loss of our ability to produce our own food. What we should be doing instead is intensifying residency in the urban core of Hamilton, which will increase vibrancy and help Hamilton become the city it deserves to be.</p>
56.	<p>And a civil engineer i think option 2 is the most sustainable option. We dont need more roads to maintain. Also there are many areas of hamilton that need to be cleaned up/redeveloped/gentrified before we start building somewhere else. Option 1 is like having a messy house and just buying a new one.</p>
57.	<p>As a 27 year Ancaster resident, we are sickened by the amount of housing built up around us. Enough is enough. Our infrastructure, roads etc cannot handle any more!</p>

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58.	As a building industry professional, I know Hamilton has more than sufficient developable land available. The costs of green field development is not born by developers, but is transferred to the City.
59.	<p>As a citizen of Hamilton who lives in a rural area I vehemently support option 2 “No Urban Boundary Expansion”.</p> <p>We need to protect what farmland we have left in Hamilton, let alone Southern Ontario as a whole. Our great country is a food provider to the world and we need to remain as food independent as we can. When you look at a map, the vast majority of Ontario is not suitable for farming and the major city centres in Southern Ontario keep sprawling outwards and eating up precious farmland and natural areas. Southern Ontario has been well known for its soil and the ability to grow great crops and it seems like that has been forgotten over the years. You can’t eat money and once that farmland is gone it will never come back.</p> <p>We need to protect what natural areas there are in Hamilton. This pandemic has shown us how important it is to go outside and enjoy nature. It offers people a healthy activity and we also need to protect our biodiversity and what wildlife we have left in the area. Furthermore, with the increased devastation being caused by global warming we need to ensure that we have as much green space as possible in order to help combat this.</p> <p>I believe that it is in our best interest to make the current urban areas more dense and intensify the living accommodations that we have. We need to build up and not out. These sprawling developments with single house dwellings that encompass large amounts of land are not the answer. We need to build high density units that can have a much larger amount of people living on an area of land. There are many areas in the city where you see unused space, chronically closed stores or empty buildings. We need to find a way to turn these areas that offer little value into areas where people can live as opposed to building on new, previously undeveloped areas. We have the potential to create some beautiful areas that have communities comprised of high density housing units that are focused in already developed areas that already have a pre-existing infrastructure.</p> <p>These are a few of the reasons why I strongly believe in option 2, “no urban boundary expansion”. New people coming to Hamilton is not going to stop (because it is an amazing city), Immigration is not going to stop, the population is going to continue to grow. At some point we will need to realize that we have to intensify in the areas that we have already used. Once the decisions that our politicians have made have used up all of the land, what will we do then? Once the farmland and the nature is gone it is very difficult to bring back. I hope the decision that is made does not take this lightly. (Attached as a letter)</p>
60.	<p>As a grad student in the early 1970s I compiled the report of a conference in SW Ontario under the title “Best of Both Worlds” which resolved to preserve No 1 farmland. Of course that never happened. Better late than never. Hamilton should start now.</p> <p>Also resolved publicly since I moved to Hamilton in 1981 has been the development</p>

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	<p>of Hamilton International Airport as a competitive alternative to Pearson for both freight and passengers. Of course most passengers will want transit to the city centre and to the constituent municipalities.</p> <p>Hamilton could not do better than to emulate Amsterdam with an integrated bikeway network, obviating all of the “Bikeway Ends” pavement notices.</p> <p>Eliminating combined sewers and storm water overflows to end runoff into Cootes, Hamilton Harbour and Lake Ontario.</p> <p>As the creator of #StreetcarNamedLRT, I believe that the \$ billions about to be committed to replacing the B-line will be a lethal misallocation.</p> <p>The citizenry will reap far greater benefits by reallocations to the non-LRT projects noted above in the near term, and reconfiguring a real overhead-wireless LRT from the HIA to the Core.</p>
61.	<p>As a home owner in Hamilton, I did not get a survey. I am disappointed in that. Regardless, I am giving my thoughts now.</p> <p>I have copied my Ms. Pauls, who represents my Ward.</p> <p>There are lots of infill sites in Hamilton that could be put to better use, lots of decaying quasi industrial sites, unused school real estate, and under utilized shopping areas. Redevelop what we have been using poorly or not to best advantage, and for heavens sake, protect farmland. At some point we will realize that we are having to import everything we eat, and the carbon footprint on our basics will be ridiculous.</p> <p>Farmers bought farmland. They have had generations of tax credits for farmland. They should not be encouraged to sell farmland as urban sprawl, or over manicured golf courses fraught with pesticides. Sorry to say it, but we do not need to become the next sprawl of suburbia for Toronto. And in so doing, destroy the wetlands for native wildlife, make things harder for bees, put in big homes with more concrete and more pesticides. Use what we have made a mess of, and leave the white belt alone. We will need it.</p>
62.	<p>As a homeowner I think it is irresponsible of the city to allow development in farm, green lands, and Wetlands regions</p>
63.	<p>As a long time resident of Flamborough and current resident of Waterdown, I am strongly opposed to and more expansion and destruction of more rural and farmland.</p>
64.	<p>As a longtime homeowner and tax payer on the West mountain, I did not receive the survey.</p>

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	<p>I am NOT in favour of expanding our city into farm land. COVID-19 confirmed that safe food supply is critical!</p> <p>I recommend housing infill projects - similar to the townhouses being built on Wilson St West in Ancaster. I support downtown parking lot blocks becoming condos or rowhouses.</p> <p>With all the discussion on LRT (which I strongly support) and public transit, expanding the city further will create more difficulties with providing transit.</p>
65.	<p>As a mature student in Urban and Regional Planning, I must point out how counterintuitive it would be to expand our city's urban boundary further.</p> <p>Each Provincial Plan and Act directs the development of our urban areas to preserve as much agricultural and natural land as possible. That must especially be true of areas filled with Class 1 and 2 soil compositions. We cannot get this gift of land back once it is plowed over. While our current provincial leaders continue to bypass our municipalities' planning powers with many detrimental MZO's, it must be a municipality's focus to preserve as many of the natural gifts around us as we can with the powers we have. I am certain all of our councillors are well-versed with the plans and acts that give a municipality its directives in planning, but in regards to wasting agricultural lands please look over these chapters indicated:</p> <p>Place to Grow - 4.2 Policies for Protecting What is Valuable 4.2.6 Agricultural System</p> <p>Provincial Policy Statement - 2.0 Wise Use and Management of Resources 2.3 - Agriculture</p> <p>Almost the entirety of the Greenbelt Plan objects to this Urban Sprawl.</p> <p>When it comes to Urban (Re)Development the Urban Expansion proposed also goes against:</p> <p>A Place to Grow - 2.2 - Policies for Where and How to Grow Especially 2.2.1 - Managing Growth</p> <p>Again, the Provincial Policy Statement directs municipalities away from urban expansion as outlined in all of the policies in Section 1 - Building Strong Healthy Communities</p> <p>I am fully aware of the housing crisis this area is experiencing but the urban perimeter growth will not use land as effectively as within our already built in environment in terms of producing housing units. It would seem unlikely, and unfitting that dense housing strategies will be used in these current rural environments. The development of sprawling townhomes will not benefit those seeking affordable</p>

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	<p>housing. Along with a lack of affordable property we are also seeing a lack of affordable rentals available as tenants are now being pushed to auction-like scenarios that see rent becoming higher and higher than a monthly mortgage. We must seek to redevelop vacant urban land, retrofit current buildings and infrastructure, and intensify development around our developing transportation systems including walkability, cycling, and public transit. We must, as the Provincial Policy Statement indicates, develop strong, healthy communities. Sprawling development catered to the automobile is only taking leaps backward.</p> <p>The stretching of our current built environment will also cause more strain on our current water, sewage, waste, and transportation infrastructure. There are already existing problems with our current public transit system reaching each area of our already expansive city. We must better utilize, repair and better develop the current infrastructure of all systems and adding on to those systems will only weaken them further.</p> <p>There are many other harmful aspects of this expansion proposal that can and should be discussed. It is my hope that my fellow Hamiltonians feel this way and to come to an educated, researched conclusion that the expansion will only stretch and strain this city more.</p> <p>I am willing to continue this conversation with you, should you so choose. I hope to help this city as I continue forward in my chosen career path - and hope to meet many of you in doing so. I implore you, as councillors, to vote for the greater good.</p>
66.	<p>As a resident of Hamilton who loves this city for what it is; I also love the farmland that surrounds Hamilton. it is so close and accessible and partly makes the city wonderfully varied and different.</p> <p>I would like to exercise my opinion and say that I fully support option #2 that supports a NO URBAN BOUNDARY EXPANSION SCENARIO.</p> <p>Farmland is most valuable and not to be exchanged in favour of expanding cities.</p>
67.	<p>As Council has declared a climate emergency, expanding the urban boundary with no plans for enhanced public transit would only add to the current climate change emergency.</p> <p>Secondly as we are reminded time and again that we have a growing infrastructure deficit, adding more sewers, roads, sidewalks etc will only add to that growing deficit over future years.</p> <p>Third, as the city, provincial, and Canadian taxpayers are going to spend a minimum of \$3.5 B on an LRT in the lower city, every effort should be mad to intensify around that transit project. There are numerous unused and vacant buildings on streets such as Kenilworth N, Barton, Cannon, King and Main that if redeveloped would</p>

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	<p>meet the need of intensification and ensure the LRT is worth the investment.</p> <p>Lastly with climate change comes droughts as evidenced in the US southwest, floods becoming more frequent which will tax our current farm food production without us adding to the problem by paving over farmland to appease developers and their lobbying.</p>
68.	<p>As mentioned on the card I put in the mail I disagree strongly with Urban Boundary expansion. More attention needs to be paid to the current condition of housing within the present city boundaries.</p> <p>There is much housing in the lower city than needs attention through repairs, renovation, and replacement. There are former parking lots that could have housing built on.</p> <p>I drove past the west harbour lands the other day and it is a mess of weeds, broken pavement etc. why not give some attention to that land, and other former industrial areas.</p> <p>I look through the colour real estate ads in the Saturday Spectator just out of interest every weekend. There are multi-million dollar homes already near the present boundaries. Big home, big lot size, and developers, real estate agents continuing to profit and owners struggling to pay the mortgage.</p> <p>Is this right and moral?</p>
69.	<p>As multi-generational descendants of this area, who have farmed this land and respected its integrity, please respect the rural areas which keep the urban part of the city healthy and support the remaining agriculture in the area. Once this land is developed, the detrimental effects cannot be reversed.</p>
70.	<p>As my children have stated during our discussion on this topic, why would we destroy our fresh air, countryside, and farmland that we need for a healthy future? We must protect what we have now rather than take away the land that we need to grow our food plus destroy the trees and natural environment. Such foolish thinking for a country that was known for it's natural beauty and clean waters!!</p> <p>Please be sure to add our vote for OPTION 2 in Hamilton's growth plan.</p>
71.	<p>As noted in this article "it is a long-established principle of environmental economics that while the land beneath urban cores has been largely stolen from nature, cities provide ecological benefits... "densification," makes carbon-friendly public transit work. It also allows us to concentrate services such as sewage treatment and energy systems." https://www.cbc.ca/news/business/suburbs-covid-climate-column-don-pittis-1.6105357</p>
72.	<p>As someone who grew up in rural Ontario, I understand the importance of green spaces and the farmland surrounding cities. There are ways to densify and make deeply affordable housing options in our city without sprawl. As such, the two option choice put forward by the city is dismaying: between adding new units and sprawl or no new units and preserving green space. This is a false dichotomy that neatly</p>

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	<p>matches the perspective of predatory developers hoping to sell us on having a say in the new houses they hope to turn our fields, farmlands, and green spaces into.</p> <p>Positioning the choice this way demonstrates a lack of imagination in developing a strong, sustainable, affordable housing plan for our city. Hamilton currently has 11,000 residential units which are sitting empty. Our housing crisis is not an issue of not enough places for people to live nor an unwillingness to build. We need to better utilize the spaces we have, build upwards instead of outwards, and insist that units not sit empty when there is a high demand.</p>
73.	<p>As technology changes the need for personal car will decrease. Self driving cars and in our future. We will have subscriptions to car services. This will reduced needs for parking lots.</p> <p>Also with more and more online services, brick and mortar stores will become a thing of the past.</p> <p>With less expansion we will preserve green space that helps us hit our carbon targets.</p>
74.	<p>As we navigate climate change. It is vital for our forest and urban farms to remain. I say NO to Urban boundary!</p>
75.	<p>As you can see, we live in the Mill St. Heritage District in Waterdown, and we are members of the volunteer Heritage Committee. My wife Lisa and I are firm believers in the “Option 2” as outlined on your questionnaire.</p> <p>As owners in the old village, we see the value (and are prepared to invest in the care and upkeep of our old house). We volunteer our time to help protect the unique character of the older homes and commercial buildings in our core neighbourhood. We’re betting, that we are not the only folks who value the character homes in the old core – the proof that we are right, is that younger families are now moving into the Mill St. Heritage District. Without protecting the old core, Waterdown would just become another bland vanilla suburb (indistinguishable from any other in North America). That said, Hamilton has become a prime destination for new families unable to enter the red-hot Toronto market – where do we want those thousands of new families to live?</p> <p>We deplore the loss of farmland and Greenbelt lands being paved-over for yet another vanilla subdivision – intensification of the existing urban spaces is the only logical move. Here in Waterdown, we do not want infill (or property renovations) in the core to be medium or high-density – letting that happen would simply be the thin edge of a wedge that would see the entire core ultimately intensified. I know this smells of NIMBYism, but it is not – rather let’s call it ‘enlightened self-interest’. As we protect and defend our old houses and neighbourhood from being paved over, we also protect the character that the new neighbours surrounding the old core love. So, direct the needed intensification to happen along Dundas, and Hamilton Street – it is already underway, that’s where it needs to happen. This will allow for an efficient public transit system, bike lanes, and pedestrian space.</p>

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76.	<p>As you know, Canada is a growing and thriving community, that relies greatly on strengthening our local economy. Our lives and financial independence is at risk, Taxes rise, the dollar rises, food rises and become overly priced for low income and locals who rely on there new formed and growing country Hamilton farms are vital for our communities. I feel like Hamilton has been in a rubble with finances and I don't feel investing into industrial businesses, over farmland will benefit us, I feel we should invest in ourselves before making bigger investments and leaving people out of food, and essentials. Hamilton needs investment in Art and Literary, and Sports activities, homelessness, shelters children's aid and care, foster care, and urgently the local economy above all else because that is the foundation of us and the resolution towards building a healthy and safer community. Our Greenland should be persevered for survival! There is plenty of room for renovation for housing and etc.</p>
77.	<p>At a time in history when public health has impacted every global decision over the past year and a half, protecting our long term access to farm land, fresh foods, and steps towards food sovereignty is more important then ever.</p>
78.	<p>Be 22nd Century Smart! Not just 30 years ahead, with small and short term minded, quick hit, urban sprawl projects!</p> <p>Let Objectivity. Wisdom. Innovation Rule Decisions!</p> <p>(Versus Doug Ford denialation and pervasive set of destructive and undermining principles and depraved actions).</p> <p>I.E. Flying cars. Flying Taxis. LRT. Sharing ECOmomy. Remote Work.</p> <p>While none of the above require more highways and the consequential, plowing out of natural habitats and farm lands, and which must really be our number one priority, Doug Ford is enriching his CONstruction backers.</p> <p>Here Our ON revenue is going to unsustainable building projects! That! And Privatized entities like, long term care programs, with their 'too late' - A/C!</p> <p>And All on Tax Payers Backs!</p> <p>Not the Green funded type policies had we a Mike Schreiner Premiership!</p> <p>Ford = Zero Stimulation Innovation or Revenue Generation.</p> <p>Ford killed EV! LRT! TDSBs! THC! CBD! Covid19! LTC! ECOmomy!!!</p> <p>Lastly</p> <p>Let's do something wild with the waterfront. It's so retro and industrial! What horror</p>

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	<p>sport climbing sensational something could that backdrop provide?</p> <p>I know everyone's way ahead of me there. Just think! There's no limit!</p> <p>BUT MORE THAN ANYTHING GOT TO RETROFIT EVERYTHING!</p> <p>Including the waterfront.</p> <p>There are no limits!</p>
79.	<p>Be be advised that our household of 7 people do not condone the expansion of urban ban growth. We recommend building up, not out. We appreciate your consideration.</p> <p>As very long time resident of Dundas we appreciate the farming community and it's importance in our lives.</p> <p>Do not expand the boundaries please!</p>
80.	<p>Both my husband and I vote for no urban boundary expansion (no. 2). We do not want to see Hamilton's boundaries extended and firmly support the Stop the Sprawl movement.</p>
81.	<p>Boundary expansion costs taxpayers millions of dollars. We can't afford to maintain the infrastructure we already have. We don't need to destroy more farmland, wetlands and green space, land that is vitally important to our survival and the survival of the earth. With well planned intensification, low and medium rise housing, granny flats and laneway dwellings, we can provide housing within our boundaries without gobbling up more land.</p>
82.	<p>Build UP - not OUT. This is such a no-brainer. Who is working down there at City Hall!?</p>
83.	<p>Build up Hamilton's empty lots, drug houses King Street empty houses,. Take down the Red Rose Motel and others like it.</p> <p>Don't touch Dundas Driving park or other parks where families still have picnics.</p>
84.	<p>BUY CANADIANREALLY</p> <p>SAVE OUR FARM LAND & GREEN SPACES THAT WILL BE IRREPLACEABLE IF WE ALLOW THIS TO HAPPEN</p> <p>PLEASE LISTEN TO THE CITIZENS OF THIS GREAT CITY OF “HAMILTON”</p>
85.	<p>City families have no idea what it takes to get food to them. There should be mandated learning and witnessing hands on farmers raising animals and planting and harvesting crops. Farmers will be the losers if this option is not met.</p>

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86.	Consider me an emphatic vote in favour of no urban boundary expansion. We need to increase urban density and stop paving over our green areas. Convert empty commercial structures downtown into living spaces!
87.	Delay urban expansion indefinitely.
88.	Density encourages mix-use spaces, as well as the option for more affordable units (1-4 bedroom apartments, condos, and townhomes) that the city of Hamilton desperately needs to keep up with housing demand. Our green spaces are so precious, and should be protected. In addition, expanding outwards would necessitate the expansion of infrastructure and services, which in turn would increase the strain on existing resources. The city could better use funds to help maintain and improve existing services and infrastructure instead of adding more and more that will be poorly maintained.
89.	Did not receive any surveys, Really not fair to find out on a news cast the day before.
90.	Didn't receive a survey and just read about this this evening. Please preserve green spaces and farmland. Hamilton deserves to keep its mix of grime and natural spaces. It's what makes us unique.
91.	Do not expand in our rural areas that is what makes Hamilton so beautiful and the means to buy locally. Stop destroying our beautiful rural Hamilton.
92.	Do NOT expand urban boundaries – this is ludacris! And why I enjoy living here. If you expand the boundaries, making the city bigger, I plan on moving away for sure
93.	Do not take what farm land is left The info structure of Ancaster can not handle any more growth of new subdivisions.
94.	Do not think it should be expanded rurally. We do not have the roads and we need the farms.
95.	Do not touch Greenspace. The city needs to leave the existing green spaces and surrounding farmlands alone.
96.	Do not use green areas and farmland for further development.
97.	Downtown Dundas is already seeing intensification and we have brown fields and other spaces that could be developed, which would be more responsible than using valuable green fields. I expect this would support our local shops, help bring fresh activity to the industrial sector and allow more people to enjoy our lovely community in Hamilton.
98.	Downtown is just parking lots, parking lots, parking lots. Intensify within the urban boundary. Don't ruin our farmland. Housing won't matter if we're all starving.
99.	Dundas residents want zero intensification in our town, or surrounding rural areas. Developers are not welcome. Dundas will separate from Hamilton; Strongly recommend drastic reduction to the general intensification plan.

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	<p>Dundas has a tremendous sense of community which is absent in most “sub-urban” areas.</p> <p>If Hamilton council pushes significant intensification in our town – I am confident there will be a strong movement to separate from greater Hamilton, and our family, (and Spencer Creek neighborhood) will actively support it.</p>
100.	<p>emphatically choose Option 2 - No Urban Boundary Expansion.</p> <p>We cannot continue to make life easy for developers at the cost of precious farmland. We are fortunate enough to live in an area with some of the richest, most fertile farmland in the world, and tearing it up for more "Monster Homes" would be a travesty.</p>
101.	<p>Especially with all the infrastructure investment we are making currently with LRT</p>
102.	<p>Expanding into new rural lands robs us of farmland vital to producing food for our cities. It also becomes more land that requires servicing and maintenance, while fewer resources become available for existing core areas of the city. For a city our size, we can easily withstand more higher rise developments and redevelopment of the many older, decaying areas that need revitalization and offer the space to do it.. Witness huge sections of streets like Barton.</p> <p>As part of the development of an LRT route across the city, there is sound reason for intensification. Advance both new development of higher rise housing, along with businesses along this corridor, and revitalize older areas that are currently single or low rise units into higher rise housing, along with the necessary accessible parks and playgrounds. Many cities have done this now quite successfully, so we need not recreate the wheel, but study what has worked well and what hasn't.</p> <p>The worst case scenario would be to continue to expand further into farmland while the core of the city further decays.</p>
103.	<p>Expanding into our green spaces and farmland reduces our local food economy and would increase our environmental impact by forcing food suppliers to source from further areas.</p> <p>I also believe that the areas that are already available for development can be improved with a wider variety of housing complexes as well as other infrastructure, but that the developments need to be made more affordable to all Hamiltonians.</p>
104.	<p>Farm lands need to be protected, urban sprawl is a very real thing and more over nobody can afford to buy houses in Hamilton now so why are you making the land developers, builders, and realtors more wealthy. You know full well busses, schools and other services will not get out there and yet you'll charger them for it in taxes.</p> <p>No, No, No fix down town</p>
105.	<p>Farmland is not unlimited. Developers are not going to build affordable rental highrises on greenfield sites. They'll build single family dwellings on the smallest lots</p>

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	<p>they can get away with unless there's more money for them in big houses on bigger lots.</p> <p>I live in the Gilbert neighbourhood. It is a mix of condo townhouses, semis, single family homes and 100 units of Hamilton City Housing townhouses. The school board closed the school (adjacent to the park), sold the land and a developer built about 40 large houses which each now sell for \$1 million. This is not acceptable infilling.</p> <p>Build rental units and condos on available land within the present urban boundary, esp. on downtown parking lots.</p> <p>Also, homes in our neighbourhood are being converted to accommodate more than one family and then rented. In my view, in such cases one of the units ought to be occupied by the owner (or one of the owners) or one of the tenants be understood to be the site superintendent or caretaker with responsibility for maintaining the property and given enough money to do so in such a way that the appearance of the property conforms with those around it. Properties with absentee owners tend to become run down, the occupants feel no obligation to maintain them and tenants may feel no need to be good neighbours in consideration of those living around them who own their own homes and wish to be proud of their own houses and the neighbourhood. Poorly maintained houses also lower the real estate value of properties around them which is unfair to their owners.</p>
106.	Farmland must be protected - otherwise we cannot feed our growing communities.
107.	Farmland should not be turned into developments of any kind, otherwise there will be plenty of houses but no food. We need to start protecting rural areas far more stringently.
108.	Farms are needed for food and we definitely do not have the roads that can handle an expansion. They can't handle what we have now!
109.	<p>February 11, 2020 I attended Joe Minicozzi's presentation hosted by Councillors Nann, Danko and Wilson and attended by Councillor Pauls.</p> <p>Mr. Minicozzi indicated that when the City of Guelph proposed to expand the urban boundary of their City, Mr. Minicozzi was retained. He was able to demonstrate based on the City's records (tax, assessment, property, zoning, etc.) that future growth could be accommodated within the current urban boundary. Council subsequently adopted the report and abandoned the proposed expansion.</p> <p>Why hasn't this been done for Hamilton? No more land is being created.</p> <p>We need to responsibly and effectively use what we've already got. It is imperative</p>

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	with climate change, quality and sustainability of life that we need to retain our non-urban boundaries.
110.	<p>First thing that I have to say is that I know for a fact that not everybody got the notice in the mail for the expansion survey. I just heard about it on chch news this evening. My daughter didn't receive it either. They need to redo the way it was organized to give everyone a chance to voice their opinion.</p> <p>We live in the green belt countryside on Ridge Road in upper Stoney Creek. We are surrounded by fertile farm land above and below us. I see fields upon fields of soybeans, vineyards, fruit trees, potatoes, corn etc. It is called the Golden Horseshoe for this reason. To destroy all of this fir housing would be an horrific irreversible blunder. Where will all of this crops be grown then? Import?</p> <p>We choose option #2. There is an urban boundary for a reason! The planners need to take a drive throughout our countrysides and see for themselves how important and remarkable our green fields are to our food chain. Once their gone they can't return!!!!</p>
111.	<p>Focus on the dilapidated downtown, under-utilized storefronts and abandoned buildings that are lining the streets of Hamilton with boarded up windows.</p> <p>If we wont open our doors to industries and businesses in the industrial areas, rezone these areas and vacant land to residential.</p> <p>We are looking for an easy way out here targeting farmland whereas the city has ample room that is under-utilized within the core of the city.</p>
112.	<p>For whatever reason I don't seem to have received a paper copy of the survey. I live in rural Hamilton as my family had for generations. Originally the greenbelt was presented to the voting public as a necessary step to prevent cities such as Hamilton from slowly eliminating wild and agricultural lands found outside of the urban boundaries. I don't think we should abandon that concept, especially when there is so much more capacity to build "up" within the existing boundaries. I would select option 2</p>
113.	<p>General comment is that intensification should be spread through urban and suburban areas along main arteries. Even having mid to high rise or more dense developments within walking distance to major arteries would help promote public transit along those arteries. Wilson Street in Ancaster comes to mind.</p> <p>The lower city of Hamilton cannot handle intensification as intended, even with an LRT. You canning have the majority of people in an urban core living on multiple levels above grade and have them all travel on 1 single level at grade without traffic congestion issues. A subway or dedicated rail line would be required for the intensification levels proposed in the downtown core. With larger properties in general in suburban areas- especially in subdivisions built in the 1950's up to the early 1970's- mid to high rise or denser multi-unit developments would have less of an impact on neighbouring properties than it would in the downtown core which</p>

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	<p>already has older denser developed residential areas.</p> <p>Redevelopment of existing vacant multi unit properties in the city should also be prioritized. There currently are 2 empty old apartment buildings on Wentworth Street South of Main that have been boarded up for the 14 years I have lived nearby and neighbours have told me the buildings have been that way since the early 1990's. Large fines or taxes on vacant/abandoned multi tenant units should be implemented to encourage redevelopment and add to the housing stock.</p>
114.	<p>General comments: I applaud council's recent changes to by-laws in favour of intensification. There is much more that can be done within the existing city limits. Expanding the urban boundary will not meet the critical need for affordable and social housing, and is at odds with the City's declaration of a climate crisis. I would like the city to show leadership and incentivise the building industry/developers to align with the needs of a climate resilient, zero carbon city. Hamilton is already attracting people that want to live in an accessible, high density yet environmentally forward-looking city and will not lose prospective residents by foregoing the 20th century car-centred suburban model. Council can show 21st century leadership by sending a clear message that Hamilton is charting a new path.</p>
115.	<p>General comments:</p> <p>In future, send out municipal surveys in the usual letter sized formats with the City of Hamilton emblem clearly emphasized in the header.</p> <p>This was thrown out in my household with the junk flyers.</p> <p>What was your motivation for the changed look of this survey?</p> <p>Last, I take exception to your choice of the word "ambitious" in option #1. When I was at Mac Eng & Soc in the 90s, I studied urban intensification. It is much more AMBITIOUS to keep repairing and revitalizing an older city core and leave farmland for growing crops to feed the city's population. That's what Toronto's starting to do in the more progressive neighborhoods such as Junction City, where I lived. Local farmer movement "locovore". If Hamilton choses to keep expanding and putting more money into new suburban sewars, etc, YOU will have trouble finding money to fix the older sewer system in the very old neighbourhoods in Hamilton. Frozen and broken watermains in the old Hamilton City should never happen. Repair the Hamilton that you CURRENTLY have.</p>
116.	<p>General Comments: As a city, we should do everything possible to protect ourselves from the ill effects of climate change. This includes preserving what local farmland we have as once converted to housing it cannot be retrieved.</p> <p>Additionally, Hamilton has many central regions with potential for urban renewal which would provide the city with more income all while costing less to service. Furthermore, new housing created within the urban boundary would be suitably dense, within proximity to amenities, and therefore walkable and more affordable. Reduced reliance on cars is in line with addressing climate change concerns.</p>

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117.	<p>General Comments: as the urban centre intensifies, please consider widespread implementation of green infrastructure to help mitigate for contaminated stormwater runoff from City streets into our local waters. Phosphorus loading from surface water can be mitigated through rain gardens at the street level and plants are natural resources in reducing phosphorus loads, while also bringing green space into urban landscapes.</p> <p>Thanks for your consideration!</p>
118.	<p>General Comments: I hope that Hamilton will not just focus on intensification in the downtown core – medium density residential with green space and room for families should occur across all wards of Hamilton. A good example of this would be the Good Shepherd building at King and Ray. I am in support of more medium density residential expansion in the downtown core as I feel the focus has ONLY been on high density intensification which often is not family friendly due to small living spaces</p>
119.	<p>General Comments: The option titles on the "ballot" appear to have been designed by advocates of Option 1. Option 1 is NOT "Ambitious Density" in any way, but relies on urban sprawl into the countryside for 35% of the housing units. It is time to be truly ambitious, and challenge developers to get serious about constructing the housing units that may be needed in the existing urban areas. There is no evidence to show that the existing urban area lacks the space needed</p>
120.	<p>Hamilton and surrounding areas have tremendous farmland and green space — this is a major reason I moved here over 10 years ago and have chosen to stay and raise my 2 kids (3 and 5, who both want to be farmers). Please don't let urban sprawl and cookie cutter housing/commercial development destroy this or the possibility my kids could one day become farmers in the outskirts of Hamilton</p>
121.	<p>Hamilton does NOT need to take over our precious Farmlands to build more homes that are not affordable to most people needing housing. Fix the empty buildings, build new apartments on empty parking lots.</p>
122.	<p>Hamilton has a lot off old and abandoned buildings. Use those buildings and land to re-establish new housing areas and communities. We need the Greenspace/field for the wildlife and trees and more trees and to help with the watershed/table. Remember wildlife needs housing too not just us humans. Trees/Plants help clean the air for us to take healthy breathes. Do we want to be permanently wearing an oxygen masks to breathe like other polluted countries? Do we want to become like that?</p> <p>Also expanding doesn't mean everyone will get housing, the poor and middle class still gets nothing because the houses and community are built for the rich and higher class of people.</p>
123.	<p>Hamilton has adopted the sprawl model in the last 20 years - just look at the ways in which the city has pushed against old boundaries on the mountain. We have, as Canadians, a terrible tendency to avoid infrastructure. Most of the expansion was</p>

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	<p>made without leaving proper rights of way for bikes or transit. It is not eat way to develop a city.</p> <p>Hamilton remains a low density city that can easily be ‘densified’ leading to a vibrant place. That is the next step in development - inside the current city limits. Let’s take a pause on covering over agricultural lands and do it thoughtfully if and when that happens.</p>
124.	<p>Hamilton has many older areas that would benefit from having restructuring done. Covering more farmland with cement does nothing but create very expensive housing, and not putting money into the cities ageing infrastructure, creating more problems.</p>
125.	<p>Hamilton has not efficiently or effectively serviced the current land area that it now occupies and should not take on additional land that will further dilute its efforts to serve existing communities and surely result in increased taxes with sub-or municipal services. I live in Stoney Creek, if I need it, I have no way to access public transit to the new Go stations either at Centennial or Grimsby. I pay a public transit levy on taxes but of course have no access to it unless I walk bike or drive about 3 km. Looking south, the Redhill is a disaster – too much traffic because there are no options for travel. The mess over the LRT shows how the City is unable to effectively plan its existing services so expansion will not help that. Until Better service is available to connect with Regional mass transportation facilities (e.g. LRT from the Mountain to connect with Go Trains) we will continue to have gridlock. How does expansion of the urban foot print help that.</p> <p>In summary, show that you can properly plan and manage what you have got before grabbing more land which will only further delay the improvement of all levels of services within the existing urban envelope</p>
126.	<p>Hamilton has plenty of existing urban areas which need to be developed and/or redeveloped further! We do not need to take any further green space for development!</p>
127.	<p>Hamilton has sufficient lands within its grey and white belts; it does not need to expand its urban boundary to incorporate growth. Historic sprawl has already led to less efficient use of infrastructure/transit and higher property taxes. Working within the existing urban boundary will allow more efficient development and use of infrastructure and transit.</p>
128.	<p>Hamilton has to take the footprint it already has and use it in a more efficient and environmentally conscious way. Spreading out the city only takes away agricultural land (less opportunity to have small farms producing local produce), less definition between cities, more driving, and bigger houses (need more gas, electricity, building materials and therefore more waste).</p>
129.	<p>Hamilton is already a dense enough space. We need more quality, not quantity.</p>

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130.	<p>Hamilton is ripe with opportunities for significant intensification. One need only look at the acres of near-vacant strip-mall lands on the mountain for opportunities to build - or simply address the decades-neglected upper levels of our downtown built inventory to multiply the resident capacity in our city.</p> <p>We needn't become a city of skyscrapers to do this. Prioritising and incentivising human-scale, midrise development is crucial.</p> <p>We have no need for outward expansion to meet provincial goals, cannot afford to continue adding to our infrastructure obligations, and have many opportunities to avoid further loss of critical agricultural lands.</p>
131.	<p>Hamilton is the "ambitious city" let's be ambitious; to provide housing needs within the current urban boundaries, let's be ambitious; to fight against climate change.</p> <p>Hamilton has declared a Climate emergency, but the proposal to extend the urban boundary, seems to be counteractive to that declaration....by paving over valuable farmland, and by forcing many more vehicles on our roads. It makes more sense, in my opinion, to develop along current bus/walking and cycling routes, let's preserve as much farmland as possible. It may be likely and very important to have local farmland to feed our own citizens in the future.</p> <p>Land owners and Developers (which are likely the land owners/or relatives who bought up land to speculate that these boundaries will change) will be the only winners here. We all know this new housing will not truly be affordable.</p> <p>Either way, our tax base will increase, however with option 2 we will utilize and/or upgrade the current infrastructure, instead of paying to build and maintain new infrastructure</p>
132.	<p>Hamilton must first maximize the use of land & buildings in existing areas. There are many very old and decrepit buildings in existing Hamilton Boundaries. Focus on improving, renovating, replacing, re-building to improve the existing city and infrastructure.</p> <ul style="list-style-type: none"> - Many areas in Hamilton are still perceived as old, low income and not attractive to raise a family versus say Oakville and Burlington. The ongoing waste of what could be a beautiful waterfront is a perpetual blight and eyesore on the city with heavy industry, storage silos, smoke, pollution. - Constantly looking for new land whilst ignoring improving and making more efficient what we have does not seem right to me. The only reason we are looking for 3300ac is because it is there. Countries in Europe use their land far more efficiently and innovatively. - Finally a good example is Binbrook where I live. Lack of planning led to residential expansion before infrastructure was ready including sewerage and schools. Minimal bike lanes, no trails to walk in, lack of public schools, inadequate maintenance of grass cutting, no bus service (yet our taxes still increase). It seems more about a race to expand and build houses than anything else.

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133.	<p>Hamilton need not become another concrete jungle such as downtown Toronto and what is already happening here.</p> <p>Use existing available lands.</p> <p>Limit buildings to under seven storeys for commercial on ground and second floors and the upper storeys for mostly truly affordable living accommodations.</p> <p>Assure adequate green space is available for all living there.</p> <p>If buildings are higher than that, they must have more green space, and even green roofs to help keep down the air pollution that is already bad.</p> <p>Preserve and plant more trees, to help keep the city cooler and to help improve air quality going forward.</p> <p>Leave farming land alone; it is terrible to see what the trees cut down around the airport. PLEASE make what had already been done there suffice.</p> <p>Green areas cannot be replaced and are valuable.</p> <p>Accept lower density levels, and work within them.</p> <p>Our generations to come deserve nothing less.</p> <p>Involve Indigenous citizens to help what would be best for green land preservation, and incorporate their wisdom.</p> <p>The drastic changes they have had to endure from the colonization of this precious land must not worsen.</p>
134.	<p>Hamilton should NOT extend its urban boundary into surrounding agricultural land to accommodate more homes.</p> <p>Please choose to intensify housing density in the existing urban area.</p>
135.	<p>Hamilton, has, for years been growing outwardly too fast and is consuming far too much arable land. Our planning department needs to come up with a different plan...NOW!</p>
136.	<p>Hamilton has really come a long way in the 25 years I've lived here. A lot of great urban intensification, brown-field redevelopment and restoration and reuse of lower city buildings. But it seems there still is a lot of room for more. Hamilton is not an easy city to service with the mountain (it's like 2 cities) so further outward expansion is very costly and not efficient.</p>

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137.	<p>Have you travelled on the Linc or the QEW during rush hour. If I wanted to live in an overcrowded city I would move to Toronto. I honestly can't imagine how our roads and highways would handle an expansion, unbearable to think about.</p> <p>I do not support this urban boundary expansion.</p>
138.	<p>Having worked with and studied issues such as land use and sprawl I believe option 2 is easily the most sustainable and necessary option as we face many issues such as climate change, the increasing costs of urban sprawl, degrading infrastructure and a general desire for densification.</p> <p>It is proven that sprawl is both economically and environmentally unsustainable. The book “Small Towns” explores these topics in depth. Urban sprawl simply is not financially solvent in the long run. The costs of adding new storm, sewer and utilities lines further and further out to expanding suburbs adds costs and over time these services will eventually need to be replaced. Existing residents will have to foot these increasing bills for servicing, increasing our property taxes year over year. By increasing intensification along our existing urban boundary we can also at the same time make those vital improvements to our roads and infrastructure and avoiding constructing more that will need costly repairs in the long run.</p> <p>There are also plenty of opportunities to grow within our existing urban boundary, such as brownfields which in the early 21st century has been more feasible to redevelop, while expensive at first, over the long run will prove the more financially reasonable and environmentally friendly choice. This will provide a mix of detached housing, townhouses, apartments, mixed use developments and mid rises (aka. the “missing middle”) and affordable housing. This will provide further choice to citizens in more variety of housing choices based on ones preferences and needs at the same time providing affordable housing in areas where citizens will enjoy better transit options and employment opportunities.</p> <p>This will also allow us to make better use of our existing infrastructure, including roads, sewers and parks while preserving valuable agricultural land. In the coming decades with climate change, agricultural land will become more scarce and vital, and in Canada only a small portion of our land is arable, meaning we need to preserve what we have. Further, it will help build more vibrant connected neighbourhoods, improve walkability, support better transit and see more efficient transit usage and help keep schools open.</p> <p>Hamilton recently with help from the federal government got the green light for the LRT after it being cancelled by the Ontario government, this investment into our city will help revitalize downtown and connect the lower city and is a major help in keeping our city sustainable in the decades to come. Hopefully in the coming decades expanding further and connecting the city in ways we've never seen before. This will bring business to vital commercial areas which will increase tax revenues far more than chain box stores along “stroads” in suburban areas.</p> <p>In summary, we have the opportunity to shape Hamilton into a more environmentally and economically sustainable city for the future by avoiding further expansion and sprawl.</p>

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139.	<p>Here are our reasons and some suggestions:</p> <ul style="list-style-type: none"> - Urban boundary expansion, almost always, results in urban sprawl consisting of strip malls, car dealers, chain restaurants etc. and don't actually add residential density. - The prediction for population growth is grossly overstated. Hamilton is a rust belt city with a steady decrease in household income. The manufacturing jobs in the past are not ever coming back. People cannot afford new homes in new suburbs based on minimum wage service jobs and high taxes. - We already have a shortage of park space (now, mostly taken up by tent cities, that the authorities will do nothing about), a shortage of farmland and of conservation green space - But most importantly of all, if the city requires more acreage for intensification of housing, here are some suggestion of where they should start: <ol style="list-style-type: none"> 1. Large expanse of vacant serviced land located between Victoria Ave. & Wellington St, from Birge Ave in the south all the way to Burlington St. to the north. 2. Acreage available at the abandoned Studebaker plant from Ferrie St to Rail lines in the north, between Victoria St. and Mars Ave. 3. Large abandon tract north of Barton St. to rail lines to the north, between Queen St. and Bay St. 4. North & south sides of Barton street from James St. all the way to Ottawa St. This area consists mostly of abandoned properties owned by absentee land lords, many who do not pay their property taxes, also has high levels of street crime, prostitution, rampant drug use etc.. It should all be razed for condos and stacked town homes combined with new parks (assuming that the lofty goal of an influx of 236,000 more residents actually come to fruition). <p>In conclusion: It would be bad urban planning to expand the urban boundary while the inner core of the city, literally, rots from within. If it is the cities intention to become a bedroom community of Toronto, then state that that is the intent and the people that now live in Hamilton and what little manufacturing that is left, are to abandoned to their fate. No decent jobs, schools that are falling apart, rotting infrastructure, and poor housing.</p>
140.	<p>Here are some reasons why:</p> <ul style="list-style-type: none"> • Poorly designed survey which pits two straw dog positions against one another with wording designed to scare people away from no urban boundary expansion based on the intensification figures cited • Hamilton has sufficient lands within its grey and white belts; it does not need to expand its urban boundary to incorporate growth • Working within the existing urban boundary will allow more efficient development and use of infrastructure and transit • Historic sprawl has already led to less efficient use of infrastructure/transit and higher property taxes • Agricultural lands and natural heritage lands need protection

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141.	Hi, we have 2 family members in our house so 1 is voting through the mail in survey and 1 is voting by way of this email.
142.	<p>Hi... we did not get the survey re urban sprawl in our area at all... nothing in the mail.. I double checked all the junk for weeks already...</p> <p>... we want option 2... you should not be taking farmlands to build houses on and wreck the environment that way... keep the farmland... farmers feed cities... Cities do not feed Farmers..!!!</p>
143.	<p>Higher density and intensification are important in the downtown core and adjacent areas. Many downtown areas are dry, cement deserts. Very unappealing in their present states- because development is not directed to these areas. Of course developers do not want the responsibilities of re-purposing and reusing lands.</p> <p>And it is a vicious cycle... Housing development is pushed into green spaces and rural areas... and then expansion services and city-costing transportation and structures and infrastructure are needed.</p> <p>Repairs and upgrading to already existing services and infrastructure are further delayed and become even more expensive.</p> <p>We cannot keep up with these new costs! So Council raises taxes again and again and again.... and we cannot afford city taxes!</p> <p>Keep urban development in our pre-existing urban areas. Start re-vitalizing our city, instead of destroying our farmlands. Losing farmlands is too high a cost</p> <p>Please STOP pushing housing into undeveloped greenlands - the costs are too high.</p> <p>PS -I have no confidence that this vote and this note will be read and counted. Representational government is flailing. PPS - Early in Fred Eisenberger’s mayoral career, I voted for his platform because he promised to stop this thoughtless and destructive and costly spread of urban development. Well?</p>
144.	However, I also think that the city needs to change it's zoning laws (especially in the lower city) to ensure urban densification is realistic. Multi-family dwelling zoning and alley-way properties not only zoned in but encouraged with building incentives. And when all the NIMBY people show disapproval you can point them to this survey and

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	<p>how almost all the responses in their postal code show that they didn't want urban expansion.</p>
145.	<p>However, I have to say that I take exception to the titling of the options in the City Site. It appears that you are promoting option 1 with the adjective ambitious. This suggests that the other alternatives are not ambitious, not exciting, not forward thinking. This is shameful and not conducive to good polling of opinions</p>
146.	<p>I also think there could be much better use of pre-existing buildings and vacant land already in the downtown core and surrounding areas. Businesses or individuals who restore old buildings could be provided tax breaks or other government incentives to promote restoration. A vacancy tax could be implemented for businesses and individuals who do not reside in their properties full-time. Particularly in buildings which have been deemed unsafe and are derelict. The city should be supporting construction downtown and reducing the red tape required for building permits. Additional funding for the municipal programs which review and approve building permits could also help fast track approvals for residential permits. Hamilton is full of potential which is already downtown. Spreading to farmland would be an easy way out of a complex problem and will surely have dire consequences for the next generations!</p>
147.	<p>I have had concerns about the provincial government's reduction to conservation and environmental protection rules for some time. With population growth comes a need for more food and the pandemic has shown us the value of local supply so loosing local farm land seems inappropriate.</p> <p>Another thought is the planned investment of the city in the LRT. Why put lots of \$ into the LRT but build more housing in the suburbs or outskirts for people who can not utilize it ? It would make more sense to increase the density in areas that would use the LRT.</p> <p>Working from home seems to be a permanent scenario now, so businesses may be downsizing their office size which could allow for more space available for affordable housing.</p> <p>Therefore my opinion is for option 2 of the survey choices.</p>
148.	<p>I absolutely choose option 2. We need to spend our tax dollars on revitalization of the city core and encouraging people to choose living there. Our downtown is a disgrace! We need to change this and protect our farmland. No more sprawl!!!</p>
149.	<p>I am a born and raised Hamiltonian, who is now on the cusp of raising my own family in this city.</p> <p>Action on the climate front cannot be limited to federal and provincial governments – municipal leadership also has its role to play. For instance, we can resist urban</p>

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	<p>sprawl and focus on affordable housing options in our thriving urban centres; we can transition our bus fleet to electric vehicles; we can commit all future procurement of vehicles and buildings to meet energy efficient standards. These changes to our policies must be made NOW, as climate change is an urgent threat – even though few of the harmful effects of climate change can be felt in Hamilton at the moment, in the coming years our city will face threats associated with climate change due to climate refugees, adverse and severe weather events, and more. I know that you have been a long-time ambassador and guardian for our city in your tenure as a councillor, so I know you care about our city and the people who inhabit it, and most specifically the future generation of inhabitants in this city who despite having NO hand in creating the climate problem, will certainly face its most adverse punishments.</p> <p>Please accept this email as my vote NOT to expand the urban boundary. Stop the sprawl!</p>
150.	<p>I am a generational farm work, and Hamilton resident. Our relationship as a city to the farmland around us must not be severed for GTA sprawl. We have INVALUABLE resources in our soil and our agriculture, that cannot be bought and sold, and cannot be replenished.</p>
151.	<p>I am a resident of Hamilton and have lived here for 5 years now. I have grown up coming to visit my grandparents weekly, so this city holds a place in my heart.</p> <p>One of the most amazing things about this city is that if you need to escape the city, all you have to do is take a quick drive and you have some of the most amazing spaces around us. All those fields where framers are working to grow our food.</p> <p>There are so many places to build units here already, taking away the farms around us make no sense.</p>
152.	<p>I am a resident of Hamilton and I am supporting option 2, with 81% intensification.</p>
153.	<p>I am a resident of Stoney Creek mountain and did not receive my survey. I am voting against further expansion into rural areas/green space. These spaces need to be preserved. It would be a much better idea to have developers take advantage of space within the city core and bring residents there.</p>
154.	<p>I am absolutely against this sprawl and adamantly believe that our farmlands and greenspaces must be protected. These lands are absolutely necessary to keep the people that the City speaks of, and generations to come, properly fed and with clean air and open spaces. Farmers Feed Cities - we cannot forget this and pave over them simply for the sake of expansion. We must grow in a smart way, improving city infrastructure and thinking in a less suburban, car-centric way. We cannot continue to move further and further, eating up and paving over essential farmlands.</p>
155.	<p>I am against expansion and therefore select option 2 ‘No Urban Boundary Expansion’. We must Save our green spaces and farm land.</p>

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156.	I am against expansion into our farm lands . I did not receive a flyer/vote and neither did any of my neighbours . THIS IS A FARCE LIKE THE TRAIN TO NOWHERE
157.	<p>I am against using our greenlands to expand the housing in Hamilton.</p> <p>I would like to use the existing vacant spaces in Hamilton to build and make the most efficient use of these lands for housing.</p> <p>We need our Green lands/Farming Lands in this area.</p>
158.	<p>I am all for Option 2 but would like to add some comments.</p> <p>This link goes to a presentation for densification of Brock University. https://brocku.ca/facilities-management/wp-content/uploads/sites/84/Campus-Plan.pdf</p> <p>Look at pages 33 – 36. This idea of retail / business / residential stacking is a great idea. Hamilton should make that mandatory along major streets.</p> <p>So much of the city is becoming urban desert. Look at Kenilworth Avenue...it is really just a stretch of wasteland now. It should be more a retail residential stacked area.</p> <p>There are plans for a condo at Concession and East 15th. This is a great idea and should expand take up the whole block from East 15th to East 16th. Yet the apartment on the west side of East 15th has applied for and is now being allow to add stacked towns to its parking lot. This does not make sense. A good plan would be to allow an expansion of the apartment with higher densification. In my opinion this addition of stacked towns are only setting up the area for the installation of deterioration aspect.</p> <p>The city should make the strict ground rules and then planners and builders should only be allowed to meet or exceed the minimum standards, not reduce the standards for a quick profit as it seems happens so often.</p>
159.	I am an urban designer am see amazing infill opportunities in Hamilton especially for livable communities.
160.	I am choosing OPTION 2 : 0 boundary expansion!!! Please preserve whatever of the green belt we have still left!!!
161.	<p>I am currently proud to call myself a Hamiltonian and proud to live downtown.</p> <p>However some disturbing thing are happening in our city for the sole benefit of developers and politicians who do not have our backs. We must stop sprawling(destroying) precise farmlands.</p> <p>I'm sure you have done some research however I will list a few things briefly. More dependents on cars, higher taxes with neglect in current urban infrastructure to</p>

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	<p>focus on the new infrastructure. All of these things will increase our emissions at a time when you have promised action to reduce and correct climate change.</p> <p>Also don't forget what happens when we rely on other for essentials like what is happening with vaccines. Let's not let that happen with food.</p> <p>Lastly, please take a look at all the abandoned building and opportunities for small lane way housing. I for one have given up on owning a house. Even rent is so unaffordable that I can't even move out of a building invested with bed bugs, roaches and poor plumbing.</p> <p>We can continue to adapt and innovate like true Hamiltonians or we can do what they did 50 years ago and keep repeating the same mistakes.</p> <p>Is that there legacy you want to be remembered for? We can all do better, together.</p> <p>Let's create a city we can be truly proud of.</p>
162.	<p>I am excited to see what kind of development comes alongside the LRT, and would love to see a push for tiny house communities within the city limits.</p> <p>Thank you again for allowing me to be a part of shaping what Hamilton will look like.</p>
163.	<p>I am in favour of further development occurring through intensification of the urban core.</p>
164.	<p>I am not in favour of expanding the urban boundary to accommodate sprawl. Hamilton needs to become more innovative and creative in building on available sites within the current boundaries. Inbuilds would work well in the downtown core. There are lots of empty buildings to work with and vacant lots. Detached single family dwellings should be the last choice not the go-to by developers.</p> <p>Most importantly we need land to grow food and off-set global warming. Think long term!!</p>
165.	<p>I am not sure if I received a copy of the urban sprawl survey card that was sent out, but I would like it to be known that I am opposed to any further sprawl in the Hamilton region, especially for the purpose of new housing. We need to keep our surrounding lands protected for farming and environmental reasons</p>
166.	<p>I am opposed to urban expansion beyond the current urban boundaries. There are plenty of opportunities to develop new housing and businesses within the existing boundaries.</p>
167.	<p>I am opposed to any boundary expansion for the following reasons: 1) There is plenty of scope for property upgrade in the downtown areas. This should be used before valuable farmland is destroyed.</p>
168.	<p>I am opposed to further expansion of houses into farmland.</p>

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169.	<p>I am really not in favor of more urban sprawl. So I vote for Option 2. I also wonder how we could repurpose brownfield lands in the city core and revitalize them for housing. It seems that there are vacant lots all over the north end, for example. They are eyesores and I would love to see them restored before we pave over farm lands. I would also like to see density increase and public transit increase at the same time. Our dependence on cars is too severe and unsustainable.</p> <p>So, keep things tight and dense...that's my suggestion.</p>												
170.	<p>I am selecting OPTION 2 - "NO URBAN BOUNDARY EXPANSION" I feel that the older part of Hamilton is in real need of renewal in many areas and with the new LRT. and deals with new developers, it would encourage more businesses to open, therefore creating more jobs for people who can access public transit better and thereby reduce pollution.</p> <p>Up on the mountainside, there are a lot of people who have to have cars to commute to their jobs which adds to pollution, and why would the powers at city hall want to destroy greenfield lands which become more scarce every year.</p>												
171.	<p>I am very much in favour of Option 2: "No Urban Boundary Expansion"</p> <p>The City of Hamilton resembles Toronto of the 1970's and I believe has tremendous potential to be revitalized and made into a world class city with reclaiming of brownfield areas for aesthetic redevelopment as is currently being done on the waterfront.</p> <p>Additionally from an environmental and agricultural perspective I strongly believe we need to preserve our greenspaces.</p>												
172.	<p>I am voting for option 2 – no expansion of the urban boundaries. I checked some data on Ontario cities from Stats Canada. The following is a comparison between Toronto and Hamilton, along with provincial figures.</p> <table border="0" data-bbox="256 1549 1448 1787"> <thead> <tr> <th></th> <th>Density (2016)</th> <th>Growth Rate (2011-2016)</th> </tr> </thead> <tbody> <tr> <td>Hamilton</td> <td>544.9/km2</td> <td>3.7%</td> </tr> <tr> <td>Toronto</td> <td>4,334.4/km2</td> <td>4.46%</td> </tr> <tr> <td>Provincial Average</td> <td></td> <td>4.6%</td> </tr> </tbody> </table> <p>Although we may not want Hamilton to be as densely populated as Toronto, the above statistics indicate that there is lots of room for expansion within the present</p>		Density (2016)	Growth Rate (2011-2016)	Hamilton	544.9/km2	3.7%	Toronto	4,334.4/km2	4.46%	Provincial Average		4.6%
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	<p>urban boundaries. The density of Hamilton is low and our rate of growth is below the provincial average. Moreover, there are many empty, undeveloped lots within the present city boundaries. Please do not expand the urban boundaries or build on green spaces or present farmland.</p>
173.	<p>I am writing to express the need for our beautiful area to stop urban boundary expansion.</p> <p>Hamilton is a growing city, with beautiful bones, but it is also extremely run down and not being used to its full potential. If we can put the money to be spent towards uplifting downtown and the already existing neighbourhoods, I think Hamilton will benefit greatly, physically, socially and financially.</p> <p>Green space is invaluable, and you cannot get it back. On top of having farmland to service and feed the surrounding area (which should be enough to quash the idea of eliminating it), a huge draw to Hamilton, as a city, is it's proximity to nature and green space - if we pave over that greenspace, Hamilton loses one of it's main charms.</p> <p>Make downtown hamilton a cultural, creative, business hub, with interesting new architecture to sit beside the already beautiful heritage buildings. Please leave our greenspace as is, please.</p> <p>Thank you for taking the time to hear my opinion.</p>
174.	<p>I am writing to oppose the expansion of construction in the city of Hamilton's periphery. With most Canadian cities including ours built on the best farmland in the region, expansion jeopardizes the food security of all residents.</p> <p>A better solution is incentivize new construction in the core, and create more pathways to increase density in the suburbs by deciding large properties.</p> <p>Better use of existing suburban areas will also help to offset the long-term costs of replacing aging infrastructure that serves sparsely populated parts of the city in the next 50 years.</p>
175.	<p>I am writing to voice my total support for Option 2 as listed on the questionnaire mailed to Hamilton residents. We <i>*must*</i> preserve our rapidly shrinking green spaces, and halt the spread of urban sprawl, immediately.</p>
176.	<p>I as a resident of Ancaster choose Option 2, and vote to save farmland and stop the development of farmlands surrounding the Hamilton Airport.</p> <p>The residents of Ancaster and surrounding areas Do Not Want commercial and urban developments in our rural areas. Save farm lands and our future!</p>

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177.	I based my answer on protecting valuable farmland and animal habitats. Our rural lands are a gem and expansion out to happen vertically and not horizontally. The Climate Crisis is hugely impacting the planet and expansion would only exacerbate that issue.
178.	I believe an independent review of the Province's projections should be obtained. Due to the lack of transparency this Council continues to display it is my preference that this issue be deferred until after the next Municipal Election.
179.	I believe few issues the city faces equal how we decide to build for growth. I believe the key to a just and equal society free to enjoy life is in creating a living environment that is comfortable, convenient, clean and creative in its use of available space. We know all the negatives entailed in building out. Why pursue a plan we know future generations will ultimately regret?
180.	<p>I believe Hamilton has sufficient grey and white belt lands to accommodate future housing units. The city should be focused on development in the existing urban area and around transit nodes such as the GO stations and proposed LRT route. There is no need to add new greenfield lands beyond the current urban area. Agricultural and natural heritage/greenspace lands need to be protected. The city can accommodate planned growth by intensifying in urban areas, but should do so in a manner consistent with and which suits the existing surrounding housing in order to bring the adjacent community on board. More intense development permits more efficient planning, development and utilization of infrastructure and public transit. Historic sprawl has already led to more inefficient development and higher taxes. The city should also be taking into consideration the aging population demographic and their needs to downsize to smaller properties with less maintenance, rather than assuming stereotypical growth of 'single family dwellings with white picket fences' in greenfield areas.</p> <p>I also point out that the survey as designed is poor because it positions two diametrically opposed choices as straw dog positions and attempts to force a choice of ambitious density through 'scarier' intensity percentages over the planned growth period under the no urban boundary expansion context. It would be better if the city staff and consultants educated citizens fully and informed them of the cost and other implications of a range of scenarios.</p>
181.	I believe Hamilton has sufficient grey and white belt lands to accommodate future housing units. The city should be focused on development in the existing urban area and around transit nodes such as the GO stations and proposed LRT route. There is no need to add new greenfield lands beyond the current urban area. Agricultural and natural heritage/greenspace lands need to be protected. The city can accommodate planned growth by intensifying in urban areas, but should do so in a manner consistent with and which suits the existing surrounding housing in order to bring the adjacent community on board. More intense development permits more efficient planning, development and utilization of infrastructure and public transit.

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	<p>Historic sprawl has already led to more inefficient development and higher taxes.</p> <p>I also note that the survey as designed is poor because it positions two diametrically opposed choices as straw dog positions and attempts to force a choice of ambitious density through ‘scarier’ intensity percentages over the planned growth period under the no urban boundary expansion context. It would be better if the city staff and consultants educated citizens fully and informed them of the cost and other implications of a range of scenarios.</p>
182.	I believe that it is a waste of our environment to expand the boundary
183.	I believe that supporting and creating policies that drive brownfield investment into already developed areas will help create the population and economic density required to support the thriving arts and cultural and scene that makes cities and attractive place to live (and raise a family!). I know that can be challenging - but it also reduces long term strain on public utilities (cost of running water lines and police presence out to new subdivisions) and transportation links (increase ridership on lrt) by creating a more walkable and connected urban core.
184.	I believe there is a lot of underutilized land within the city that should be developed/re-developed before any urban expansion happens into rural areas.
185.	I believe urban sprawl is not the answer and would like to see expansion from within current city boundaries.
186.	I believe we need growth, but we can't keep devouring our farmland.
187.	<p>I care about sustainability in Ontario, which includes protecting local farming, providing accessible public transportation options, leaving green spaces intact, while continuing to create affordable housing options.</p> <p>Option two is clearly the best option to prioritize this ideal in Hamilton.</p>
188.	I choose to vote for Option 2- no further expansion of urban boundaries . We need our farmlands in Ontario. I live in Watertown which has already been overdeveloped for the infrastructure we have. Do not increase the boundaries of Hamilton. Rethink how to make the city work within it's current boundaries.
189.	I choose #2 as well as suggest that maybe the city look into using abandoned commercial land. As well as unused buildings. That have fallen into ill repair or that have been abandoned. Before they decide to use up more green or brown space for new housing surveys. It's a shame as to how much green space that has been lost in the past 25 years. Think Green Hamilton. Think about the natural habitats that you will be removing by building. Think about our climate before you choose to develop more green spaces. Let's keep the falls flowing. And leave the Redhill Creek and Chedoke creek thrive again. Make choices based upon restoring the bay and the lake back to what our ancestors enjoyed when they settled here.

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190.	<p>I choose Option 2 "NO URBAN BOUNDARY EXPANSION"</p> <p>All those houses boarded up for the LRT should be considered in planning low income housing. Because of covid I have not traveled on the bus through downtown Hamilton in a while, however, my friend took me for my vaccination recently and we drove through the downtown core and I was appalled at the number of boarded up houses and buildings. I hate to say it but it looked like a ghetto. Hamilton should concentrate on fixing up what we have instead of expanding and giving grants to these builders who want to build these high rise monstrosities and shopping centres. After covid is over I have relatives that want to visit from British Columbia and I am embarrassed that I will have to take them through downtown to travel to many of our fabulous tourist attractions in and around Hamilton. We need to make downtown Hamilton a city to be proud of. Please no more urban expansion until we fix up our core!</p> <p>P.S. I have lived in the lower city for over 45 years.</p>
191.	<p>I choose option 2 for no further expansion of the city boundaries. Use what we currently have as the city boundaries city. We cannot afford to lose valuable farmland for producing food for this city, Province and Country.</p>
192.	<p>I choose option 2 for now. Housing should be creative and affordable. There remains several empty lots in my neighborhood but who can afford to buy and build. The developers make their profits without contributing to a neighborhood.</p>
193.	<p>I choose option 2 that will not increase the urban boundaries of Hamilton for more urban sprawl. Use what you have and re think it.</p>
194.	<p>I choose Option 2, as there are plenty of lots available for housing already existing within Hamilton. I DO NOT support using farmland for housing.</p>
195.	<p>I choose option 2. No Urban Boundary Expansion.</p> <p>My reasons are as follows:</p> <ol style="list-style-type: none"> 1. We have so much unused / under-utilized space in the already-built up, already-serviced parts of the City and need to encourage density and growth in these areas where tax dollars have already paid for urban infrastructure. Global studies have shown that suburban growth cost more than it pays in tax dollars because of more roads, more cars driving on and wearing down existing roads, and more infrastructure and urban services are needed. Infill development on the other hand generates net gains for municipalities through tax revenue. 2. We can't keep destroying the farmland that should be feeding us especially given the Climate Emergency and the instability (cost + supply) of the global food system. 3. We ought not to put good planning and global best-practices aside just because greenfield development is slightly easier for big developers and their easy-money sub divisions.

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	<p>4. Urban density is good for our City culture. Density breeds walkability (less travel time between destinations) which breeds urban vibrancy and small business success. Dense urban cores become destinations when they are vibrant and full of life.</p> <p>5. More sprawl entrenches the need for more residents to drive to and from their homes. More density allows those who choose, to walk and cycle more and utilize public transit more. Not only is this good for the health of Hamiltonians and the safety of our streets, but it means less pollution and fewer green house gas emissions.</p> <p>6. The greenfields that surround Hamilton are simply beautiful. Nature is more beautiful than money. Let's not "pave paradise and put up a parking lot" when there is a very feasible alternative for smart density starring us in the face.</p>
196.	<p>I chose Option #2.. keep residential contained within the present urban boundaries... use lands that were formerly industrial.. now almost lakeside? LRT may then be better and more fully utilized. Rural/urban folks won't use the LRT much, and will still have to pay for it. This may help to bring more revenue, and decrease that cost.</p> <p>Agricultural land needs to stay agricultural, and rural / urban roads are already too congested. LRT is not a solution for this congestion, so let's stop the spread.</p>
197.	<p>I chose Option 2: "No urban boundary expansion" scenario, but with some reservations;</p> <ul style="list-style-type: none"> • Even if Option 2 is the preferred choice and is implemented, when will 'enough be enough' and that urban boundary expansion is eventually inevitable? If - when - that happens, the preservation of our prime agricultural land will of greater importance at that time! How will that be accommodated while recognizing the vital importance of our food-producing lands? • The City's 'brownfields' should be given top priority for intensification before any consideration is given to 'Option 1'! • The LRT project is supposed to encourage intensification throughout the downtown core. • The term 'Intensification' should be stressed and stressed again that it means more than just high-rises. • If Option 1 is eventually decided upon, is it possible to 'control' boundary expansion to exclude prime agricultural land and environmentally sensitive areas? Only 5% of our nation is prime farmland! • How – and will – and should - 'controlled' density goals be implemented in various areas across the City? Highest densities should be prevalent in the larger economic areas, like the downtown Hamilton core. • How reliable / accurate / trustworthy are these forecasts for such long-term planning to 2051? <p>Those are my thoughts and concerns for now.</p>

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198.	<p>I chose this because the former will only add more cookie cutter housing that will only benefit the short run. Wouldn't it make more sense to build up rather than out? This would make better use of existing infrastructure and warrant the need for better public transportation.</p> <p>Our government seriously needs to start thinking of the big picture, like 100 years from now - instead of just what is cheaper in the moment. INVEST in our city; that means not always choosing the cheap and easy route.</p>
199.	<p>I currently live in Ancaster, where the city is constantly ruining the community by allowing developers to build as many townhomes as humanly possible on one acre of land.</p> <p>I did not receive the urban boundary expansion survey, but please add me to the growing list of people who are 100% against urban expansion. Leave our farmland alone just for more tax dollars.</p>
200.	<p>I definitely want NO URBAN EXPANSION for the following reasons:</p> <ol style="list-style-type: none"> 1. FINANCIAL Hamilton cannot afford to maintain its existing infrastructure and has a multi-billion dollar backlog. Even though the developers may pay some money for some infrastructure, the existing taxpayers will be on the hook for a major expansion of water, sewage, roads, fire protection, policing, and storm water services. So the infrastructure deficit will increase as our taxes rise. 2. FOOD Global warming is reducing the ability of southern farms to produce food for us. These 3300 acres of farmland will be a crucial asset for feeding the city in the future. 3. STORM WATER MANAGEMENT Rainstorms are getting more intense due to climate change. Hamilton already has a \$150 million problem to clean up Cootes due to huge contamination by sewage diluted by storm water. The Red Hill Creek valley is equally compromised. Houses in the lower city are routinely flooded out. Paving over 3300 acres will make storm water miseries much worse. Or, we can build massive storm water infrastructure to handle the problem and create a financial problem (see 1). Local First Nations have also threatened legal and political action if we further compromise our water quality. 4. TRAFFIC CONGESTION AND INCREASED CLIMATE WARMING. This proposed new suburban city will be almost entirely dependent on cars, school busses and trucks for employment, schooling, work, play and shopping. Existing regional roads will be overwhelmed and will have to be expanded using more concrete and asphalt. Built up areas create heat island effects. So the city will face both climate change acceleration and increased financial pressure. 5. MOST IMPORTANT, TO PAVE OVER FARMLAND AND CREATE A 3300

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	<p>ACRE SUBURB IS NOT REVERSABLE. Once this is done, the farmland is gone forever.</p> <p>Hamilton has lost 66,000 people from its older urban area. Combined with mild intensification and the use of brown fields, another 100,000 to 150,000 people can easily be accommodated within existing boundaries. This will take us forward for about 20 years. If the growth pressure continues and the other problems noted above have been resolved, the decision can be re-visited then.</p>
201.	<p>I did not (or did not realize) receive the recent survey on Hamilton’s sprawl. Our household vote is no. Our vote is to utilize ‘abandoned properties’ within the city limits to accomplish the goal of housing. Utilizing and enhancing existing infrastructure. We live in the Allison neighbourhood in Hamilton/Glanbrook. Our desire is also for the city to ensure that businesses and home owners that require the larger properties like farmers, horticulture businesses of varies kinds, landscapers, contractors, golf courses, sod farms etc are feasibly able to maintain these properties and stay within the urban boundaries of Hamilton. If this is not the correct way to have a vote counted please advise of the correct manner.</p>
202.	<p>I did not receive a copy of the paper survey, but I would like to express my opposition to urban boundary expansion. Development within the current urban boundaries should be done first, rather than developing into the greenbelt.</p> <p>The planet is experiencing an environmental catastrophe and we, as a species need to figure out better way to live in the urbanized spaces we've already environmentally decimated, rather than pushing even further into places that could be better served by biodiversity and climate harm reduction projects.</p>
203.	<p>I did not receive a flyer or survey to provide this feedback at my home, and am writing you today to ensure that my response is counted.</p> <p>I understand that we have a shared desire to promote economic activity in this city and provide housing for people who need it.</p> <p>However, I believe that the intensive construction and natural disruption that results from boundary expansion is an unacceptable cost for our communities to bear. The large-scale development that will most certainly result from a boundary expansion will disproportionally benefit developers over Hamiltonians. This area has unique natural value and its resilience and ability to support those around it will only continue if decision-makers can prioritize the protection of green and agricultural space.</p>
204.	<p>I did not receive a paper mail out. I would like to state NO to urban sprawl. Reuse existing buildings and spaces in the city. Quit going after farm land and territories that wildlife desperately need for survival. Build up not out.</p> <p>NO NO NO</p>

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	<p>NO NO NO NO to urban sprawl</p>
205.	<p>I did not receive a survey in the mail. My vote is Option 2 and the fact that the city would consider any other option is incredibly short sighted. Please don't let this be yet another failure by the city of Hamilton.</p>
206.	<p>I did not receive a survey regarding the matter of increasing boundaries at the expense of precious green space. Please no more urban sprawl is my vote. Preserve the green space we have! Seriously we are in an environmental mess as I know you are fully aware. Politics should not dictate our future.</p>
207.	<p>I did not receive the paper survey flyer but strongly wish it to be noted, that as a Hamilton homeowner and taxpayer I am adamantly in favour of OPTION 2....NO BOUNDARY EXPANSION!!</p>
208.	<p>I did not receive the survey. I live near the Eramosa Karst. A unique land form. Current building in the area is extremely worrisome. What was the reasoning for its approval?! Farmland in the Binbrook area has been devastated. Eating local foods is encouraged. That does not mean eating food grown in greenhouses!</p>
209.	<p>I did not seem to have received a survey in the mail.</p> <p>I am opposed to urban boundary expansion onto farmland, and I would have chosen option 2.</p> <p>I think that current areas not being well utilized would be better for redevelopment. Our farmland should be preserved.</p>
210.	<p>I do not appear to have received the survey (or may not have realised what it was and recycled it) but would like to express my strong preference for Option 2 "No Urban Boundary Expansion". Hamilton is already a very spread out city which causes issues for transit and increases traffic congestion and pollution. We certainly need more housing but that can easily be incorporated within the current boundaries without removing thousands of hectares of arable farmland or other green spaces from the surrounding areas.</p>
211.	<p>I do not believe our roads can handle more population and I also do not believe in destroying our green space and farm land to make room for more people. If this happens in my area I will be moving away from the Hamilton area without question.</p>
212.	<p>I do not believe that Hamilton has sufficient infrastructure to allow further development through intensification of the existing urban area. This year alone, Westdale had flooding after a failure of the storm water system. There have been numerous unplanned power outages, as well as planned ones, in the area.</p>

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	<p>Sewers in most of the city have not been upgraded recently. Many roads are in need of repair. We have not switched infrastructure to more renewable means. There are not enough local supermarkets- where would you put them? Schools as well. Hospitals need to be enlarged. Many more family doctors need to be recruited.</p> <p>Perhaps we need to consider smaller planned walkable communities outside of our existing cities, that utilize green power. Maybe Hamilton doesn't need to grow.</p>
213.	<p>I do not believe that the City of Hamilton will need more than 80,000 new housing units over the next 30 years. Also, there is a huge backlog of infrastructure repairs that are required just to maintain the current level of population. How many years will it take to clear this backlog? Further, thousands of existing homes are on wells or cisterns, and septic fields. Where is the plan to provide services to those homes?</p>
214.	<p>I do not support urban expansion through the development of farm land and natural areas which include wet lands. We are in a food supply and climate crisis. We cannot rely totally on imported food. That also contributes to global warming. We have a wonderful farming area right here which can supply us with food. We cannot afford to have more land gobbled up by endless housing developments. This only benefits developers and suppliers of building materials which deplete our resources in order to supply the needs of each individual home. Most of these new homes are larger than required for the average family. More fuel, more consumption through having to furnish these larger homes. This is not a solution to decreasing landfill. All of this costs all of us. It costs more money and loss of rural lands which can never be recovered for our descendants. Say NO” to urban sprawl.</p>
215.	<p>I do not think it is wise to expand the urban boundaries given the large amount of unused and under used space within the existing boundaries.</p> <p>In particular, Hamilton should plan for 0 new housing units through development of new greenfield lands beyond our current urban boundary.</p>
216.	<p>I do not want any additional urban sprawl. I want to protect the farmlands so we have local food</p>
217.	<p>I do not want any more farm land to be lost for housing. We need to grow our own food. Higher density within existing boundaries is the best solution in my opinion.</p>
218.	<p>I do not want green spaces developed. Make existing areas denser.</p>
219.	<p>I do not want Hamilton to continue expanding the urban boundaries. We need farm land one of the things that makes Hamilton great.</p>

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220.	I do not want to see any expansion of urban boundaries of any kind. There is sufficient brown field in Hamilton that can be used for growth. Greenspace MUST NOT be used for growth. We also need to encourage purchases of homes to buy older homes rather than new ones. Whether this be property tax deduction or some other method to allow this. We cannot keep paving over our greenspace because of the profits that developers are seeking and politicians who are lobbied by these people that always seem to side with them.
221.	I don't agree with taking our green space, where are our animals supposed to go your taking away thier homes. We need green space for our ozone. So I say don't touch our green space.
222.	I don't like to see food-producing farm land paved over. There are lots of derelict buildings and empty lots within the present boundaries to accommodate future expansion.
223.	I don't want to see the greenfield lands touched at all! No development, no construction, just look after the nature surrounding Hamilton. We have such a beautiful area of nature so close to the city - Hamiltonians are lucky we have the best of both worlds - please don't diminish or take that away from future generations.
224.	I enjoy my green space, hiking and biking from the Dofasco trail through to the Dundas Valley, including the Dundas to Brantford rail trail Please keep Hamilton green
225.	I feel strongly that our greenfield spaces need to remain as farmland, wetland, and green spaces. We need to be able grow our food locally-now more than ever. (I am not a farmer but choose local produce and support our undervalued farmers). Wetlands are important for the environmental benefits they provide. I would prefer a city that is "walkable" with good transit, amenities, "mom and pop"-stores in neighbourhoods such as the James St.N area.I have lived in various are of this city and moved from "the mountain" near Rymal and Twenty Rd. to downtown so I wasn't car dependent. The more we build "out" instead of "up" the more fragmented and less affiliated with the city we become and cars are a prerequisite. Developers should be accountable for building sustainably; solar panels, geothermal heating, less glass walls, more affordability. Use the inner city lands. I feel that they(developers) are only interested in the money they'll make and really don't care what the city's needs are- and are prepared to circumvent the bylaws using whatever means they can. Let's use our spaces more creatively so intergenerational families can live "together" or people can either rent or own the smaller units on existing properties. We can make this a truly ambitious ,progressive city that embraces its past and looks to its future.
226.	I feel there is ample space and opportunity within the existing boundaries to allow for responsible, sustainable development that makes use of or improves existing

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	<p>infrastructure.</p> <p>Furthermore, expanding residential development further tends to increase municipal taxes as more services are required to extend further outwards. My understanding is these costs are not always covered by the new developments' tax base alone. I feel the City should work with developers to augment what we have within the boundaries we've got. This should also work well with the existing planned expansions to public transit, like the LRT and BLAST bus upgrades.</p>
227.	I fully support intensification - I'm tired of watching our green space / farm land get eaten up by developers.
228.	<p>I grew up in Hamilton and wish for its success as a city. I'm at a point in my life where I can decide where I want to live and spend my most productive years. I love Hamilton and the direction it is going with its unique art scene and small businesses. However, the amount of suburban area and inaccessibility is concerning. Sprawling suburbs and the roads that lead to them alienate our most vulnerable population, do not help with the need for affordable housing and transportation, are unsafe for our children to grow up, and is both environmentally and financially unsustainable.</p> <p>With regard to the recent City of Hamilton survey, my response is:</p> <p>Option 2: No Urban Boundary Expansion Scenario.</p> <p>I hope to see Hamilton move towards a direction where it becomes a city I am proud to be from, and a city where I want to stay and contribute to its development into a safe, accessible, welcoming place for the challenging decades ahead.</p>
229.	<p>I had in March when the issue first appeared in the press written my councilor Terry Whitehead with an explanation of my concern about sprawl to the south of the city (below in italics). I would add that I see around the city a lot of abandoned commercial/industrial land which certainly should be used first, a prime consideration being facilitating transportation to the core.</p> <p>Given a variety of things that are happening including the permission from the Ford Government to cities to expand boundaries, I would urge you not to support the southward sprawl of Hamilton, further into prime agricultural land. I have an interest in maintaining those agricultural areas as during the summer we often drive (in our electric hybrid car) out to the roadside markets for much of our vegetables and year round get better quality chickens and other meat from Fenwood farms among others. Aside from getting generally better quality food, it is also one way we try to minimise our carbon footprint. I'm thinking of the world we will leave our children!</p>
230.	<p>I have a worry that the city I've grown up in, and now raise a family in, will be irretrievably diminished by the ambitious option provided, and as such, would like to strongly voice my objection to ANY further expansion into the rural zone.</p> <p>Living on the boundary of suburban/rural, taking the kids biking and hiking through</p>

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	<p>friend's farmland and undeveloped lots, as well as the greenbelt, is a quintessential part of our daily lives.</p> <p>I'm saddened to see the development of land my friends and I used to make treeforts in, and hope my family will continue to have many more adventures in a recognizable city. If the Manhattanization of Hamilton continues, and the voices of longtime residents are ignored in order to accommodate new builds, we will have to leave the home I was raised in, and lived in for 40 years, in order to find a better life elsewhere, an option I've avoided all through amalgamation, foolish political decision after decision, and the neglect of local bus service.</p> <p>As such, my preferred choice is for new homes to be built within established urban zoned areas, let's build up, not out.</p>
231.	<p>I have already seen too much good farmland being taken for development, residential and industrial all around the Hamilton GTA and we are jamming the homes so close together with no green space for runoff water and rains to go. We must do better planning and revitalize the existing brown fields and properties purchased for the Stadium and LRT !</p>
232.	<p>I have also travelled a lot through Canada and Europe and have some other ideas.</p> <p>Reasons:</p> <p>* When we expand (i.e.Binbrook), we then need new schools, infrastructure that ties into our water waste systems, electricity, fire stations, rec centres etc. This puts pressure on the older systems wreaking havoc causing flooding in older neighbourhoods, and prevents existing structures like parks, schools, rec centre from getting the repairs they desperately need (like Sherwood).They have to go to the end of the line because the new neighbourhood needs everything! If we build up the older neighbourhoods we may be able to stop closing schools within the city. Lets make the city a cool place to live.</p> <p>* Streets like Kenilworth are a disaster! Getting worse and worse everyday!!! How about making the whole street a mix of affordable and upscale condos to build up the neighbourhoods ready to use the new LTR when it goes through (hopefully). The main floors of these condo and apartment building could be shops and restaurants like the Acclamation Condos on James street north. I think this would help give that neighbourhood the facelift it desperately needs. Ottawa street is doing we'll and I see new housing going in around the Glow neighbourhood on Parkdale. That is a great start. If you expand into green space which we will eventually run out of, these city neighbourhoods will get worse. I am aware of gentrification so a variety of mixed housing would be required in all the areas you decide to build new housing on within the city. I'd also have this variety of condos along the LRT. People will want to live close to it. Also be sure to provide lots of parking at the stops of the LRT. Nothing more frustrating than getting to Burlington station and there are no spots.</p>

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	<p>* In Innsbruck, Austria they have an amazing LRT that goes up the mountain. It is super cool, you might want to check that out for the future. They also have a pass you can buy that gives you access to everything the city has to offer. Admission to art galleries, museums, sights and transit pass for the day or week. A discount family pass as well. So smart!!!!</p> <p>* I drive to the beach strip quite a bit because my son works at Adventure Village. I was thinking the beach strip could offer a few more activities. We love the free beach volleyball nets in Port Stanley and there is no where to play for free on the beach. Unless the city plans to save the Sandbox that is something to consider. I love the idea of the Sandbox and hope that stays open along with Wild Water works. I'd also expand and put rides at the beach like we used to have and more restaurant choices. Same with the Pier 4 area. A trolley along the beach strip like in Pier 4 would be cool. Especially if it started on Barton street. Long term I'd love to see some outdoor performance spaces like the one at Williams at the beach. In Victoria B.C. buskers are always on the pier on weekends and there is big step seating for people to stop and watch. I can see a beach strip with restaurants and shops like Port Dover all along the strip! Especially since Covid has increased the amount of people down at the beach. Are the bikes at the beach that people can rent? I haven't seen them. I also have rentals for canoes, kayaks, jet skis along the beach.</p>
233.	<p>I have filled in a survey card from my household in Dundas, requesting Option 2, but the card wasn't large enough for me to express my frustration with the process. I think the survey can only be meaningful to those who attended the Open Houses, or participated in public meetings where the terminology was explained.</p> <p>Offering statistics like "60% densification" and "80% densification" is not helpful. Perhaps you intended to drive citizens to read the list of documents on the website, but I wonder how many would do that?</p> <p>At first reading, one does not know whether 80% densification refers to the number of people per square KM, or the number of housing units, and what impact this would have. It could be simply a six story building where there is now a vacant lot within city limits. Not a big deal, in fact, an improvement. But I can't know this without making myself an expert-for-an-hour on municipal planning.</p> <p>Similarly, is 60% pretty dense, or is what we have now? I had to delve deep into the documents listed on the website to discover that several cities have accepted a target of 50% as a minimum, for new areas, but I am wary of this, as it appears to have been a standard adopted after the Ford government began rolling back hard-won protections for the environment, greenbelts, etc.</p> <p>I decided to plunge into the material listed on the website. I am a retired lawyer, and consider myself able to wade through staff reports as well as the next person. I was wrong.</p>

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	<p>I read in the staff report about 77 persons and/or jobs per hectare. Again, a degree in municipal planning should not be needed in order to form an opinion. I need to know, what does 77 PJH look like? Does it look like highrises? Does it look like Westdale? I have read several of the documents linked on the website, and although it is all fascinating, I still do not feel that I grasp the issues.</p> <p>MY CONCLUSION: The City is not going to get a meaningful, informed response from this survey.</p>
234.	<p>I have lived in Hamilton my entire life and have been proud to say I'm from Hamilton. Although I do not always like change, I understand that changes do have to happen. Having said that, I still believe that Urban Boundary Expansion is not yet necessary. We must keep as much Green Space as possible and developing farm land and the Green belt is NOT the way to go.</p> <p>Intensive redevelopment of existing commercial land would be one method. For example: New construction to replace existing old “strip malls” should be limited to plans with commercial space on the lower floor and housing units on upper floors. With culture changing due to technology – we will need less gas stations, bank buildings, and government offices and fewer large shopping malls. These lands could be rebuilt for current and future needs with combination new commercial and residential units.</p>
235.	<p>I have lived within the Hamilton area my entire life. One of my fondest memories of growing up was driving up on the escarpment and seeing the farm fields and trees. I loved it so much that in 2007, I purchased my first home in Binbrook. I was drawn to the area because it was surrounded by farm fields and was close to the conservation park.</p> <p>As the years went by, it saddened me to watch fields getting levelled so that another subdivision could go up. Over the next 13 years it seemed that the area just became row upon row of cookie cutter houses or huge parking lots for shopping centres. I began to feel claustrophobic because the streets had been built small and they were constantly lined with cars because drive ways could only accommodate a single vehicle.</p> <p>In my own protest, years ago I started to turn away from shopping at big box stores. I go directly to farms and small family markets now in hopes that I can help support farmers in the area. In my mind, if they can see the public supports and appreciates their work, they will be less inclined to sell their land to developers.</p> <p>I am writing to tell you I am firmly against any legislation that prioritizes the development of sprawl over protecting green space and farm fields. I have two sons that will never know the Hamilton I grew up in, but hopefully we can protect what space is left for them.</p>
236.	<p>I have NOT received the paper survey and am most upset about this. I watch my mailbox daily and it remains EMPTY. I don't trust that it was truly sent to all ward 1</p>

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	<p>households and it adds to my ire about having SO LITTLE say about what happens in my own ward. The tail wags the dog in this city and it MUST stop. Our councillor gets 1 vote on LRT, for instance, while 15 other votes from disparate parts of the "city" can vote it down. It's a crazy set up. Don't let this continue by adding another few hundred thousand residents to the outlying areas, who can then strangle the core of the investment and infrastructure it needs. Please block this. Developers in this city/farmland surrounding have way too much power and I'm sick of subsidizing sprawl while my own road falls apart and our sewers are over 100 years old. Thank you.</p>
237.	<p>I have previously lived in London, Ontario where they have chosen to continue to allow suburban sprawl all around the city. This is deeply troubling for two reasons.</p> <p>First, WE NEED FOOD. Local food sources increase sustainability and food security. We lose something of significant value if we destroy nearby productive farmland and fill it with likely insufficiently dense housing such as single family homes.</p> <p>My husband and I, as high-income young professionals, will never move back there because we know that we will end up seeing massive tax increases or crumbling infrastructure that will be the inevitable result of their local government's short-sighted plans. It would be deeply unfortunate if Hamilton chose a similar path.</p> <p>If some degree of development on greenfields is absolutely necessary, Hamilton should make a concerted effort to ensure that these are high-density developments that are actually neighbourhoods. What I mean is that the developments must not simply be full of houses but need to contain community centres, shops, restaurants, libraries, and other walkable amenities so that residents don't have to depend on cars and so these developments can develop a sense of community and place, rather than being soul-less subdivisions.</p>
238.	<p>I have read about Urban Sprawl ,and we have seen what it has done to many places. Many of us from the City of Hamilton feel that before we go bounding off to build on good farmland that we need to protect for just that ,we need to spruce up what we have. Having visited the The First City Centre, to be vaccinated I was saddened to see where the once vibrant downtown was looking forgotten or only half remembered. Our sewers are in many places in need of updating to prevent flooding with Climate Change on our backs, and yet we are ready to prepare for something that is not necessarily going to happen. Sure it is easier to expand ,but what are you leaving behind ,an inner city that slowly fades into a slum, is this what we intend when we could have a city with a superb LRT ,less cars on the inner city roads, expanding with time. New buildings that make us feel this is a City to visit ,and live in ,not a sprawling city that it takes an hour to get to where you wish ,and again the thought of affordable housing that makes us proud that we have looked after those of us who need a decent affordable home .Hamilton has the talent ,let's show what can be done. Sprawl is not the answer. thank you !</p>

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239.	<p>I have voted for Option 2: No Urban Boundary Expansion. I have recently completed a short paper on land use laws to preserve agricultural land and discourage urban sprawl based. I hope you can review my paper and focus on improving communities within the existing urban boundaries. I purchased my first home two years ago when I was 25 years old in the Crown Point East neighbourhood, worked as a leasing agent for the past 3 years in the lower city and have transitioned into real estate appraisal within the city. Based on my experience, I can see that the lower city requires improvement in housing, pedestrian walkways/bike lanes and roads. There are so many existing services that can be updated to provide for denser populations rather than creating new services in rural areas for low population densities. Instead of expanding the boundaries, the city should look at opportunities to create more housing options in the current boundaries such as amending zoning to permit and encourage mid-rise developments and purpose-built rentals. I believe Hamilton is a great city and has the capability to provide for future population growth within the existing urban limits.</p>
240.	<p>I hope you will consider other options for accommodating the anticipated growth of our city, such as:</p> <ul style="list-style-type: none"> •making it easier for homeowners to create legal basement apartments and second dwellings (current zoning restrictions around parking, among others, are cumbersome and not necessary if home owner is willing to create a safe and comfortable unit for someone to live in) - there is too much red tape! •renew and redevelop infrastructure in the downtown cores - there is ample opportunity for investment in Ottawa St., Barton (North end), and Centennial Pkwy areas
241.	<p>I implore our city to be bold by saying no to sprawl, by saying no to eating up precious greenspace, by saying no to land speculators outside the existing urban boundary.</p> <p>By 2051, the demands on how people want to live, the way we commute... will look vastly different.</p> <p>There will also be a massive shift in existing housing stock as the baby boom generation transitions - currently many are remaining in their existing homes, built for families, because they have no other option.</p> <p>I'm also dead set against the long-term costs of maintaining the infrastructure/services to support sprawl development being spread across the general tax base.</p> <p>You give an option of Ambitious Density of No Urban Boundary Expansion. This seems extremely leading and a misrepresentation of the options.</p> <p>Why can't we have an ambitious density and intensification scenario within the current urban boundary?</p> <p>Do we lack the creativity to imagine what that can look like? Or is cookie-cutter sprawl being proposed as intensification?</p> <p>As someone who spent years working in the Ministry of Municipal Affairs, who was involved in the last review of the Greenbelt, in the last changes to places to grow,</p>

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	<p>what is being proposed in counter to all the municipal feedback that went into those previous reviews.</p> <p>I understand the amount of land that is currently available in the existing growth plan.</p> <p>I am opposed to an7 urban boundary expansion.</p>
242.	<p>I just received your survey regarding the city of Hamilton's growth over the next 30 years.</p> <p>I have to say that as a resident of southern Ontario I have watched an alarming amount of prime agricultural / rural land paved for suburbs or highways in recent years and I don't believe that this should be the plan for Hamilton's growth.</p> <p>Growth is great! It can bring new life, industry and creativity to any area and it is welcomed. But urban sprawl can be suffocating and horrendous. Especially when that sprawl comes at the cost of our wetlands and greenspace. Farm land is necessary for healthy urban life!</p> <p>There are many areas of Hamilton that could use some reinvigoration. Why not focus the development efforts on these areas? Growth within a city can be great. As long as consideration is being taken to maintain sites of historic value and that new developments aren't pushing people onto the streets I believe an increased population in the area can lead to many new and exciting things for Hamilton.</p>
243.	<p>I just wanted to add my voice to the many who have asked that there be NO urban expansion. Please, think about that would mean... thousands of acres of prime farmland being paved.... that can never be undone... once it's gone, it's gone. We are always encouraged to buy local, to support our Ontario farmers... if urban expansion continues into agricultural areas there will be no farmers to support, thus no local food available. It is so wrong to consider urban living a "preferred" situation. Rural lands are just as important, for environmental and ecological reasons, as well as agricultural.</p> <p>Please consider this. Council members are supposed to represent their constituents' opinions and be their voice. Rather than bend to the demands of wealthy developers that put money in the city coffers, do what is best for the people and lands of rural Hamilton.... take a stand and say NO to urban expansion.</p>
244.	<p>I know the city needs intensification so let's look at more multi unit buildings in the core rather than eroding our boundaries and expanding into greenspaces. Are we learning nothing from catastrophic flooding and wild fires around the world? We need to fundamentally change the way we are living.</p>
245.	<p>I live in a neighbouring community and believe there would be detrimental impacts to my area (traffic, developing prime farmland) that would negatively impact my area.</p>
246.	<p>I live in Copetown so did not receive a questionnaire. I'm opposed to more building on farm lands. We need those lands to stay as they are for the future. While I</p>

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	understand the city’s position on more growth, please look at other ways this can be done.
247.	<p>I live in the greater Hamilton area. Please do not extend the city boundaries anymore. Just fill in the urban area. Protect the green space that makes Ontario unique and beautiful. Protect the farms, livestock and habitat so that Canadians can keep supporting ourselves even when the world economy is terrible or things like the pandemic hits. There is plenty of room to expand within city limits where there is already infrastructure and shopping etc.</p> <p>My family, neighbors and community vote NO boundary extension.</p>
248.	I live on the first country road in Ancaster. Me an my family are very concerned for the future of the area. Please do not expand the boundary’s.
249.	I may not currently live in Hamilton, but I called it home for a decade. My parents and grandparents grew up there. My close friends and family live there. Hamilton is home to me. Please take my request seriously.
250.	I must have missed this survey but feel very strongly about it and wish to choose option #2 which is to NOT support urban boundary expansion of any kind at this time. Please make a note of this and give much due consideration when making these changes for our future that cannot be reversed or taken back.
251.	I never received my survey. Parts of Hamilton look like a war zone. Redevelopment of these areas, along the LRT route is so important. Hamilton is a dump! Infill is necessary! Option 2 for me. No boundary expansion! Fix up Hamilton within the boundaries developers. Leave green space alone!
252.	<p>I object to option 1. I live in a rural area where the city has granted development where there is no water or sewer service provided by the city. In spite of some professional opinions, the water table is affected by the development and I have experienced flooding and impact to water quality and volume. I have received little support from the city to resolve problems created by the development up stream of me.</p> <p>Farm land is shrinking increasing the cost and risk of losing accessibility to affordable resources.</p> <p>I would have expected the city to provide a survey on line instead of an email response. Millennials prefer a more simplified method such as text or online surveys. Surely the the city has the resources to reach all residents if they want a robust response.</p> <p>Many residents I have spoken with did not differentiate the paper survey from junk mail.</p> <p>I question the effectiveness of the results of this survey if it does not solicit input in a delivery format that will include all residents.</p>
253.	I oppose taking anymore greenspace for housing development. WE NEED THE FARMLAND TO PRODUCE FOOD. The city needs to step up and develop the empty and abandoned spaces within the community. Look to the British Isles where

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	<p>they protect their Green Space. We need to make it clear that abandoned properties need to be utilized and not sit empty bringing down property values in neighbourhoods. Which brings to me the properties purchased for development that are sitting half demolished for years, example the south side of Gore Park and the corner of James St S and Jackson. The White elephant that is Jackson Square and how many times are you going to waste money changing Gore Park. Time we bring in a whole new set of councillors and mayor.</p>
254.	<p>I pick option 2 . I think reusing lands would be an all round better expansion idea. Not only would new housing be provided and construction jobs but infrastructure would also have to addressed at the same time. This also would expand/ increase jobs and many other benefits.</p>
255.	<p>I prefer Option 2 – for the new housing to go in the existing urban areas. I would like a clearer definition of what the existing areas are. I know what areas are available and in need of redevelopment in the Hamilton core. Work on those areas first, where the transportation and amenities exist.</p>
256.	<p>I prefer option 2 - no urban boundary expansion. As well, we need a lower intensification rate. Just look at how quickly COVID-19 spread in large apartment buildings. Increasing population of a city year after year is unsustainable.</p>
257.	<p>I prefer option 2 on the condition that the municipality recommend to the senior levels of government that the level of permitted immigration be adjusted to accommodate a lower level of population growth at the local level. By doing so, option 2 will be viable.</p>
258.	<p>I prefer Option 2 "no urban boundary expansion' scenario. Also, any expansion should be done in the lower city. I believe the mountain infrastructure and the access could not handle additional new housing. Specifically on the West Mountain.</p>
259.	<p>I prefer option 2, no expansion, let's clean up our empty buildings to pay tax first</p>
260.	<p>I realize that "sprawl" or "intensify" are broad generalizations to accept or reject. I do not see how suburb-style sprawl developments promote any appreciable concept of livable communities, which seem to rely heavily on automobile use for travel, provision and recreation. Sprawl is an easy solution that in the longer term is unsustainable, and will remove arable land that could be critical for food and resource production as the population increases. Regrettably, I am not a planner, so I can't propose alternate solutions but I do see the need to innovate if we are to continue to effectively grow--and not just bloat--as a city. I know enough to know that there are passionate innovators out there in the world of planning, architecture and engineering in both business and academic sectors with the skillsets and resources we'll need. I think intensification can be done, and done impressively to enhance our already great, if undervalued, collective community.</p>

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261.	<p>I realize that this won't be your favourite option, but the simple fact is we need to stop urban sprawl. Our farmland and green spaces are vital; we need to do more to protect these important spaces. Please. With the LRT coming and the already great public transportation we have in Hamilton and connecting areas, we can better develop the existing urban areas and be just fine. In fact it would be wonderful to revamp and build up the downtown core, and expand the urban areas we already have. We need to leave the farms and greenspace alone. We need farms to feed us, and animals need space to live (the more you sprawl the more nature seems to be invading our space causing havoc, when in fact it is we who are invading theirs).</p>
262.	<p>I received the survey questionnaire. My choice is option 2 as I don't believe that the City should be granting more permits to cut into green space. I live in an urban sprawl area on the outskirts of Hamilton and have seen what will happen if you give developers a green card to continue building.</p> <p>I believe that it is better off to build upwards than outwards in this city. I don't buy the argument that building more detached homes will drive down the house prices. I've been hearing this same story since 2011 that housing prices will drop and for some reason or another, they never do, they only go up. If you keep building homes, the developers aren't going to drop their prices if they realize that there are still people to buy at the already over inflated costs. All this will do will permanently eliminate fertile green space permanently. Let the developers go elsewhere and make money, they've made enough here.</p>
263.	<p>I received your survey and I believe it is necessary to make proper use of the existing urban areas outlined in option 2 of your survey. I also believe what needs to be included in the planning for the future is more inclusiveness for people who are low -income (seniors, young families just starting out, people on disability) to integrate rather than separate or divide along a financial lines. Gentrification to me is the enemy of truly 'rich' communities since it tends to concentrate certain demographics into one area. I think that we have a great opportunity to bless and enrich ourselves and each other's lives with more of a blended communities approach. I do not find condo buildings particularly attractive. I do love the idea of taking older infrastructure like old mills, factories, and the like being cleaned up and converted into living space. Thank you for the opportunity to voice my opinions.</p>
264.	<p>I relish the opportunity to vote for option 2, "no urban boundary expansion". I trust that my vote, that I mailed, will get counted as I am aware that many households never received the mailout or inadvertently threw it out. I am dismayed that the City of Hamilton would even contemplate such a foolish land grab. As Greta Thunberg would ask, "How dare you?" Since many others such as Don McClean, Drew Spoelstra and Nancy Hurst have made excellent points concerning the issue, I am taking a different approach.</p> <p>1. The City of Hamilton is obligated to follow the targets of Bill 136, the "Places To Grow Act" of 2005. It dictates that the City grows up not sprawls out. Hamilton has the space and the services are already there. Hamilton has many areas of unsightliness and that suggests an opportunity for "cooperative renewal" as well.</p>

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	<p>2. Sprawl costs in so many ways. Food producing land is irreplaceable, essential, and fully utilized throughout the world. How will 2051 look with a population of over nine billion people, climate change that is out of control as temperatures continue to rise, and oceans that are totally fished out. Container farming, greenhouses, hydroponics, aquaponics ,artificial food and organic farming can't meet the challenge. Did you know that prolonged daily temperatures over 43 degrees stops all growth?</p> <p>3. We recognize two hundred other countries. Did you know that Canada is ONE OF ONLY SIX food exporting countries left? Even the USA began importing more food than it exports about eight years ago. How are we going to feed the increasing population of the world? Please don't join the bad examples of Markham, Vaughan, and Stouffville. There are ways to overextend a currently very successful global food system. An obvious one is society demanding to cover good arable land with wood, concrete and asphalt.</p> <p>4. Housing developers must change their approach or find other employment. Design what's currently needed. Step up to the challenge.</p> <p>5. Do municipalities ever have the courage to resist dicta imposed by the provincial or federal governments? Canada routinely accepted about 250,000 newcomers every year. Now our Prime Minister wants 400,000 for EACH of the next three years. How can any city manage what's coming at that rate of immigration when artificial intelligence takes more jobs every year? The AMO -all 444 of them- should give major pushback and negotiate on behalf of all Canadians.</p>
265.	I say number 2 so no urban expansion at all build apartments not huge subdivisions
266.	I strongly support option # 2, No Urban Boundary Expansion. We need to maintain the rural landscape for food, recreation and general health purposes. One has only to walk around downtown Hamilton to see the huge tracts of underdeveloped land.
267.	I strongly support Option 2 - no urban boundary expansion. We need to stay within our current urban boundary, to protect remaining rural and agricultural productive lands, reduce urban sprawl, and reduce impacts to climate change. There are plenty of underutilized, low density and vacant lands within the urban boundary that can be used to meet the expected growth targets. In addition to freezing the urban boundary and smart intensification, planning policies should be revised to encourage and make it economically attractive to develop existing lands within the urban boundary.
268.	I strongly support Option 2. Hamilton is blessed with agricultural & natural areas that contribute significantly to our economy, quality of life and environment. Can Intensification of the existing urban area would protect these assets & preserve them for future generations.
269.	I strongly support the no urban boundary expansion. Preserving our existing agricultural and green space areas is part of what makes Hamilton a great City and I would argue is more ambitious. This option is sure to face far more pressure from self-interested developers who are after a quick profit rather than the long term

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	<p>improvement of our City and residents who do not wish for changes in their neighbourhood and outnumber those residents in rural areas who feel the same. But the reward will be a much more sustainable City in the long term from both a tax base vs amount of infrastructure supported perspective and from a food security perspective and from a climate change perspective.</p> <p>I was incredibly disappointed to see the language choice over the title of the two scenarios as “ambitious density” is not at all accurate to the scenario it describes which is instead a lack of ambition about density. It comes across as an attempt to bias the response. I am concerned that some respondents will mistakenly think that ambitious density refers to working to drastically increase density within the existing settlement area without carefully reading the descriptions.</p>
270.	<p>I support no expansion of the urban border. There are many areas within the city borders that are abandoned or boarded up. The city would benefit from developing those eyesores into new developments. Build within the current boundaries, support the existing infrastructure.</p>
271.	<p>I support Option #: 2 "No Urban Boundary Expansion " Although the Province of Ontario is large, only a small percentage of the province is ideal for Agricultural Production. The City of Hamilton is fortunate to be located where the greatest diversity of plants anywhere in in Canada will grow and thrive. We have a wide variety of soils and an ideal climate for tender fruit and vegetables production. We have already lost too much of this land for urban growth. The Ontario Government's ad campaigns promote buying local, but how can we do that if the City of Hamilton allows its urban boundaries to expand into this prime agricultural land. There are many brown fields within in the City limits that could be repurposed for urban use. Let us see the Hamilton City Council do the right thing, not only for the citizens of Hamilton, but for everyone in the province and stop urban expansion into these agricultural lands.</p>
272.	<p>I support option 2 -- No Urban Boundary Expansion Scenario</p> <p>Reasons for this response include, but are not limited to, the following concerns: My ideal Hamilton will maintain its forests, wetlands and farming communities. Not only are these the “lungs” of the city, they help protect us from natural disasters such as flooding and wildfires. See also the CBC news report, Natural landscapes key to Canadian cities, rural areas for building climate resilience, experts say CBC News. Farms also provide the food we eat.</p> <p>Similarly, parks, ranging from the large (Gage Park and the Royal Botanical Gardens) to the small (Tom Street Parkette) are necessary to maintain a vibrant community. Streetscaping with native flowers and trees contribute to a livable and walkable city. One only needs to walk on York Boulevard between Hess and Bay Streets: on a sunny day it is much cooler and more pleasant to walk under the shade of the trees on the north side of York.</p>

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	<p>My ideal Hamilton will provide a mix of owner-occupied and rental accommodation, ranging from studio spaces to larger apartments and townhouses. Neighborhoods would welcome singles and families, and youth through senior citizens, all with welcome arms. Streetscaping and building entrances would meet the different physical abilities of its residents. Wider sidewalks, clearly defined bicycle paths, and careful tree planting would be natural elements of the street design.</p> <p>A mixture of mid-rise buildings and townhouses with central greenspaces for play and relaxation, such as the Good Shepherd complex at King and Pearl or the condominiums at Queen and Duke, should be encouraged to increase the rate of intensification. I think greater emphasis should be placed on these courtyards, rather than on deep front yards. As for buildings themselves, I am intrigued by developments such as the V6 Leslieville project in Toronto (Debut of an all-wood midrise, Toronto Star, July 3, 2021), built using wood, a renewable and sustainable resource, rather than concrete and steel.</p> <p>Mid-rise buildings also contribute to reducing the effects of climate change. See "How to outfit buildings to better handle hotter temperatures", CBC News What on Earth, 15 July 2021. This article states that priority should be given to mid-rise buildings as they more easily shade each other, and benefit from the shade of nearby trees, as opposed to taller buildings.</p> <p>My ideal Hamilton will foster local neighborhoods through a mix of commercial and residential buildings. Hamilton should encourage a vibrant street life through zoning which allows for businesses on the ground floor and residential apartments above. I think that during the past year people have come to realize the benefits of walking or riding a bicycle. Residents should be able to walk to a variety of small restaurants and coffee shops, to the doctor's office and dentist, to a local farmers' market and a grocery store, to places of worship, and to shops such as a hardware store, clothing or crafts and knitting stores -- the list is endless. This also reflects the Neighbourhood Development section of the City Initiatives Neighbourhood Development City of Hamilton, Ontario, Canada .</p>
273.	<p>I support option 2 as I feel that urban sprawl is not healthy for the future of the planet and in the specific Hamilton case there are plenty of empty, underutilized and brownfield sites throughout the city that should be developed. I think that strategy will help with the revitalization of the downtown core and other degraded urban environments within the city boundaries, while continued suburban development will do the opposite.</p>
274.	<p>I support option 2 in the current survey. New housing should be built in conjunction with the new LRT, to aid in core revitalization. Thanks.</p>
275.	<p>I support option 2 on no urban boundary expansions. It would have been nice to receive the information through proper channels.</p>
276.	<p>I support Option 2 strongly. There is much opportunity to infill while being sensitive to established</p>

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	<p>neighbourhoods, with light to moderate infill. City council should not support intensive infilling in established neighbourhoods, to avoid overcrowding and to preserve green spaces, for healthy communities. Preserving farmland, natural habitats and water sources is vital for short term and long term climate and population benefits.</p>
277.	<p>I support Option 2, no expansion of urban boundary. If the city spills into present green space to means more roads, more sewers. More electric and inter net hook ups , more traffic more cars and more pollution. Intensifying within present city boundaries would lessen those pressures, and save the. City money There are enough down fields and unused capability for growth within the present boundaries to accommodate future needs.</p>
278.	<p>I support option 2, no more use of farm land ,and keep the green belt. More effort should be put in cleaning up the brown fields. It will be interesting to see what council will do with the results of this ridiculous survey , as usual the developers will get their way in the end.</p>
279.	<p>I support option2, NO Urban boundary expansion. We need our precious local farmland, once it is gone, it is forever gone.</p>
280.	<p>i support OPTION2...NO URBAN BOUNDARY EXPANSION.....KEEP THE GREENBELT GREEN.....</p>
281.	<p>I support population growth within the city of Hamilton. And I want to rural/agricultural land preserved. However, and this is a significant caveat to my support of option 2, the city must be fully committed to intensification within the existing urban boundary and fight against NIMBY attitudes.</p>
282.	<p>I think if we can increase the population density within the city urban boundaries, especially in the lower city, it should help the city budget with infrastructure spending. And if the LTR is built, there will be a lot more people who could make use of it, instead of having to be driving vehicles in the city.</p>
283.	<p>I think it s unfortunate that better development strategies cannot be determined consistent with neighbourhoods and traffic patterns. I live by the Scenic hospital lands and no fair regard was considered for the existing neighbourhood and proximity to the trails. Those who tried to represent citizens here feel they were treated dishonestly by politicians and the developers have been allowed to design density that benefits them. It is endless development tactics to justify maximum density. It is disappointing.</p>
284.	<p>I think primary focus should be put on affordable housing and re-building abandoned neighbourhoods within the city rather than building outwards. There's plenty of room for development within the city if you take a good look! A secondary concern is access. Many access into and out of hamilton mountain from the highway are already clogged. The red-hill/Linc can't handle another 20,000</p>

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	residents commuting daily from the top of the escarpment to the QEW! The infrastructure simply isn't there to support this “urban sprawl”!
285.	I think scenario #2 is best for the city. We are growing too fast and the sprawl is a mess. The city needs to grow with-in it's own boundaries.
286.	I think the Option 2 “No Urban Boundary Expansion” Scenario will prove to be the best for the City. Together with the planned LRT project, this option will encourage gentrification and “beautify” the existing fabric of the downtown core. Look at the Locke street neighbourhood as a success story, as well as King William and James Street North that are attracting people to the downtown core. This is sustainable growth! The green-belt is in place for a reason, to prevent unsustainable growth for future generations. Let's keep our vital natural heritage and farmlands in place for future generations to benefit from. Moreover, let's revamp our downtown core and make it an attractive place to live, work and enjoy.
287.	I think there is lots more that can be done for housing within the boundary before looking at expanding the boundary. We need to protect our greenspaces.
288.	I think we can do it and it's smarter urban planning. Nice to think we might leave something better for our children and their children in this way.
289.	I understand that development will happen, but the services (police, garbage, infrastructure, sidewalks) available to areas in the Greater Hamilton Area (i.e. Flamborough) are generally poor. Any additional urban spread in the greater area will put a tax a system that is already overextended. Focus on efficiencies and improved plans for greater service, rather than spread
290.	I understand that this option will increase pressure for increased density in my neighbourhood, which abuts both the LRT corridor and a principal node in the transportation plan, and I'm willing to accept that consequence. My hope is that more infill potential will be realized and that mid-twentieth century and more recent low-rise commercial strip buildings can be renovated and rehabilitated to provide additional lower cost rental units above them, with modern passive techniques for reduction of energy use and water runoff. Hamilton could be a leader in creative thinking to protect resources for our future generations. My hope is that the provincial government will take account of the voices of citizens in Hamilton whatever the outcome of this survey.
291.	<p>I urge you to put more thought into development that does not consume more rural land and farm land around Hamilton.</p> <p>We all need food security and fresh air, as the pandemic showed us (and it won't be the last pandemic in the next 30- years). People come to Hamilton from other areas of Ontario specifically because of the ample access to green spaces, it is our main asset and a treasure, not a "free" resource to trample on.</p> <p>Cookie-cutter development that ate up the farmland around Waterdown looks and</p>

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	<p>feels like a suburban desert: no character, nothing that distinguishes one street from the next. Sure, it is probably more profitable for developers but it is really BAD for our social fabric. We don't need any more McCastles. Kids, teenagers and older adults need to have physical places that facilitate and encourage meaningful social interactions, which are naturally created in the denser urban environments. Liveliness of street life forges social and cultural bonds.</p> <p>Please consider the interests of many generations of likely multi-ethnic families that will choose to make Hamilton home in the next 20 years. As a new immigrant to Canada I know how isolating the first few years of life can be.</p> <p>Neighborhoods create a strong and safe society.</p> <p>Build clusters of smaller condo buildings (8-12 storey) with rooftop gardens, pool and ping pong tables, shared library/performance space/music rehearsal, industrial kitchen to make jams/canning together and a tool shop. That way people of different backgrounds and ages can engage in hobbies, learn from each other and build real relationships.</p>
292.	<p>I vote option 2 with the comments (option 3) the real development needs to focus on renewable lands WITHIN the city of Hamilton boundaries.. there is significant private business interest in expropriation of prime farm land that must be protected.</p>
293.	<p>I vote for Option 2 - No urban boundary expansion.</p> <p>Maintaining the green space around the city is so important for the environment here and eventually local food production.</p> <p>I moved here 5 years from Toronto. I had not lived there all my life, but was born there and ended back there, not really by choice. It used to be a beautiful city - now it is just a mess. The planning you are doing is so important to ensure Hamilton grows as one of Canada's best places to live.</p> <p>The increased density - sure not everyone's ideal - should mean better, more often and efficient public transit throughout the city, making it easier to get around without a car. However please think about increased parking in multi-level parking garages for those of us who can't walk far and prefer our cars.</p> <p>And please provide safe, secure parking areas for bicycles. I have a blind friend who was walking along a busy Toronto street with his white cane and he tripped over a bike and broke his leg. I might also ride a bike if there was a safe spot to secure it when I go shopping.</p> <p>Sidewalks in some areas need to be wide enough for wheelchairs and prams and people walking alone or with dogs.</p>

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	Parks - with flowers for pollinators and native plantings would be my suggestion as well - perhaps the parks could be joined by trails.
294.	I vote for Option 2 No Urban Boundary Expansion. We need to protect our green space!!!!
295.	I vote for Option 2 on the land development survey - future expansion should take place within the current urban development boundaries.
296.	I vote for option 2. No expansion of Urban boundary. I never received my survey in the mail. Have you seen the dumps in east Hamilton that could be renovated into new housing? We have miles & miles of derelict housing that could be re- purposed. Tell these builders to get creative
297.	I vote growth option number two, not expanding into farmland and to stay within the city. Lower Hamilton has plenty of room to grow and beautify. Dilapidated houses, empty (unused) space, no parks or trees. Instead of destroying more land for selfish gain, why not fix what we have already destroyed?
298.	I vote NO to expanding Hamilton's urban boundary! We need to conserve our precious farmlands! No more urban sprawll! The time is now to make the right decision for our future!
299.	I vote no. We need to conserve our land. In my opinion construction is the leading cause of climate changes
300.	I vote to not expand urbanization. There are a lot of places to rent, many. There's lots of housing. There is a lot of work in this city, and outside of it. People need to get to work and pay rent. One job not enough? get another one. Lots of boarded up houses in my neighbourhood alone,
301.	I vote; #2 No rural expansion A question and dare I ask, is this vast need for housing solely due to general population increase (births) or is it driven by money . Maybe it's time to pause immigration for a few years and work to improve what we've got and help those who become victims and continue to lose ground. Apartment rents rose about 15% in 2013-14. No one would listen or couldn't comprehend what renters were trying to express concerns to government. All I heard bac was, there are rent controls. There are no controls for those wishing to move. In 2015, I moved to an apt and when I moved 4 years later it was renovated again and increased another 20% plus now pay for hydro and parking.

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302.	I want number 2 , no more growth, we will look like Toronto in years to come. Do you not see how they are ruining Burlington?
303.	I want to save our amazing green space and farmland! Build up what we have, make Hamilton a high density, vibrant environment. There is just too much to lose if you expand - land, jobs, money (taxes)! Make the right choice!
304.	I want to see increased density in every ward - not just downtown.
305.	I wish to make my wishes known. We need to stop the sprawl, and utilize the urban lands instead. We have gone to the limits , in my estimation. There are plenty of ways to make it work, from what I have read.
306.	I wish to vote against the disgusting urban sprawl that is happening and the traffic grid lock that it will cause . Ford and his developer buddies don't give 2 hoots about tomorrow just now people. I hope he gets voted out asap. My wife and I choose option 2 , no to urban sprawl. Lots of empty space within the city limits .
307.	<p>I would also like to express some concerns with several aspects this survey process:</p> <ul style="list-style-type: none"> • Why is this issue being put to a survey of the general public at all, instead being decided by the (hopefully better-informed) representatives the public has already elected? • Why is there any debate on this issue at all given the City’s declaration of a climate change emergency? Shouldn’t that declaration be informing the City’s decisions on an issue like this, and isn’t Option 2 the only appropriate response given our climate change emergency? • Why was an easy method for completing this survey online not provided, and why did many houses (like mine) not receive the survey? • Why is one of the options, Option 1, given the meaningless, subjective and positive descriptor “ambitious” in its title, while the other is not? Will this not skew people’s perceptions of the two options and undermine the usefulness of the survey results? • Why is the option that promotes lower density the one that has the word “density” in its title? Again, isn’t this likely to cause confusion and undermine the usefulness of the survey results? • Why was so no useful and accessible information provided to the people being asked to complete this survey? The paper survey appears to have included no substantive information about the different implications of each option, and the website includes a disorganized and overwhelming 'document dump' of complex reports and assessments that are not accessible to members of the general public. A clear, easy to understand, and impartial summary of the major implications of each option should have been provided along with the survey and on the website to ensure survey respondents had at least some understanding of the issues they were being asked to comment on. <p>Thank you for taking our responses into consideration.</p>

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308.	<p>I would also like to reiterate the concerns raised by many residents about the terminology used in the urban boundary expansion survey sent to residents. To name one option "Ambitious Density" creates inherent bias, implying that it is more ambitious and therefore preferable (as opposed to Option 2, which simply states "No Urban Boundary Expansion.") This is confusing at best, and misleading at worst.</p>
309.	<p>I would also recommend repurposing unused factory buildings, as was done by the City of Toronto in the King-Dufferin neighborhood, into condos and affordable housing. The reclamation of office space, unused storefronts, and unused school buildings would also be beneficial.</p> <p>I would also recommend that the city look to reclaiming the Westdale and West-Hamilton homes currently used as off campus living spaces and return them to family dwellings which would greatly benefit the city by re-establishing viable, livable neighborhood with families who will keep up the house and property. This would also reduce the need to constantly police these areas for drugs, loud/uncontrolled house parties, and street parties. Students should be housed on campus or in specifically built buildings that would be managed by either McMaster University or Mohawk College (who should be held accountable for their students behavior – after-all, most receiving Government Grants and funding to attend school not to party. At present both areas are an eyesore and present a very degraded and unwelcoming appearance when entering the city from the west end.</p> <p>Leave our farmlands and green spaces alone.</p> <p>You can't eat concrete!</p> <p>We are having enough trouble growing the food our people need to survive without the City of Hamilton giving into Premier Ford and his desire to pave over the entire province to enrich himself and his builder buddies.</p>
310.	<p>I would like to cast my vote to Option 2: No Urban Boundary Expansion as I feel we need to protect our farmland. This can be done by increasing the housing in current urban areas.</p>
311.	<p>I would like to have my survey option recorded in support of : Option 2, No urban boundary expansion.</p> <p>I have a farming business and own property that is in an area that is constantly threatened by development. We are currently opposing the re-routing of a truck route through concession 11 east and Milborough Line. Previous to this, we fought successfully to prevent the invasion of valuable farmland by St Marys to open up a massive, below the water table quarry application.</p> <p>Our area is very productive in greenhouses and market gardening, which supplies locally consumed fruit and vegetables in the cities of Hamilton, Kitchener, Guelph and most of the GTA. The depletion of farmland should be a priority in making the decision to expand the urban development boundaries. The inventory of farmland is</p>

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	<p>slowly being eroded and needs to be addressed.</p> <p>Historically, we have allowed urban development of some of the most fertile land that was producing tender fruits on both sides of the Q.E.W highway from Hamilton through to St. Catherines. It's a travesty and we don't learn from our mistakes. This land was highly productive sandy loam, providing outstanding yields for the production of high value fruit such as cherries, peaches and apricots to name a few, which require the tempered climate of the peninsula for prosperity. The decisions made to allow industrial and residential buildings erected on what was very productive high value farmland to embellish the profits of developers is unforgivable.</p>
312.	<p>I would like to note that I am in support of not extending the urban boundaries in Hamilton. We have enough vacant lots in our city that we should be developing those instead of destroying farm land.</p>
313.	<p>I would like to quote Joe Minicozzi, an urban planner and architect, who has done a lot of research into the best ways for cities to grow. He expresses himself on this topic far more eloquently than I could.</p> <p>"When we look at tax revenue per hectare, we quickly see that our built-up areas provide much higher tax revenues to the City than our lower density areas. Higher density development is a more efficient use of the land the City occupies. When we intensify existing built-up areas, we leverage existing infrastructure rather than expanding it. More intensive development makes more efficient use of land, and the density leads to significantly higher tax revenue from residents and businesses.</p> <p>Dense cities are more walkable, which lowers health costs while boosting economies and creating animated streets.</p> <p>In other words, the creation of dense vibrant downtowns through intensification and good policy will create an economic engine for the City that help to maintain and/or possibly lower residents' tax burdens."</p> <p>The other reason to avoid urban sprawl is obviously to avoid destroying our natural green spaces and farm lands. We definitely don't need to put more stress on our environment or food supply than we already have done.</p>
314.	<p>I would like to register my preference as option 2, no land needed, with comments.</p> <ul style="list-style-type: none"> • I feel that redevelopment of existing sites within the city should be considered also, maybe even first. I mean derelict buildings – get after the owners and enforce the bylaws regarding use. Or 'foreclose' for taxes owing and take control. Even not derelict, there must be plenty of brown space that can be put to better use. • Not all rural land surrounding the city is first-class farm land. The land that is not arable, or ideal for agriculture should be identified and used appropriately. Having an “all or nothing” proposal seems to limit research in the area. • I know, I am a notorious fence sitter, but in this case I feel more info is warranted and a 'compromise' between the two might be a solution.

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315.	<p>I would like to register my vote as being option 2 no urban boundary expansion.</p> <p>We need to preserve important farmland and the diversity of different ecosystems.</p> <p>A solution for effective intensification would be to do a city audit of underdeveloped but habitable areas in the urban Hamilton area. These could be developed so that areas that are already intense won't be over burdened.</p> <p>Better roads, access, pedestrian/bike lanes, walkways, parking, traffic ease measures should also be adopted to make congestion easier to deal with.</p>
316.	<p>I would like to see a referendum on the options presented.</p>
317.	<p>I would like to see more options for healthy seniors who would like to move out of their homes, but enjoy their gardens. Perhaps 2 or 3 story condos with green space or gardens because many do not want to downsize to high rise condos in concrete areas.</p> <p>If there is boundary expansion, do not allow large properties with mega houses. Tasteful townhouses and semis and low rise apartments are more sustainable.</p>
318.	<p>I would like to see Option 2 be accepted and intensify downtown Hamilton from derelict, vacant buildings and parking lots into energy efficient, low maintenance structures geared for all people. I expect affordable housing options included in all areas of the city, urban and suburban. As the population changes, existing properties can be renovated, upgraded and include granny suites, tiny houses instead of urban sprawl. Heritage buildings can and should be revitalized with the proper incentives and with developers who can think beyond the norm. All buildings should be geared towards a walkable/mass transit population with commercial and residential readily available for residents in all areas. With intensification must come accompanying green space and easy outdoor access from units after experiencing the pandemic as more may follow. Along with highrises downtown, I expect mid rise building options to be available throughout all of Hamilton's communities. Aging people and families may prefer closer to ground level options.</p> <p>"Ambitious density" is the NO URBAN BOUNDARY EXPANSION Scenario.</p>
319.	<p>I would like to state my preference for OPTION 2, no green field development. The city needs to intensify the current footprint, where the infrastructure is, and not expand into valuable farm land and green space. When is enough enough? Why does Hamilton have to continue to grow outward while the city Center crumbles. If we are about to spend millions on a LRT system for the downtown, build or rebuild the downtown. Where I live used to be considered the “fruit belt”. That term probably means nothing to people living in the city, but at one time this area was all productive fruit farms that fed many people. Now I’m being surrounded by new housing development and told there’s much more growth coming to the area. Shop local, buy local, live sustainably. All just popular words for city people who want to live in homes that are built on farmland.</p> <p>When the land is gone and our Great Lakes our polluted and the water is not safe and the wells have dried up, then where will people live and get their food? Nobody</p>

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	<p>ever thinks further then they can see today. What about future generations? What Kind of places will be left for them to live and where will the food come from? A sea container from some other country instead of from some of the best farmland in southern Ontario? What a shame to even consider urban expansion. But who is really listening anyway.</p>
320.	<p>I would like to state that both my husband and I are in favour of Option 2 on the city survey for growth.</p> <p>We do not believe that the city of Hamilton should be planning to develop ANY farm/rural land. It is important to keep our city’s rural and farm areas for the sake of free space, environmental biodiversity, and quality of life.</p>
321.	<p>I would like to strongly voice my support for option 2, and no urban boundary expansion.</p> <p>My primary concern is for moving towards a city model that is less car centric, and more sustainable. A future that is less reliant on fossil fuels necessarily must find ways to locate food resources closer to urban centres. The best use for lands surrounding the city is for farming, nature conservation and recreation.</p> <p>Hamilton should be carefully planning the development of all vacant (parking lots) in the downtown core and incentivizing mixed density development in aging housing areas.</p> <p>Building further out from the city core requires long term infrastructure support that is more costly to maintain than adding services to the core. Low density suburban sprawl does not add enough to the tax base to offset these costs long term and will only add further stress to roads and highways.</p> <p>It would be refreshing for our Council to think about innovative ways to evolve the city rather than just repeating the developer friendly but short sighted approaches that have damaged so many cities.</p>
322.	<p>I would like to voice my displeasure on the idea of expanding boundaries.</p> <p>This is a stupid idea. We do not have the infrastructure to permit more houses into valuable greenspace and farmland. If there were roads/highways to move these people that would be one thing. But there isn’t.</p> <p>There are plenty of empty spaces in Hamilton proper as well as a large section of dilapidated or run down buildings and houses that could be appropriated and the space made for more efficient use.</p> <p>There needs to be some density in the downtown core. If you are planning on going ahead with the ridiculous LRT then why would you not build where that is going? If people need places to live, they will go where the options are. If you add more density to the city, people will move there as that would be the only choice they have. Wise up and think of the future.</p> <p>Thanks for the opportunity to voice our opinions.</p>

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323.	<p>I would like to vote for option 2 - “NO URBAN BOUNDARY EXPANSION” SCENARIO</p> <p>Also, some feedback, the way option 1 is labelled is misleading. Rather than being labelled "Ambitious Density Scenario". it should be simply be labeled "Urban Boundary Expansion"</p> <p>There is nothing that makes it more ambitious than option 2, in fact it would be harder to achieve option 2 than option 1 as it requires even more density, so there is no need to try and make option 1 sound fancy with vague descriptions like "ambitious density".</p> <p>At least try to make all your survey options neutral in the future, and not try to spice up the option you want people to pick and call it public consultation.....</p>
324.	<p>I would like to vote for option 2 No urban boundary expansion. Regular bus routes to green spaces will help to ensure that increased population density does not impart a negative impact on mental and physical health.</p>
325.	<p>I would love to see the downtown core be cleaned up and revitalized.</p>
326.	<p>I would prefer the city of Hamilton and developers to reuse and recycle existing urban land.</p>
327.	<p>I would prefer to increase the density of the downtown and nearby areas. We are building a LRT and it makes sense to have people living near the LRT in order to make it useful. I am opposed to building on the farmland that still exists. Please do not bulldoze over the land that feeds us.</p>
328.	<p>I, among many others, believe it is critically important to act immediately- with courage and innovation- on really great city planning. We have so many buildings that can be retrofitted and renovated to accompany our growing need for housing. We have such opportunity in our inner city land use to begin integrating green recreational and agricultural spaces within communities. We can follow the lead of world- renowned destinations like Singapore and Copenhagen to put our city on the map as a shining example of people + planet infrastructure and planning. But not by expanding outward. The city of Hamilton has recently been granted billions for infrastructure development. It is my firm belief that this, and other allocated funds, should be put to use ACTING immediately on intensification and renovation within our current boundaries to make more livable, sustainable communities for OUR immediate future, and the future of our children's.</p>
329.	<p>I'm in favour of more housing of many types, but no boundary expansion.</p>
330.	<p>I'm vehemently opposed to urban sprawl.</p>
331.	<p>I'd also like to point out that we have yet to receive a physical notification of the survey, but were happy to take the extra step of finding the online survey to register our concern that we do everything we can to protect the green space that protects</p>

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	Hamilton's air quality and beauty, and to protect the agricultural land that helps provide Hamilton and other communities with food security (as the pandemic and cyberattacks have shown how easily disrupted food processing and imports are).
332.	If another option is selected by the committee it will be one more reason not to vote for Doug Ford again.
333.	<p>If developers want space to develop they can redevelop inner city brown spaces, ie older, or closed or abandoned buildings as well as complete the ridiculous disaster of the church-condo 'development' Connolly construction on James South.</p> <p>What city with such limited architecture of note would permit such a project? Only Hamilton.</p>
334.	If the City falls prey to developers, we will pay extra taxes to extend utilities for kilometers just so they can build large expensive houses, the most lucrative option for them. Who would buy those? Certainly not people who need affordable housing! It would be car-owners, who would then clog the roads and pollute even more. Agricultural land needs to be protected if we are to have any food security.
335.	<p>If the pandemic and its disruption of goods and services, what climate change is doing, particularly the heat dome, drought, and forest fires in the West, have taught us anything - is that we are lucky to live here versus there, and we should become more self-sufficient, protect our local environment, and rely less on imports. We could also be over run with refugees if the future is as dire as some say.</p> <p>Ergo save our farmland, green spaces, wet lands, and survival of what is left of our birds, pollinators, etc. I don't have any grandchildren but if you do or hope to someday, and intend to survive what comes next (over and above acceleration of climate change such as the latest forecast of "moon wobbles" in the next decade), Option 2 is the only logical scenario.</p> <p>There is much within current borders that could use a refresh but it seems less likely to happen if new development is allowed outside the core. Head east on Barton past the General Hospital for example. I believe the City can meet the need for affordable housing units through development in the existing urban area.</p> <p>Also recommend that these developments include green initiatives like solar power, recycle grey water, roof top gardens, etc. We need to encourage density for a customer base which can support local businesses and better efficiency in mass transit, walkability, and bike lanes.</p> <p>How likely is it really that people of lower income and seniors such as myself would be able to do long distance commutes, let alone afford hybrids or electric cars? Have you been to the Centre Mall - can you shop there without a car? Not really and definitely not in this heat. We are not the only city with these issues, and it behooves us adapt the best of what others around the world are doing.</p> <p>You've probably heard this all before, so I thank you if you have read this far. Hopefully Option 2 succeeds. (And that reincarnation is not true as I am terrified to think what the future will be like if decisions like this are not made right and right now.)</p>

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336.	<p>If we had received a copy of the Urban sprawl survey we would be selecting Option 2 No sprawl. It also would have been nice to have done this survey in the fall and not when people are out of town.</p> <p>As a teacher in the Upper Stoney Creek area and previously in Binbrook, I have seen first hand how difficult the expansion is on infrastructures and school building capacity where students can only have physical education once a week, congested parking lots and portables 2 years after opening.</p> <p>There is a show on HGTV called Building the Block where 2 people are buying and renovating affordable housing in areas of Detroit in an attempt to revitalize that city. Why not focus on areas if Hamilton where buildings already exist? Why not try to focus on creating spaces for the unhoused and young adults who can't afford to move out of the downtown core but whose presence could bring Hamilton back to life?</p>
337.	<p>If we must build 110,000 + new housing units over the next 30 years, then develop within the existing urban area. Build up, not out. There are rundown neighbourhoods and derelict properties all over Hamilton that would benefit from urban renewal. Clean up and use existing vacant industrial land. Use the space we already have.</p> <p>Some potential living spaces are not maintained to a truly livable standard. Force landlords to keep their units in clean, fully functional and safe condition. Prevent them from forcing renters into a yearly state of instability through the ruse of “renovictions”, certainly an unethical if not fraudulent practice really devised to raise the rents. This practice also temporarily decreases the available number of housing units and ultimately makes housing less and less affordable for the citizens who already live here.</p> <p>Should the LRT, really only a glorified streetcar, ever actually be built, its severe limitations are that it will only service the lower part of the city and will only travel along an east-west corridor. Most Hamiltonians will see no personal practical benefit from its existence. There are already several times between 7:00 A.M. and 7:00 P.M. on a workday when traffic in Hamilton is a nightmare; taking away driving lanes is supremely unhelpful to the majority of Hamiltonians for whom the LRT will never be of use. It would be more advantageous to the majority of transit-taking Hamiltonians to increase the number of north-south/ east-west bus runs; make the vehicles electric, if that is LRT's most attractive selling point. Use the miles and miles of properties between Stoney Creek and Westdale, that were expropriated for the LRT construction, to build affordable housing, apartments and condos.</p> <p>There is no need for Hamilton to expand into and invade the surrounding rural and farm lands. These lands are among the most fertile in the country and must be preserved. Once they have been developed, these resources will be lost forever. We need to take the long view for the sake of future generations. If we have learned nothing else from Covid, we have seen the pitfall of too much reliance on foreign</p>

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	<p>suppliers, and have re-awakened to the extreme importance of being capable of self-sufficiency. We should never lose our food-production capability by giving these lands over to developers and sprawling businesses.</p> <p>A cautionary lesson! Drive west from Toronto along Highway 5 (Dundas Street) toward Burlington. The urban sprawl into the countryside has burgeoned to such an extent in the last thirty years that only the city signs indicate where one city ends and the next one begins. The green spaces have been swallowed up by buildings. I do not want that for Hamilton thirty years from now!</p> <p>110,000 new units, built vertically on existing and re-developed urban properties, will still provide Hamilton with one hundred and ten thousand tax-paying households and businesses.</p> <p>Leave the Greenfield Land alone!</p>
338.	<p>If you were serious about the data you are gathering, you wouldn't let them give the options cute nicknames. "Ambitious Density"? Everyone admires real ambition, but what we are talking about here is just greed.</p> <p>With the amount of available space to build, paving more green space is a disgusting, stupid idea.</p>
339.	<p>If you're going to build, build up, not out. We need to protect what precious farmland we have. I refer to the lyrics in the song, Big Yellow Taxi "You don't know what you got 'til it's gone...they paved paradise and put up a parking lot.</p>
340.	<p>I'm disappointed in the labelling of Option 1 as "ambitious density." It is purposefully leading language. Hamilton should allow for (more) and (better) promote cost-effective housing such ADUs and laneway housing. This would increase density and offer more affordable housing options in a city that is getting increasingly unaffordable for tenants.</p>
341.	<p>I'm saying a big, fat NO to Urban Boundary Expansion.</p> <p>Create a diverse and vibrant city instead. All the resources are in place and you will spare the farmland and greenspace that we so desperately need to save!</p>
342.	<p>I'm strongly in favour of growing within our existing boundaries.</p> <p>No urban boundary expansion.</p> <p>Build the LRT and let development naturally happen along the corridor.</p> <p>Create a vibrant urban community with a wide variety of transportation and housing options.</p>

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343.	<p>I'm writing about the recent City of Hamilton survey, on sprawl, we have some of the most precious natural areas and farmland in the province, we need to be less dependent on "outsourced" food and support local farming which also compliments sustaining the natural areas in our region. I strongly oppose urban expansion outside existing urban areas.</p> <p>The existing urban areas of Hamilton are under-utilized the downtown core and urban mountain areas need more density to ensure the vibrant and flourishing existing urban core.</p>
344.	<p>I'm writing today to register my position as supporting Option 2, "No Urban Boundary Expansion." No greenspace, wetlands, or farm land should be developed to accommodate growth in Hamilton. Instead, we should be focusing on building more affordable multiple family dwellings within the urban boundary.</p>
345.	<p>In answer to your survey , which I do not remembering receiving . I am adamantly against Urban Sprawl in Hamilton.</p> <p>Our precious farmland is not to be sacrificed by the greed of the developers , who are of course in the pockets of our "wonderful" premier !!</p> <p>Is nothing sacred anymore ? Do they really understand what contributes to climate change ? We surely have adequate depiction of climate change this summer !</p>
346.	<p>In 2010 I rode my bicycle across the southern US from California to Florida. The most profound memory I have of that trip was the utter fragility of California's Imperial Valley due to water supply issues, and by extension the supply of many of the fruits and vegetables on our grocer's shelves. It's survival depends on tapping into water from the Colorado River, a resource that is in great demand, particularly from major west coast cities. I have a photo of myself standing among sand dunes, by anyone's measure a true desert, and in the background, about an hour away by bicycle, is the valley I just described. Irrigation is all that stands between the two. If you have been following the news lately, the situation has only gotten worse. In view of this, our city must preserve, and utilize our farmland to FEED the predicted number of new citizens, not house them.</p>
347.	<p>In addition, I strongly advocate limited terms for city councillors, so that we may strategically plan for the future health of the entire city.</p>
348.	<p>In an environmental crisis, we need to support our green belt and farmland</p>
349.	<p>In my neighbourhood alone, there is the plaza at Mohawk and Sherman where the Walmart is closing. The church on Mohawk which is being merged with another. Even the mall may be reconfigured, considering changing shopping patterns. I think we will regret losing farmland.</p>
350.	<p>In my opinion, the City of Hamilton should be encouraging developers to acquire vacant and derelict lands within the current urban boundary to develop and re-develop those areas. The focus on development should be mainly in the lower city,</p>

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	<p>especially considering the fact that the LRT is going to be constructed there. In addition, the City has been concerned about revitalizing the downtown for many years. The downtown has been suffering from urban blight for a very long time. The deterioration of this part of the City also erodes our tax base because these properties are of lower value and hence, under the market value assessment system, the City generates lower tax revenue from this area. There would be no better way to revitalize the downtown than by coupling new residential development along with state-of-the-art transportation systems such as the LRT. City planners should be devising programs that will motivate developers to work with the City to completely revitalize the lower city and concentrate all new urban development there. We do not need to expand the current urban boundary when we have so much space within the existing boundary that is either under-developed or derelict. Thank you for the opportunity to provide input.</p>
351.	<p>In particular, we need to see an increase in mixed use spaces, expanded redevelopment of the many empty lots in forms like what was done at Barton and Magill.</p> <p>Mixed cost models, bringing affordable housing into neighbourhoods that traditionally haven't been to further diversify the population in age, gender, race will be critical to a healthy city.</p> <p>Especially as we consider the impact of adding 250k or more people over the next 30 years, destroying the farmland that supports this city's food supply will be folly at best.</p>
352.	<p>In reference to the flyer concerning “How Can the City Grow?”, my choice of option would be #2 - no expansion.</p> <p>1. We cannot afford to lose any more farmland to urbanization & developers. There is a finite amount of agricultural land available & the existing land is already under severe pressure from development & climate change. In the greater GTA & area, we have some of the country's finest agricultural land for fruits & vegetables, & other market gardening. Where does the City & the Province think we will get our food from, if development continues to gobble this land. People complain now about the price for food; how will they feel when they cannot afford to buy imported fruits & vegetables from the USA or other nations, or cannot trust the safety & quality of the imported foods. Globalization of food has pushed out small farmers overseas to the point where they cannot even afford to feed themselves (see Guatemala, Peru, Indonesia etc) where Big Ag has taken over their lands to supply produce, palm oil, etc. to see Western nations.</p> <p>2. Along with the squeeze of development our finite agricultural lands are suffering from climate change - droughts, flooding, destructive winds, searing heats & it is only getting worse. Development & it's “concrete jungle “ exasperate the problems. By 2051 Canada & the world will be in deep trouble because of climate change & it's going to hit the pocketbooks of everyone from food cost, heating costs, insurance costs & more.</p>

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	<p>3. The City cannot service it's current urban boundary with adequate transportation - how will it do so with an expanded boundary. It can't- instead there will be more cars, more pavement, more concrete jungle all of which increases the factors contributing to climate change.</p> <p>4. There are many areas within the City that are boarded up, brown fields, vacant industrial areas that could be mediated , cleaned up & used to meet the needs for new housing.</p> <p>5. The City needs to insist that developers build housing that fits the needs of families - not more 800 sq ft condos that barely service 1 individual, let alone a family of 4. There needs to be a moratorium on mega homes; a re-thinking of conventional housing, and a re-education of the population.</p> <p>For these reason & more I say NO to any expansion of the City's boundry.</p>
353.	<p>In response to the below, would favour option 2.</p> <p>The properties within Hamilton are often abandon and not optimally use. Also the rural area and nature of the natural biome that surrounds Hamilton is one of the hugest draws of the city, it would be a shame to flatten this when there is already urban land available for use.</p> <p>Hamilton has also done an impressive job with the vehicle infrastructure with nikola tesla, link, mountain pass, cenntial parkway, red hill valley not to mention the optimization and flow of traffic through one way streets. The city is well positioned for an influx of urban density.</p> <p>Would also caution and learn from Toronto's errors when it come to affordable housing for those hamiltonians living below the poverty line and create proper infrastructure for them (aka avoid the “temporary” respite centres toronto popped up in the last two years).</p>
354.	<p>In response to your "survey" entitled "How should Hamilton Grow to 2051?" I vote a definitive NO! to Urban Expansion.</p> <p>With climate change issues increasing around us daily (forest fires and BC heat wave, tornados in Barrie, flooding in Waterdown three years ago) I am enraged that you are even wasting time and paper on such a "survey"</p> <p>How dare you even consider paving over more green spaces and farmlands, thus allowing rich developers to continue to make huge profits! More urban sprawl will necessitate more cars, more highways, more roads, more parking lots, more big box shopping malls. Of course the other half of that equation is that there will be fewer trees, less biodiversity, fewer parks, fewer trails. The Option #1 scenario means more greenhouse gasses and increasingly more climate change.</p> <p>If getting through the covid crisis taught us anything it was to look to the science (vaccine development etc) and not the investors (those with investments tied to "for profit" long term care homes). Use the talents of our scientists to assess and develop more "people friendly" projects such as are being developed on McNab St.</p>

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	<p>with the retrofit of the Ken Soble Tower. Our downtown core is in decline. We need new infrastructure development and renovated buildings with renewable energy, wise use of space and thoughtful green spaces, local shopping initiatives in order that our young people will be able to afford housing.</p> <p>This catering to developers must stop!!</p> <p>Oh, and btw, I find that the format of your "survey" is ridiculous. Many of my environmentally conscious friends have opted for a "no junk mail" PO box which means we don't receive mail that is not specifically addressed to us. For some reason the postmistress decided to put the "survey" in my mailbox. Most of my friends did not even receive it!</p>
355.	<p>Instead of adding new subdivisions, the City should be rebuilding crumbling infrastructure in all North End areas and organizing the construction of new affordable housing.</p>
356.	<p>Intensify the density in the old city of hamilton and redevelop the brown fields for industry instead of continuously expanding into green field areas.</p>
357.	<p>Invest in density, protect our future.</p> <p>There's few clearer paths then this, and no "do-overs" if we get it wrong.</p> <p>Say no to expanding the urban boundary!</p>
358.	<p>Investing into our existing infrastructure and vacant city spaces will strengthen our economy, strengthen our community in the city, and is much better than developing more green spaces into unaffordable homes, which you must own a personal vehicle to live in. Please choose the more sustainable choice and invest in your existing community. The people of Hamilton will thank you.</p>
359.	<p>is enough space within the city limits that is not being properly used, do not expand to the rural area and green space, and farmland.</p> <p>It is important to keep our green space and build more environmentally friendly within the city limits to help with climate change and human caused problems</p> <p>Please keep our rural area rural,</p>
360.	<p>It is absolutely wonderful that the City is asking residents an important question on city boundaries. I'm in favour of Option 2 – no urban boundary expansion.</p> <p>My reasons:</p> <ul style="list-style-type: none"> - Preserve greenfield sites - Revitalize inner-city neighbourhoods - Prioritize walkability, bikeability, and transit-oriented development (for all income levels)

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	<p>- Increase density of tax dollars within downtown neighbourhoods that can use the money</p> <p>- Promote mid-rise density within the current urban boundary (4-8 storeys) rather than low-rise or high-rise (contributes to vibrant communities, reduces reliance on the car, allows residents to take the stairs for health and fire, potential to increase resiliency during blackouts)</p> <p>To allow Option 1 to go ahead would be short-sighted and would do a disservice to the folks currently living in the city.</p>
361.	<p>It is absolutely wonderful that the City is asking residents this vital question. My partner and I are in favour of Option 2 – no urban boundary expansion.</p> <p>Our reasons:</p> <ul style="list-style-type: none"> • Preserve greenfield sites • Revitalize inner-city neighbourhoods • Prioritize walkability, bikeability, and transit-oriented development (for all income levels) • Promote mid-rise density within the current urban boundary (4-8 storeys) rather than low-rise or high-rise (contributes to vibrant communities, reduces reliance on the car, allows residents to take the stairs for health and fire, potential to increase resiliency during blackouts) <p>To allow Option 1 to go ahead would be a tragedy in planning in Ontario.</p>
362.	<p>It is critical to protect farmland, wetlands and ecological systems that would be devastated if expansion was permitted</p>
363.	<p>It is extremely important to preserve the farmland surrounding our city.</p>
364.	<p>It is imperative that the City of Hamilton, provide clear, concise and timely information to the residents of the community. Especially in communities impacted by the decision making. It is also important that more research is done before decisions are made. In addition to providing information to the residents, it is important that Hamilton listen to the wants and needs of those residents.</p>
365.	<p>It is important to intensify in existing land and neighbourhoods, focusing on more people in smaller spaces, like townhomes and condos and co-ops. This will also make home ownership more reachable for those starting out and require less cars on roads as transit intensifies</p>
366.	<p>It is my conviction that the Urban boundary should not be expanded, that survey option 2 should be the principle that guides urban development in Hamilton. While there are many reasons that various developers of all sorts of facilities - residential, commercial, industrial - may find it most convenient to build flat out onto greenspaces, those lands that are currently farmland, forest and wetland are not properly valued for their roles as sources of food, habitat for wildlife and areas that mitigate climate change. This may sound a little extreme, but pushing the urban</p>

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	<p>boundary outward is a tacit approval and continuation of policies that are responsible for beginning and accelerating climate change.</p> <p>Though many may yearn to enjoy what has been "normal" - the detached home with the front and back yard - but this is not sustainable, and Hamilton - and all cities - need to start acting sustainably, not merely in in the way we're used to.</p> <p>I've often described Hamilton as Canada's largest small town, where we cloister ourselves in our neighborhoods and use the pattern of life that we have enjoyed to measure the "goodness" of future plans. We need to stop spreading out, creating new little, disjunct definitions of who we are, and to build up into the Ambitious City of the future, not the 80's.</p>
367.	It is the only option that take the cities climate emergency declaration seriously and will also facilitate transit and a better more walkable like for city residents.
368.	It is very important to me, and it should be to everyone, to preserve every acre of farmland that is capable of producing our food for the production of our food. There is so much land going unused in this city due to changing industrial demographics. Build on these spaces and leave the countryside alone!
369.	It is well known in the scientific literature on both climate change and ecosystem/watershed health that intensification has fewer impacts than sprawl.
370.	It light of the current extreme weather events globally, the threat of climate change is ever present. I believe intensification of housing is one key act towards more sustainable living and climate change mitigation.
371.	<p>It makes no sense to use farmland to build housing since once farmland is gone, it is gone forever. Would you like to live in a nice, fancy home but have nothing to eat?</p> <p>The only feasible solution is option 2, if there actually is a need for growth. But, don't be thinking you're going to solve density problems on the backs of the suburbs. It looks like we're going to have an LRT that most people don't want and fewer are going to use. Any future density increases must be centred along the LRT corridor.</p>
372.	It would be devastating to Hamilton's rural and farming communities to consider this expansion - and lead to a sprawl situation that would be extremely costly for the City to support in terms of service support, but would likely still leave surrounding rural communities with sub-par service compared to the central City. Instead, please consider developing the hundreds of parking lots in Hamilton, and building up our great city instead of building out. We already have an incredible amount of space in the downtown and central city to expand that is completely under utilized - please do not spend hundreds of millions of provincial and tax payer dollars on unnecessary sprawl development.
373.	It would be much more costly to build residencies in the rural area of Hamilton then to build within the city.

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374.	It's bad enough that everyone from Toronto was allowed to buy up houses in Hamilton making it unaffordable for the children raised here. Now you want to create a concrete city like Toronto by taking rural land.
375.	Keep greenspaces green!
376.	Keep the farm land for the farms. We need food. There is lots of empty land in the city to be used first.
377.	Leave our Farm Lands alone and build denser housing.
378.	Leave the greenspace alone. There are so many areas within the City that could be demolished and be replaced with higher population use.
379.	Lets be leaders in the way we grow- please choose the responsible, sustainable option, utilizing existing infrastructure.
380.	let's use the space already available and in-fill the tons of abandoned buildings.
381.	Lots of room within current urban boundaries. Promote multi-family development. Boost intensification rate!
382.	Low-density development costs all core taxpayers dearly in both direct and environmental costs. I for one do not want to pay for more of it. The city of Hamilton boundaries are large enough. There are hundreds of lots within our core that are ripe for development. City council needs to focus on these areas and develop Hamilton into the city it can be. I do not want more suburban sprawl that will take away valuable land, cause more runoff issues, and worst of all be further economically subsidized by dense downtown wards.
383.	Make the City better not bigger. Use your downtowns potential, bring decent shopping back - let old underused space such as Barton street become something of value and use to its neighbourhoid again. Too many empty lots . So much to be done with what we have!!!!
384.	Many areas to improve within the ghost areas v. Expanding into green lands
385.	Meanwhile, I also support the exploration of other suggestions that will not lead to option #1 "Ambitious density" scenario by, for example, better using the existing empty homes in Hamilton.
386.	Must stop abusing use of our very limited greenfield lands. Use existing spaces within urban areas with creativity and incentives for affordable housing to middle class, low income and at risk populations in particular.

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387.	<p>My believe is that Hamilton does not need to expand their boundaries for now or the near future we have a lot of space to be used for housing may it be low income or affordable housing just drive through down town Hamilton or Barton, Cannon or King streets the amount of boarded homes or buildings is huge or empty lots just siting there over grown with weeds. Hamilton has a lot to offer but it needs a upgrade one example is The General Hospital one off the best cardiac hospitals in the country but it looks like it is in the slums especially when you drive along Barton Street it is embarrassing use and fix up what we got before we expand. Get rid off farmland where are we going to get our food you have too import them in people are already complaining about high food cost . Our roads are a joke some third world countries have better roads then us also our infrastructure is in bad need off upgrades it's falling apart fix it and use what we have before we start destroying our farmland and green space for development and profit , Hamilton has a lot of potential use that up first before we start to expand we still need our farmland and green space . Who what's to drive an hour or two to take our kids on a nature walk.</p>
388.	<p>My choice is for option 2 as this area is unique with the soil, farmlands, and vineyards. Houses on green space are taking away farming. I support local farmers and never chose to live in a Burlington or Mississauga like area.</p>
389.	<p>My choice is Option 2 - use existing available lands and not expand the boundary</p>
390.	<p>My choice would be for Option 2. The boundaries for Hamilton include all the former areas of Dundas, Ancaster, Flamborough, Stoney Creek, Glanbrook. Single family dwellings combined with townhouses, and other can be accommodated within the urban boundaries, and as is now happening, development can go up making use of existing transportation and infrastructure (with some updates) for cost savings. That balance should be maintained. We value our greenspaces, our surrounding farming and conservation lands as part of our standard of living in the golden horseshoe, and we find it frustrating at how easily developers make deals with City Hall - especially when they propose building that requires changes to bylaws, and standards that the people, who chose Hamilton as home, support.</p>
391.	<p>My comments are that I am very disappointed at the processing of applications for developments on and around our city. I am more than a little dismayed to see and read about the lack of accountability for developers who flout the rules for approved plans and do their own thing anyway. There have been several examples in the press this year. The proposed McMaster development with Knightstone for Traymore Ave student accommodation, Vrancor in the Strathcona neighbourhood are examples of how far removed from the neighbourhood design the proposed designs are. I am hopeful that we can work more positively to increase density in use and at the same time produce/create more affordable housing.</p> <p>I am cautiously optimistic about citizen responses as I notice increasing lawn signs and raised voices on this particular survey.</p>
392.	<p>My family lives in Dundas, always have and always will. Dundas should not be part of any urban intensification as we are in a valley and therefore have natural</p>

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	<p>boundaries to our town. Over the past few years we have been ‘threatened’ with high rise housing. Right now there is a proposal to build a high rise apartment/condominium structure on Main Street that would be 9 stories high. Right across the street from this proposed build is the old town hall. This is a historic landmark. We do not want our town core to become a centre for high rise buildings as this would dramatically affect the historic charm of our town. Dundas is used all the time for movie shoots and television programming. It is used because it is an authentic small town that has protected the Victorian buildings, turn of the century lampposts and streets adorned with mature trees and gardens.</p> <p>There is no need for Dundas to change in an attempt to increase population density. I believe a study was conducted a short while ago that clearly indicated that our town has grown in population and housing. There must be limits to growth as everything is negatively affected when communities grow too rapidly with no sense of boundary, no sense of the need for individuals to feel they are an important part of their town. I fear we are at a time in history where there is not enough awareness of the importance of human interaction and am awareness of others. Smaller communities can more easily foster inclusion and positive self worth.</p> <p>In closing, I will once again state that population intensification is not needed in Dundas!</p>
393.	<p>My first choice would be Option 2 in the short to medium term of 10 to 15 years. A 30 year crystal ball is not very reliable. Only expand the urban boundary if absolutely necessary. Urban sprawl costs everyone. I think that developers will just build monster homes if allowed to expand in a relatively uncontrolled manner. Most developers only want to make money in the short term and do not have to live with the long term consequences. The enormous need for affordable housing will not be met by expanding the boundary because people that could use this housing need to be closer to transit and other infrastructure. More roads and more cars are not the answer.</p>
394.	<p>My general comment is that I question why you called the first option ambitious rather than a more plain title such as "urban boundary expansion" so it's a more neutral presentation of the option as compared to the second option of "no urban boundary expansion"</p>
395.	<p>My household choses NO SPRAWL in the City of Hamilton and surrounding areas. Farm land is way too important and essential for a survivable society. Let builders 'build up' and restore empty buildings for living accommodations.</p>
396.	<p>My husband and I did not receive a survey. We vote No to Urban expansion. Repurpose and grow housing units with green space especially for low income housing. You have empty houses all over the city or that you board up and are dangerous for homeless who use them for shelter.</p> <p>We need greenspace, farms etc. Food is an important factor...let's think about climate change. Think outside the box.</p>

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397.	<p>My husband and I use the local parks, greenspace, and Bruce Trails on a daily basis. We would hate to see this space of beauty and personal restoration disappear. We also don't want to invite extra traffic, noise, pollution, and crime into these protected spaces either. With increased concerns about our climate and the environment, we all need to do our part to preserve the little green space that we do still have in our community. I really hope we give serious consideration to the social and economic impact that urban sprawl will have on our city. We need to balance the need for real estate demand and additional tax dollars with the need to keep our natural spaces alive and thriving for generations to enjoy in the future.</p>
398.	<p>My husband, two children and I have been residents of Dundas since 2006. We chose to live in the heart of Dundas, a walkable community where our children could walk and cycle independently and use public transit rather than rely on a car. It greatly enhances our quality of life.</p> <p>I choose Option 2, freezing the urban envelope, intensifying and exhausting the possibilities within its existing boundaries before converting the precious rural areas of the city. This increases quality of life, improves existing communities in need and reduces long term tax burden. We have an incredible opportunity to improve our existing communities within today's urban envelope before expanding. Using equal parts Missing Middle know-how, creative infill and a good measure of political will, it is a formula for success. We must put all of our focus and effort into developing within the existing urban envelope first.</p> <p>I am in favour of maximizing intensification within the existing Urban Boundary before converting rural areas of the city.</p> <p>Other ideas</p> <p>If Option 1 has to go through, that rural land should be rezoned to create walkable missing middle communities much like the core of Dundas. It absolutely should not be zoned for large suburban unaffordable single family dwellings that rely on a car culture. People love old style walkable towns with a vibrant mixed-use zoned core. It's a proven formula that improves quality of life.</p> <p>Other Comments</p> <p>With so many issues on the table, it is time to get back to meeting the basic needs and rights of our greater community:</p> <ul style="list-style-type: none"> - food security, affordable housing, health, safety - social equalizers such as public transportation, cycling and walking - environmental human rights to clean air and water, and addressing the climate emergency <p>Option 1 add to these issues rather than addressing them.</p>

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	Thank you for your time and consideration.
399.	<p>My ideas:</p> <ul style="list-style-type: none"> - Protect our agricultural lands (climate change is destroying a lot of good agricultural lands) - Protect our natural areas (wetlands, forests, shorelines) - Be more efficient with present urban land for housing and industry. - Be creative with our housing: allow smaller houses or secondary structures on existing lots (increase the density). - Stop building monster houses. - Do not let developers get their way (they would pave all our rural land for a buck) - No tall high-rise apartment/condo towers, keep them to a reasonable height (10 to 12 stories is good enough) - Exception for high-rise along transit lines or at transit nodes/stations where taller structures could be built (maximum 25 to 30 stories). - Build quality structures that look good. - Build a city that we can be proud to live in (feels good, looks good, smells good, sounds good, you get the idea)
400.	<p>My option is number two but with a very important caveat (which might make this option #3 instead).</p> <p>Any development in the existing urban area MUST follow current zoning by-laws. Too often, developers submit plans far above approved limits, resulting in massive structures too intense for the neighbourhood. Zoning is too often treated as a suggestion to be negotiated with the City, usually to the detriment of existing property owners. For example, there is currently a proposal in my neighbourhood at the former Brock University site on King Street that proposes 871 units ABOVE the current allowable limits.</p> <p>I welcome the development in my area, but keep it to the strict limits imposed by the bylaw with no negotiation. Developers must know that the rules are there to be followed.</p>
401.	<p>My preferred growth option is 2 - no urban expansion.</p> <p>We should be renewing and building up the downtown core. Put more money into infrastructure and start building a mix of homes. The Eastern stretch of Barton is in absolute shambles - it should be made more dense and more efficient.</p> <p>I know developers with deep pockets make good “arguments” for expansion, but we need to think long term. Once we destroy our farmland soil, there is no getting it back.</p> <p>We can see the devastation happening in countries we source our food from. When they run out of arable land, they won't be shipping what they have to us. We need to</p>

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	<p>be able to provide for ourselves, and destroying farmland will guarantee that we can't. It really is a life or death choice.</p>
402.	<p>My preferred option is # 2 NO urban boundary expansion. Given all that is going on with climate change and recent drought and wild fires only to get worse as time goes on we need to retain any existing land that can be farmed.</p> <p>We should be developing on existing vacant lots including various little use parcels of land located within existing City boundaries. Point in case is the parcel of land located at corner of Upper Sherman & Mohawk. It is one ugly eyesore and wasted space given the grocery store vacated its premises a few years ago and Walmart announcing closure of its store at this location. I am sure there are others of this nature.</p> <p>We should be building more high density buildings within the City and having appropriate transportation infrastructure such as bike lanes and reliable busing so people can use public transit instead of driving their cars everywhere.</p>
403.	<p>My preferred option regarding Hamilton's urban boundary would be to keep the boundary as it is now. I believe we need to stop urban sprawl and we as a city should prioritize the protection of our environment and the invaluable agricultural lands surrounding Hamilton.</p> <p>Thank you for your consideration and for all of the work that you do.</p>
404.	<p>My preferred Urban Growth Option is #2, the No Urban Boundary Expansion scenario.</p> <p>Intensifying the existing urban area makes sense to me for many reasons. As the population increases, access to locally grown food becomes even more important. Hamilton is very fortunate that it includes highly productive farmland and we are so close to the Niagara peninsula, another productive agricultural area. Healthy, affordable food is an integral part of a healthy communities. Also, the more urban our lives become, the more digital our lives become, the more important it is to have access to nature and greenspace. There is a clear link between mental and physical health and outdoor play and access to walking trails, nature trails and rural areas. Hamilton has the opportunity to create urban areas that are welcoming, affordable and thriving and rural communities that welcoming, thriving and productive. This has economic benefits, health benefits and quality of life benefits</p>
405.	<p>My reasons are as follows:</p> <ol style="list-style-type: none"> 1. We have so much unused / under-utilized space in the already-built up, already-serviced parts of the City and need to encourage density and growth in these areas where tax dollars have already paid for urban infrastructure. Global studies have shown that suburban growth cost more than it pays in tax dollars because of more roads, more cars driving on and wearing down existing roads, and more infrastructure and urban services are needed. Infill development on the other hand generates net gains for municipalities through tax revenue.

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	<p>2. We can't keep destroying the farmland that should be feeding us especially given the Climate Emergency and the instability (cost + supply) of the global food system.</p> <p>3. We ought not to put good planning and global best-practices aside just because greenfield development is slightly easier for big developers and their easy-money sub divisions.</p> <p>4. Urban density is good for our City culture. Density breeds walkability (less travel time between destinations) which breeds urban vibrancy and small business success. Dense urban cores become destinations when they are vibrant and full of life.</p> <p>5. More sprawl entrenches the need for more residents to drive to and from their homes. More density allows those who choose, to walk and cycle more and utilize public transit more. Not only is this good for the health of Hamiltonians and the safety of our streets, but it means less pollution and fewer green house gas emissions.</p> <p>6. The greenfields that surround Hamilton are simply beautiful. Nature is more beautiful than money. Let's not "pave paradise and put up a parking lot" when there is a very feasible alternative for smart density starring us in the face.</p>
406.	<p>My selection would be option 2. Develop the downtown leave the mountain as is and especially rural areas.</p>
407.	<p>My vote is option 2, but with a suggestion that medium density is considered over the other options and the city ensures there is plenty of green space (parks) developed as well. The pandemic has magnified a lot of problems with the way we have designed cities to date (including lack of public transit, housing, etc.) but also it has highlighted how important outdoor space is for mental health. We should be encouraging citizens to use our green spaces and other forms of transportation outside of cars if we want to ensure we create a city that is family-friendly, healthy and home to many vibrant communities.</p>
408.	<p>My Vote: I strongly support containing development within the urban boundary. Do not build in the green fields. I thought this urban sprawl approach to eating up agricultural lands and protected greenfields was behind us!</p> <p>There is soooo much available land in this City, with low density 1 and 2 storey housing and acres and acres of mostly empty parking lots throughout the urban area of Hamilton that could be developed. The area east of James St. all along Barton St. for example which has so many closed up businesses on the street frontages could benefit hugely from thoughtful residential development and mixed use development to provide good jobs. The low density suburban model on the Mountain has tons of rooms for more people.</p>

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	<p>Consultation Materials are Missing Important information: Some important information is missing in your materials, in particular a clear statement about what greenfield development means and why it has been prohibited to protect these lands, with a clear diagram / map. I had to dig to find a map with the outline of the Urban Boundary. I think that should be put upfront on the website.</p> <p>Also the negative implications of removing greenfields and the impact on climate change, water and air quality and sustainability on many levels of sprawl needs to be clearly articulated. I thought we were so over this as an approach to urban development! This feels like going backwards to even entertain this question.</p> <p>When we hear the term "add 236,000 more people by 2051" it may sound like a lot. But divide that by the large land area in the urban boundary and what is the density? This statistic needs some context to be better understood. Show how that number of people can be accommodated within the urban boundary!</p> <p>Revamp your questions: I also find your category of Option 1 - ambitious density - misleading and frankly offensive. There are more ways to be ambitious here! The heading makes that option sound appealing, whereas the "No urban boundary expansion" heading has the word "No" in it - and that sounds more defensive and less appealing. How about "Protect Greenfields and Contain Growth for Healthy Community Development" as your Option 2 title? This printed material is revealing a bias in the question format.</p> <p>Other Urban Development Format to Achieve Ambitious Goals: I also want to advocate for urban designer Ken Greenberg's approach to mid rise development as the optimum form for community development. This is being developed in other municipalities - Brampton - and I think it would be a huge net benefit for Hamilton to adopt this. Density can be achieved with mid rise!! Create walkable neighbourhoods with complete streets and mixed use with mid-rise buildings and lots of trees and connected park system - this will improve the City in so many ways and be a very appealing place to live and work.</p>
409.	<p>My wife and I strongly object to Option 1. We need to preserve green space and farmland, NOT BUILD ON IT!!!!</p> <p>Option 2 is our choice. There are acres and acres of unused land within the city, especially in the lower city. The City collected acres for a new stadium near the waterfront and then in an abject stupidity decided to replace the old stadium on Balsam Ave.</p> <p>Where we live in Dundas is a perfect example of how old industrial property can be developed into housing.</p>

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	So bottom line. Option 1 is NOT an option. It should be rejected!
410.	Myself and my husband vote for Option 2, not to build on farmland and open spaces. Both are so important for so many reasons.
411.	No boundary expansion is needed, there is plenty of vacant and unused land in the Hamilton down town area. Start developing the vacant land and remove all of the old industrial buildings that are sitting vacant in Hamilton. Stop expanding out into areas like Flamborough and Glanbrook. The farm land and peaceful country areas are being ruined by poor decisions made by Hamilton politicians. This needs to be stopped ASAP, poorly planned trucking routes are also another big problem, stop letting transport traffic pollute our farm land and quiet countryside. Please stop the insanity of the urban expansion,
412.	NO BOUNDARY EXPANSION! I've lived in Waterdown for 27 years, I've watched it turned from a beautiful town to an exploding area with homes everywhere you look! STOP BUILDING HERE, DO NOT TAKE ANYMORE OF THE GREEN SPACE, please leave the land alone, you have so many area in downtown hamilton that have been left a mess with age, FIX WHAT YOU HAVE BEFORE YOU BUILD MORE, clean up, fix up, sell existing locations, use your heads. I know we did not have a choice when you combined us with Hamilton and we lost A LOT in that union, we've been robbed of our town feeling, the wildlife have little area left to go, our children have little left to play on, stop this nonsense, don't humor us with these vote options and ignore what we say! LISTEN!!! Build elsewhere! we don't want anymore, we can barely afford to live here as it is now.
413.	No development in green belt and agricultural lands.
414.	No development of green space.
415.	No expansion of urban boundaries. Our rural communities must be protected.
416.	No expansion outwards! Preserve our natural spaces and agricultural lands!
417.	NO greenspace to be used for residential, industrial or business purposes on a local as well as provincial basis.
418.	No more moving into the greenbelt.
419.	No more tax breaks for empty buildings. Empty lots and buildings with no tenants need to become housing options. Expanding into rural is lazy, dangerous and unimaginative.
420.	No new development on farmland
421.	NO to expansion leaving room to breathe as this city suffocates and we desperately need to keep land for our food supply.

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422.	<p>No to Hamilton urban boundary expansion. Protect farmland and green space within our present boundary. Tract housing by developers is not the answer. Intensification also lowers costs for city services, health care, education and other social services. I hope someone is listening.</p>
423.	<p>No urban boundary expansion but intensification should be directed and restricted to within specific zones designated for growth. I.e. in fills within commercial urban areas that fit with development. Limits need to be placed on developers wishing to fundamentally change a neighborhood’s look, culture and feel with projects beyond traditional community height restrictions, neighborhood homes and land use.</p> <p>Stop allowing developers to set land use agenda.</p>
424.	<p>No Urban Boundary Expansion Scenario. Our lower city has so much potential and I would love to see it be invested in. Plus, the further we continue to sprawl outwards, the less reliable public transportation there is and the further away things are, forcing more use of cars rather than taking transit, walking or cycling, which has an impact on climate change and physical health. I am new to Ancaster in the last couple years, but lived the rest of my life in the lower city. As a young professional and hobbyist musician, I would love to see the lower city returned to it’s glory. Let’s use what we already have.</p>
425.	<p>NO urban boundary expansion!!!</p> <p>The lower city, the core, is filled with vacant and under utilized buildings and land that are ideal areas for redevelopment. THAT is where we should have density intensification instead of destroying farmland, natural areas and green spaces.</p> <p>The only people who benefit from expanding the boundaries are the developers who don’t care about people or the environment, their only interest is profit.</p> <p>STOP destroying our city and our planet for the financial gain of developers and their “friends”!!!</p>
426.	<p>NO URBAN BOUNDARY EXPANSION!!!!!!</p>
427.	<p>No Urban Boundary Expansion. Hamilton has a fragile ecosystem surrounding it with wonderful Greenspace. If you need to have more urban sprawl how about looking after our falling escarpment, stopping the LRT and building in the empty spaces along King Street? Our city needs change within the city not in the surrounding areas. Once we loose our Greenspan it's gone forever. LEAVE IT ALONE!!!!</p>
428.	<p>No Urban Boundary expansion. I believe we have enough space within the city to build additional housing including brownlands that are sitting empty. Focus should include more affordable housing for low income earners and those with disabilities</p>

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429.	No urban boundary expansion. Stop destroying our greenspace. Make your website easier to access for people who know nothing about how to access your website
430.	No urban boundary expansion. We need to protect our greenfield land.
431.	No urban boundary expansions OR new development or use of greenfield spaces. Leave the boundaries where they are. Develop the older parts of the city where there is space. Leave our greenspace ALONE!
432.	No urban expansion of lands, create more density within the present boundary.
433.	<p>NO! NO! NO! urban expansion into rural lands.</p> <p>We are paving paradise and this needs to stop. This rampant misuse of farmland and environmentally sensitive spaces is leading to pollution, degradation of the land, the water table and water management, as well as increased transit times across sprawl, drastic overuse of resources and a decline in the quality of life.</p> <p>With Earth's climate problems and the floods, droughts and disasters ensuing around much of the world, we cannot count on the supply chain providing for our needs. We need to maintain local sustainability of our food resources to feed the people in this area of Ontario.</p> <p>During Covid lockdown we see how people have flooded out of urban settings to seek relaxation, stress reduction, exercise, and connection to our Earth. Putting up buildings, roads, and taking over environmentally sensitive spaces restricts the availability of green space and decreases our quality of life. Don't do this.</p> <p>The pressure from political and business folks to build and grow at all costs, only lines the pockets of developers and investors. We need to invest in the people of this city. Growth is not all good. Cancer is a growth - an invasive, strangling growth. We need well researched, balanced thinking on growth. Keep the city limits as they are. Intensify as appropriate while keeping the integrity of existing neighbourhoods. Improve our infrastructure and community resources, and make Hamilton a livable city for all its residents.</p> <p>Thank you for accepting these considerations.</p>
434.	Noooo expansion Ford and doesn't care about our green space
435.	NOT in favour of anymore urban expansion, there is already an increase in violent crimes, drugs, guns , a lot to do with the already massive development in this city, as well, the increase in wildlife in the city i.e. rats, coyotes, deer due to the disruption of their natural habitat
436.	Not to expand the urban boundary and destroy farm land.
437.	<p>NUMBER 2 “No Urban Boundary Expansion Scenario”</p> <p>The LRT is going to be built in Hamilton. In order for this project to be a feasible alternative to everyone driving their own cars and further polluting the environment, the current civic boundary should be utilized and intensification should occur. We also need to have our local farming lands intact to be able to provide the foods that we so desperately need and will need even more in the future.</p>

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	Thank you for allowing the residents of Hamilton to have their say.
438.	Once farmland is gone, there is no way to get it back. A country that cannot feed itself will not survive.
439.	<p>One thing that makes Hamilton livable and likable is the fact that we can escape to the countryside quickly, either in a car or on a bike. We can hike rail trails and see wildlife such as pheasants and wild turkeys, With more sprawl, that connection with nature will be minimized to the brow. As it is, we can no longer escape the light pollution at night, More sprawl would make Hamilton like any other congested and paved city - unremarkable.</p> <p>So definitely, no more decreasing farmland and the rural lands.</p>
440.	<p>Ontario has lost an average of 175 Acres of farmland per day for two decades now.</p> <p>The majority of the quarter million by 2051 will be newcomers, many of which will be climate refugees. Expansion will only exacerbate the already critical situation of climate change and unsustainable suburban infrastructure costs, especially in light of out of control inflation and the looming sovereign debt crisis.</p> <p>It's not too late to develop the city's core so that Hamilton does not end up a giant costly suburb like the GTA.</p> <p>A mix of single occupancy units and family homes are easily achievable. There's a lot of potential downtown. The upstart capital will be more expensive per square foot than buying a farm, but that will not stop developers from having shovels ready and realizing profits.</p> <p>I live near Queen and King, and despite a few residents who display anti-development/NIMBY sentiments, most aren't concerned with recent condo developments in the area, and in fact most of us welcome modernizing the core.</p>
441.	Option #2 is the only viable option for Hamilton moving forward. We have an abundance of neglected/abandoned properties that could be redeveloped for our city's growing needs. Greenspace/rural/farmlands are more essential now than ever before.
442.	Option 1 requires more infrastructure charges beside buying the land and also higher taxes for all Hamiltonions. For option 2, small strip malls could easily add a second story for housing and basements in houses could be utilized more than they are. presently. without the heavy costs. We don't want to be big like Toronto with all their problems.
443.	Option 2 - rebuilding the existing urban landscape, is the only way to move forward. This should have been done back in 1990's. The core of Hamilton has been deteriorating since the 1970's. Incompetent and greedy planners and developers

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	<p>saw easy \$\$\$ with expanding outward to farmlands and green space. Geographically, Hamilton is a beautiful city. The development of the city has resulted in ugliness that can be corrected with time and thoughtful commitment .</p> <p>Option 2 only</p>
444.	<p>Option 2 , because there is no short term need ,say 5 years ,and there is too much uncertainty between now and 2031 to make unnecessary disruptive moves . So , what to do now . Empower the Planning Department to fulfill their professional mandate .That is to deliver the proper range of housing . They have not done this for many years due to small groups of neighborhood agitators , usually called NIMBYS , who pressure weak politicians , and non focussed planners , to stop any sort of intensive development . It has been so bad that really the planning process has been turned over to people who do not want to be inconvenienced by any change .</p> <p>The result is massive. Tracks of single family , and townhouses stuffed onto minimal lots , high rises Downtown , where most locals do not want to live , and no high rises where local people want to live .Therefore the Mountain has thousands of houses with seniors who are trapped because there is no where to move . This is further worsened because the limited supply of housing of interest to seniors has driven these unit to prices higher than many nice detached . In a well planned market people can downsize ,and have money left over , not here . To open up single family homes for families so that schools , and recreational locations can be efficient ,Hamilton must push high rise condo development for Hamilton Mountain , Ancaster , and Stoney Creek . High rise to mean minimum 200 units , of one ,or two , bedroom units minimum 10 stories , maximum 20 . There is a clear need for 10000 such units over the next five years , this would open up , say 7500 existing homes , and eat up much of the demand that will exist from local buyers . If we are housing out of town people that needs a further number above the ten thousand . But still not boundary enlargement , this can be helped by a sincere promotion of granny flats , second homes on existing , and up zoning on creative locations .</p> <p>It is an embarrassment that a no brainer location for intensification , Old Chedoke Hospital lands , was lost to bad townhouses , and a dismal low rise apartment. It is hoped that such a travesty is not allowed again . It was certainly not the development industry that pushed for this result . It was weak Municipal leadership . There are tons of visible , logical , locations now , but they are not making new ones , so let's not lose them .</p> <p>Clearly there are other Hamilton housing disasters , social housing , non profit housing, affordable housing , and targeted housing .with intelligent planning , intelligent rules , an increase in Municipal taxes to pay for social , and special needs care .Again it is a overall housing plan , based on the greater good , based on the greater need , and based on a cooperation amongst the parties . Now it takes forever , is adversarial , and mired in politics . Not sustainable , not climate friendly , not what the people want , not efficient , not smart economically .</p>

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445.	Option 2 for me. We need farms and to rebuild the vacant core of Hamilton including east and west downtown. So many buildings without people paying taxes and are empty.
446.	Option 2 is best for housing expansion at this time. In the far future, please consider rural area land use as the Europeans do where communities are walkable, the housing density is greater, but green space is carefully considered so that it appears spacious. I had the opportunity to listen to Dr Charlie Hall in Boston 2017 at America in Blooms symposium where he talked about building communities in that manner: it sounded wonderful!
447.	Option 2 is my preferred route: add housing within the urban boundary through 15-20 storey highrise, mid-rise, townhouse/condo, duplex and single home developments in un- and under-used lands on the waterfront and throughout the city. We would be unwise to invest in LRT and then encourage growth in the suburbs, far from the centre. Let's build the City of Hamilton with all aspects of sustainability in mind: water quality, farming, Green Belt, Conservation Authority, and public transit.
448.	Option 2 is our choice. We would have to rely on other countries for our food and this is what all the pandemic was about.
449.	Option 2 is the best way to protect our valuable farmland and the environment. We need to protect our green space.
450.	Option 2 must be the way to move forward. It is the only option to allow restoration to the decaying neighbourhood of our city. Option 1 is what has been done for decades and the results are terrible. These are not communities where people connect and feel a sense of belonging. Start repairing Hamilton. Stop the destruction of land.
451.	Option 2, any plans for urbanisation of greenfield is forcing us towards catastrophic climate disasters. Find ways to grow that also reduce/reverse impact upon the environment.
452.	Option 2, NO URBAN EXPANSION. SAVE OUR FARMLAND FOR FOOD!
453.	Option 2, please. Plenty of space to redevelop in the city. Like Barton Street, King Street. Leave the farm land and green space and do not develop it!
454.	Option 2: No Urban Boundary Expansion Scenario. I did NOT receive the ballot in the mail to vote on this and want to make sure that my views are taken into account. There is room to sustainably grow within our existing boundaries and these options are what should be explored. NOT allowing development beyond the current urban boundary.
455.	Option 2: No Urban Boundary Expansion Scenario. It makes no sense to expand urban boundaries for low density growth when there is so much under-utilized space within the lower city. Low density growth = incredibly expensive infrastructure

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	<p>maintenance and lower tax revenue. High density growth = more distributed and less expensive infrastructure maintenance per capita and much higher tax revenue. It's a no brainer - no urban boundary expansion.</p>
456.	<p>Option 2: No Urban Boundary Expansion Scenario. There are many opportunities within the city. Demolish old abandoned buildings i.e. Barton street between Ottawa and Wentworth. City should level the land and the developers will come in droves. It will also allow for old infrastructure to be updated for everyone's benefit. i.e. sewers</p> <p>Option 1: Expanding the boundaries will just result in more abandoned buildings in the inner city. An eyesore and embarrassment as a city resident. These run down areas are avoided by myself and others. I avoid driving down that road as it is very sad. Let's fix what we already have in place instead of a band aid solution of expansion which will just add to the existing eyesore and would not reflect a complete City of Prosperity. The solution appears to be obvious.</p>
457.	<p>Option 2: No Urban Boundary Expansion Scenario. There is plenty of vacant land and vacant industrial / commercial lands that can be redeveloped in Hamilton. Please do not create urban sprawl and let this beautiful city rot in the middle.</p>
458.	<p>Option 2: No Urban Boundary Expansion Scenario. We should be focusing on utilizing our existing infrastructure and building communities within our existing boundaries. Urban sprawl does nothing to address urgent needs in Hamilton. I have seen nothing demonstrating how urban sprawl will lead to more affordable housing, better transit, more cross cultural connections, or increase a sense of cohesion across the city.</p>
459.	<p>Option 2: No Urban Boundary Expansion Scenario.</p> <p>General comments:</p> <ul style="list-style-type: none"> - In 2019 Hamilton declared a climate emergency but I have yet to see the city apply the "climate lens" to any decision that they make. The density will not be high enough to bring in regular public transportation and would be car-dependent. - With drought in many parts of the world we cannot afford to pave over farmland. - Sprawl depends on current taxpayers to develop the necessary infrastructure to support the new housing while this infrastructure already exists in the current urban boundary. Hamilton taxes are already high enough. - The most popular neighbourhoods in Hamilton are walkable and sprawl is definitely not! - The vast majority of these homes will not be affordable and are being built for Toronto residents who can no longer afford Toronto homes.
460.	<p>Option 2: No urban sprawl. Councillors need to encourage the use of lands within the current City Boundaries that are sitting empty or land with old buildings that are sitting empty. We need to reuse the properties we have not take farmlands away. Hamilton and Canada need to work toward becoming self sufficient, not taking away lands that we need to grow food, feed animals and keep our greens spaces.</p>

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461.	<p>Option TWO is the only defensible one. The farm land in this area is the best in the country. How can you possibly contemplate paving over more of it? Redevelop under-used and abandoned industrial land. Build more parking garages and turn parking lots into building sites. Place limitations on the building of "show mansions". Allow for the building of "granny cottages" in large back yards.</p> <p>Think outside the box.</p>
462.	<p>Other suggestion - do not expand on twenty road west, already way too congested.</p>
463.	<p>Other Suggestions:</p> <ol style="list-style-type: none"> 1. There are opportunities within the current urban boundary for growth on existing brownfield sites. There are also an abundance of vacant buildings where adaptive re-use, renovation and addition could occur. 2. The municipality should look to implement programs and policies to encourage successful and meaningful development within the City. (grants, loans, tax-relief, development charge reductions, innovative solutions, etc.) <ol style="list-style-type: none"> a. To promote development, offer incentives to those who own un-developed, under-developed and brownfield properties b. Look at ways to discourage vacant properties and absentee land owners. c. Reward heritage property owners. Encourage adaptive re-use, conservation, restoration and preservation (make it more attractive to maintain a heritage property than demolish) - demonstrate the City's respect and pride in its heritage d. Don't make the paperwork/read-tape more challenging and time consuming than the incentive is realistically worth to a property owner/developer. 3. Intensification does not have to come at the cost of urban greenspace. Promote the integration of greenspace, landscape, rain-gardens, exciting/interactive/engaging and animated streetscapes
464.	<p>Our city is filled with brownfield spaces which we can develop and ability to build upwards to provides spaces and homes to Hamilton's future population. We are so lucky in this region to be surrounded by fertile farmland with which to feed the people who live here. It is a resource worth protecting at all costs. Please make the sensible choice, do not expand the urban boundary.</p>
465.	<p>Our city should do everything possible to accommodate future growth on under-utilized, already serviced land. We cannot afford to keep building out additional infrastructure and adding to our capital maintenance deficit.</p>
466.	<p>Our existing farmland and greenspace should be preserved and there is much opportunity to use existing properties within Hamilton for population intensification. This scenario is better for the health of the city and most importantly for the overall health of the environment.</p>
467.	<p>Our farmland is a precious resource and with a growing population along with a quickly changing climate will ensure food security. Farmland should be used for its economic potential as farmland. There is plenty of room for new housing and an increase in density within the current urban boundary.</p>

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468.	Our farmlands are being eaten up by development, this has to stop now!
469.	Our Greenbelt and farmland need to be preserved for local food supply, climate action, watertable management Affordable housing and support for seniors required in core urban setting Build up not out, -provide affordable housing for the homeless and low income families priced out of the markets.
470.	Our household strongly supports option 2. No urban boundary expansion. Enough is enough. Farms are needed locally not pavements
471.	Our opinion is that option #2 is the best - no urban sprawl. It's sad to see houses going up where there used to be green spaces.
472.	<p>Our position on Hamilton Growth to 2051 is "Option 2 - No Urban Boundary Expansion". With so much brown field within the city limits, it would make more sense to develop those properties first, before looking at expanding the boundaries! We are fully aware that there is industrial development going to take place around the Hamilton International Airport, and there will be a large need for skilled workers. The City of Hamilton needs to look at improving bus services to these areas, as well as creating more housing, by cleaning up the brown field sites within the city. Downtown Hamilton, has too many vacant spots that are used as parking lots and buildings that are not up to standard. We need to protect existing farm land and green space! Our environment is fragile and by continuously expanding outward, we increase our pollution foot print.</p> <p>Hamilton is growing, and we need to seriously look at how to improve transportation that is environmentally friendly and reliable, not only East to West but North to South, and connecting the far ends of the city limits, as well as reducing automobile usage within the city!</p>
473.	<p>Our response is option 2 – no urban expansion, there is lots of vacant land within the city limits on which to build affordable housing.</p> <p>Why ? When I went to the Demazenod Farm in Ancaster , I was shocked at how close housing has encroached on this farmland ! There are huge homes literally right across the street .</p> <p>When will humans learn that once you build on farmland, food insecurity worsens and there is less land on which to grow food.</p>
474.	Our rural spaces are already quickly disappearing and they need to be preserved.
475.	Over the last 28 years I have seen the city slowly impede into valuable farmland, specifically the employment lands reserved around the airport and, most recently, pot farms. I also see the abundance of empty buildings downtown Hamilton left in disrepair. Perhaps we need to focus more on cleaning up the city before enveloping more of our much needed urban areas. Why else would we be spending an

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	exorbitant amount of money on a LRT transit system if all we are doing is encouraging Hamilton residents to 'spread out'. What about our Green Space? Is it something that our Government is willing to protect until it comes that they need it?
476.	Preserve as much farm land as possible.
477.	Please add my input as a vote against urban expansion We need to stop this insane spread over farmland and waterways Every time we concrete over green space we interrupt water flow to the Great Lakes water system, wells, fish and wildlife habitats I myself have been witness to the effects of a simple patio laid down in my backyard We added a wooden deck then put a stone walkway to the back and a stone patio across the back and side, leaving 2 large flower beds on each side (we have a large backyard) and a long grassy area as well On the first hard rain which are becoming more frequent our basement window started leaking because the patio was getting flooded from over saturation on grass and gardens So imagine all that concrete covering the earth and people adding hardscape driveways and patios sidewalks and roads Too much for our storm sewers are able to manage
478.	Please choose to intensify housing density, rather than developing the Whitebelt. Our natural areas are too important.
479.	Please concentrate on developing within existing boundaries.
480.	Please consider adding more perennials to the city's road boulevard gardens to save money and beautify our city. Bring back the inclines to connect the lower city to the upper city. Add more native flowering plants and grasses to the Lincoln Alexander Parkway.
481.	Please create policy that requires a minimum amount of units that are affordable and family friendly (I.e., 2 bedrooms +).
482.	Please decide on Option 2 as I truly believe that is the best option, although I would prefer a lower intensification rate (55-60% max). I understand the growth aspect, but I also know that Farmland and Conservation areas being threatened and are increasingly under pressure to be over taken with housing and commercial buildings. Once this priceless land is gone, there is no getting it back which is a huge loss for people and wildlife: People: will have nothing other than maybe some trails that they have to drive to as the houses, townhouses and apartment buildings are built as close as possible to ensure the city receive as much as possible for their taxes Animals: that are increasing forced to have to find other areas to live because people want to encroach on their habitat. The smaller insects as well will disappear - the plant life they depend on will dwindle

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	<p>Plant life: trees and forests are uprooted to accommodate houses, townhouses, apartments and because of that lack of shade, there will be more air conditioners using electricity and freon gas, that is very harmful to the lungs and environment - the US has banned its use in 2020</p> <p>Please don't make the same mistakes we have made in the past. Please take a more environmentally centered approach so we can have a city that respects farmland, farmers and the food they provide; greenspace that will allow people to have room to enjoy as well as fresher air and the wildlife can remain in their habitat as it will still be available to them.</p> <p>We need to have a vision that will give our children and grandchildren a place they will love to be a part of and proud that today's decision makers made a choice for them and not for the builders. Please choose wisely as I reiterate that once it's gone that's it and that will be a very sad day! That responsibility will be on the decision makers to live with.</p>
483.	Please do not allow an expansion of the urban boundaries of Hamilton.
484.	Please do not expand housing onto the small number of farmlands/rural lands that are left.
485.	Please do NOT expand our urban boundary to take more farmland and forests. We have lost too much already.
486.	Please do not interfere with our farmlands and green spaces
487.	Please don't do what they are doing in Oakville! It is absolutely disgusting and so sad! There is nothing left!
488.	Please don't make us look like Toronto it stinks and you cant see the lake .
489.	Please ensure we create policies that ensure liveable intensification and more options for housing and housing types (such as sensitive infill), in conjunction with livable transportation options. We want to ensure quality infrastructure in future years and not stretching our resources so thin with more sprawl, eliminating valuable agricultural / natural areas.
490.	Please focus on infill before spreading out into the farmland.
491.	Please just use the under utilized land we currently have that is within our current urban boundary.
492.	Please leave Dundas alone before it ends up looking like Waterdown. It's ridiculous up there now. We want our town to remain small. I moved to Dundas to get out of a big city. It's nice here as it is, especially with the wildlife all over. Please don't cram in buildings/condos/townhouses on every free piece of land. It's perfect the way that it is!

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493.	<p>Please leave our urban areas alone and keep your pollution in Hamilton. I know it's all a money and tax grab and the core Hamilton councilors will over vote the urban councilors but for once do the right thing.</p> <p>Why not rip out your North end slums and rebuild your condos and apartments there to compliment your bay front. None of us urban dwellers go down there anyway so it won't impact us</p> <p>These are reasons why after being born and living in Stoney Creek for over 60 years I will be moving out to Haldimand area. Hamilton has ruined Stoney Creek and all the other urban areas.</p>
494.	<p>Please make the only responsible decision on our behalf. We all need good homes and access to appropriate city services but absolutely need to protect local green space. Please Protect our wild spaces and farmlands. We want a healthy city and healthy province. We don't need endless sprawl of housing developments and big box stores.</p>
495.	<p>Please note my vote is for scenario 2, no urban boundary expansion.</p> <p>While on the subject of public input why not send one of the never received surveys around for the LRT.</p> <p>It's nice that the developers can have their way and no doubt will on this boundary expansion but I'd like to see how many Hamilton residents what their taxes going up year after year to pay for public transit that most people will have to drive to and pay the city to park for the "honour of being taken for another ride".</p>
496.	<p>Please save greenfield lands beyond the urban boundary.</p>
497.	<p>Please save our farms and Green Belt!</p>
498.	<p>Please stop subsidizing sprawl while downtown roads fall apart and our sewers are over 100 years old.</p> <p>Why is it ok to keep raising inner city taxes to subsidize more sprawl? This must stop. Please intensify in the existing city. Thank you.</p>
499.	<p>Please stop the reckless and irresponsible urban sprawl! I select option #2</p>
500.	<p>Please stop the sprawl! Protect our soil and green spaces!</p>
501.	<p>Please, stop the relentless destruction. It is enraging to see the countryside being transformed year after year into tract housing. It is NOT sustainable. Stop. We are destroying ourselves when we destroy farmland and countryside.</p>
502.	<p>Please. Stop destroying the farmland in the area and start cleaning up the decay in the urban area.</p>
503.	<p>Population and housing growth should be planned for within the city's existing urban boundary through intensification and redevelopment in existing neighbourhoods and communities.</p>

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	There is no need to expand city boundaries onto farmland. I assume it is easier to build a new community but the infrastructure upgrading would still need to be done in existing neighbourhoods.
504.	Prefer option #2 but with NO further development in Ancaster/Dundas.
505.	Preserve our nature! Preserve our agricultural lands. No expansion outward!
506.	Prior to City's bursting with Urban Sprawl, Communities should be created with greenspace, commercial, residential both low to medium heights, where folks can work, shop, live and play in the area, rather than just wiping out our precious agricultural lands with urban sprawl, that does not create a real community. I am sure that bright minds can envision something better than just the "OLD School" urban sprawl that has come with a lot of negative impact.
507.	Protect farmland at all costs. Hamilton always touts sustainability, that includes food production land.
508.	<p>Protect our farmers. Protect our greenspaces. If this pandemic has taught us anything surely it is the importance of nature and that which comes from it for our physical and mental wellbeing. These things should not be luxuries for the wealthy, they should be available and accessible to all.</p> <p>I have zero confidence that the City of Hamilton will fight for the citizens of our city. I have watched in horror for many years as decisions have been made and plans executed for political gains, without thought to our future generations. The city I grew up in and loved is gone.</p> <p>Does my opinion really matter? I think this survey is nothing more than a token, so the City can say 'we consulted our citizens...'</p> <p>Believe it or not, I am not a cynical person, just someone who is heartbroken that the almighty dollar will win again.</p>
509.	Protection of city soil, water and air (no fossil fuel emissions) are essential concerns in new expansion of any new land development. Start with development in urban areas.
510.	<p>Really, bottom line is we cannot keep developing prime farmland and still have food & water security.</p> <p>The idea that cities can have unlimited boundary expansion (each time they run into the limit, they just change the boundary) has to change. The fact that this is done by the Planning department is somewhat amusing..... Planning usually involves looking ahead, looking ahead at just one factor (like the 'need' for boundary expansion to accommodate growth) while ignoring others is irresponsible.</p>

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	<p>I see 4 main factors in the middle to long term - water, food, population and infrastructure debt. Canada having 20% of the worlds surface fresh water will be a target for some sort of coercion or takeover due to water shortages (which in turn is due to climate change) in neighbouring countries - outright theft of the Great Lakes water for starters (there is already at least one town in the US that 'grew' in the direction of the Great Lakes and as a result, started drawing water from it in contradiction to the Canada-US Great Lakes pact). 2nd, as water shortages become more acute in counties around the world, those countries cannot continue to export ever more precious food, starving Canada if we can't feed ourselves. 3rd the world population was once thought to be on a trajectory to 14 billion or more.... currently, however, in most G8 countries population growth (exclusive of immigration) is well under replacement level and on target for < 11B, with the countries that are currently supplying most of the immigrants also on a falling population trajectory, that source of growth will dry up too. 4th, Once population starts to decline, our already large infrastructure debt grows and becomes insurmountable.</p> <p>So, given the above, do we expand by sprawl now in the short term, just to have a Japan or Italian type issue down the road where houses are being abandoned due to population collapse? As a result cities struggle to keep up infrastructure and fail?</p> <p>As I understand, Hamilton already has a large infrastructure debt, if Hamilton focused on infill, all those development charges would be able to be applied directly to the current infrastructure dept, when the population starts to decline, no sprawl to maintain....</p> <p>I guess the bottom line problem is that we need the Planning staff to get those currently in Office to look ahead, not just at the problem de jour.</p> <p>It is a struggle to keep this short and not go off on more tangents (that are relevant, just a 'little further out there'), however, I have tried to keep focused and immediately relevant. However, should you want to discuss further, pls feel free to reach out.</p>
511.	<p>Reason are many but include the recent Council endorsement of a 6 story high-rise in 'downtown' Binbrook. At the time, advocates were making the need to preserve agricultural land and prevent sprawl their case. Residents were hearing that 'building up' was the only way to go.</p> <p>Fast forward to 2021 and the narrative from the developer community appears to have shifted – by about 180°. Enough.</p>
512.	<p>Reasons for this are as follows:</p> <p>We need to protect Southern Ontario farmland The past years have revealed the vulnerability of current globally-integrated food systems. Disruptions associated with climate change, including ongoing droughts</p>

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	<p>and fires, are increasingly affecting the agricultural export powerhouses (like California), on whom we now rely for many of our fresh food and vegetables. Experience with Covid has shown the perils of depending on complex international supply chains, especially given the just-in-time approaches to inventory adopted by many grocery chains. To ensure the safety of our food supply, we need to produce food locally.</p> <p>In this context, sacrificing any portion of our farmland is a mistake. This is particularly true given that the area around Hamilton is home to some of the best farmland in Canada. Our farmland is precious, and irreplaceable.</p> <p>We have a duty to protect Southern Ontario greenspaces Hamilton is part of the lucky and small stretch of Southern Ontario that is home to Carolinian forests and meadows. Carolinian ecosystems are amazing, complex, lively spaces that have been largely wiped out by centuries of urbanization, agriculture, and industry. Those of us who live here now have a duty to protect remaining meadow and forest spaces for future generations.</p> <p>Densification can make existing neighborhoods better for all residents Densification of existing neighborhoods can be done in ways that maintain and improve existing and new residents' quality of life. Densification can also be done in ways that are inclusive of people's varying needs. We can and should expect builders to construct more multi-room apartments and condos in mid-and high-rise buildings. We can and should demand site plans that ensure that residents have access to ample greenspace. Doing so will help limit the demand for detached single-family homes, by creating viable alternatives.</p>
513.	<p>Recognizing that constraints imposed by current provincial policy complicate matters, I would suggest that proceeding with Option 2 is a more responsible planning option at this time. Subsequent governments might well reverse or relax current restrictions imposed upon urban municipalities by the current government in the 2020 plan. Once you develop agricultural land, there's no going back.</p> <p>I think most people would believe that developing city brownlands and upgrading existing building sites is more complicated and costly for developers than greenfield development, which would explain the current 2020 plan as an outcome of developer lobbying. However, the boom in housing prices in Hamilton means the value of attractive and creative intensification projects should more than cover developer margins. With hope, there's a way to encourage mixed income diversification within these urban areas and discourage rampant displacement through gentrification. The boom provides the City an excellent opportunity to leverage and capitalize on Hamilton's growing popularity and use the growth in property taxes within intensified areas to update and rehabilitate facilities and services.</p>

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514.	Redeveloping existing urban areas to allow for slightly more density makes more sense.
515.	Redevelopment within current city boundaries should be enough to satisfy housing needs within the community if we rethink the status quo.
516.	Resources should be directed to replacing current infrastructure and roads within the existing boundaries. Precious farmland should be preserved. While infilling within the City, low and mid rise should be the aim - not huge towers that contravene the height restrictions.
517.	<p>Save our food, save our land, save our insects, animals, plants, wildlife, save our future, protect it for our future generations.</p> <p>If the urban sprawl passes and farmland is destroyed for housing, eventually they will be empty houses because if their isn't food, there won't be any people to live in the houses.</p> <p>Build eco friendly homes within the city and support our farmers and natural ecosystems.</p>
518.	Save the farmland
519.	<p>Short answer is Option 2 No Urban Boundary Expansion</p> <p>The long answer would involve a long discussion about what the word “Ambitious” really means when it comes to saving farmland, stopping climate change, and getting creative with ways to use the land within our city boundaries to house people. I am not going to go there today. I am not sure that the city even wants to hear from me or any other resident of Hamilton when it comes to this issue. Why do I say that? When the survey is worded such that the ambitious plan is to expand and the option to save farmland is worded as saying no, then I think the city has already made a decision and the survey is just doing lip-service to residents.</p> <p>If you really want to know what we think than you would not disguise a survey as junk mail.</p>
520.	<p>Simply put, municipalities gain more value from density.</p> <p>Density increases the amount of taxes received per square foot. This is through both raw tax income as well as getting better value from liabilities (IE Infrastructure) This will give the city more funding for more projects.</p> <p>Density increases the amount of business that can be supported in the city. We’ve learned from the failure of Hamilton City Centre that we cannot draw in people outside the city downtown to shop. They will continue to hit the large strip malls on the outskirts of the city. If we want to support business in the city it must be fueled by people in the city. Better density will increase the number of these businesses the city can support as well as the variety.</p>

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	<p>Density provides better support for transit options. The newer, more environmentally conscious generation favours mass transit over personal transportation. Between the shift to remote work and the housing crisis in Toronto, Hamilton has been given a great opportunity to fill a void and prosper. With better density, we can support the kind of transit these people expect and do our part in reducing green house gas emissions while also drawing in a younger generation of wealthy tax payers.</p> <p>I hope that this helps provide some clear reasons why the City of Hamilton should oppose sprawl and embrace urban density. It is a key step on the path towards having a vibrant, walkable city.</p>
521.	<p>So much work/repair needs to be done in the downtown core of Hamilton! There is immense potential in the city and there also is a huge need for housing in the downtown for the lower income population and ESPECIALLY the homeless! It only makes sense to develop/refurbish the inner city and to leave the farmland/greenbelt alone! The country/farmland is quickly disappearing and I find that heart breaking! Part of the charm of the Hamilton area is the fact that it is so close to the greenbelt. I beg of you all to leave our greenbelt alone!</p>
522.	<p>Start building up instead of taking our green space!!!</p>
523.	<p>Stoney creek is definitely getting way too populated which especially noticeable on the roads.</p>
524.	<p>STOP urban sprawl !!! my choice is opt #2!!</p>
525.	<p>STOP THE URBAN SPRAWL - we do not need anymore strip plazas - townhouses - and or stores on every corner!!!!!!</p>
526.	<p>Stop urban sprawl and continue to pursue intensification within existing boundaries.</p>
527.	<p>Suggestions, do not build on twenty road west, too congested now.</p>
528.	<p>Suggestions: No farmers, No food! Use green houses and hydroponic gardening besides keeping farmland for crops and animals for food. There are too many people already. Where is everyone to supposed to work to support themselves to earn a decent living. Need more businesses and places to work. There already is too many people that are homeless and on welfare! The world cannot sustain so many people. Decrease imports. In my opinion, China is winning world war 3 in economics. Scrutinize newcomers better. If they come here and end up being involved in criminal activities, deport them. Believe that someone working here for only 10 years, gets a pension sent to the country where they live. Change that. Too much money is being sent elsewhere from Canada. That info might be incorrect but that is what I understand. Do not want our city of Hamilton to turn into another Toronto!</p>
529.	<p>Take care of downtown infrastructure first</p>

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530.	<p>Thank you for the opportunity to provide input on options for future city growth. I am a long time Hamilton resident with background training in Urban & Regional Planning and Health Care Policy.</p> <p>I think it is essential that Hamilton move forward with Option 2 “ No Urban Boundary Expansion”.</p> <p>1.0 Self-Sufficiency & Sustainability - One of lessons learned from the recent pandemic is that we need to be self-sufficient for many things including food necessities and agricultural production. It would be unwise to take larger swaths of agricultural land out of production in one of the most fertile parts of Canada.</p> <p>2.0 Urban Form & Zoning – One of the critiques I hear from visitors from other countries about our urban landscape is that it is filled with “brown boxes”. They comment on the lack of mixed use housing and variation in the urban landscape. This forces the housing buyer to purchase in larger subdivisions with a lack of variation in housing design and choice. There is ample innovation in many cities throughout the world. Stockholm has introduced innovative housing in a variety of ways. One recent urban housing project included a 4 level building that followed an innovative S-design and included units with 2 and 3 bedrooms and significant outdoor space for each unit built into the design. Communities in France often have a number of 3 and 4 level units with variation in housing design. I sincerely hope that Hamilton doesn’t resort to just building a ton of 30 story condominiums. Condo’s have there place but our urban landscape needs much more variation in housing options and expanded choice. We should not rely upon large developers to continue to build standard “brown box” housing and utilize Zoning and other incentives to encourage much more innovation in urban form and housing options.</p> <p>3.0 Green Space – It is essential that while we intensify the existing urban area we ensure green space is provided for our city population. As you are aware, existing Zoning requirements necessitate that developers keep up to 10% of the developed land dedicated to green space. As we intensify development, the city needs to be very thoughtful about how green space requirements will be met. We cannot assume that by adding many condominiums that existing green spaces will be adequate to serve our expanding population and our existing city residents. Green space provisions need to be assessed and incorporated with every development. Large condominiums could provide space dedicated to vegetable gardens and other green space needs (ie 1 or 2 floors could be protected for green space uses or alternatively the developer could be asked to contribute to a green space fund to allow new parks to be created. We are seeing innovation in how green is being incorporated more and more into the city landscape and Hamilton needs to ensure we build that into our city.</p> <p>4.0 Bike Trails – the city has been working diligently to add more bike trails and lanes. Cities like Tuscan, Arizona have introduced integrated bike trails connecting about 112 miles of bike trails. They are used by pedestrians and cyclists and are heavily used. Hamilton should continue the work of integrating our bike trails to make a loop that connects the upper and lower parts of the city.</p> <p>5.0 Waterfalls – the city is doing a good job at controlling access to the Waterfalls in Hamilton. The key issue is sustainability. If we have many visitors accessing the</p>
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	<p>Waterfalls they will surely deteriorate for future generations. Thank you for the opportunity to provide input into the planning process.</p>
531.	<p>Thanks for doing the survey! This is an important topic I feel. I'm against any further sprawl as I feel the cost of it is just not sustainable on top of the cost of sprawl we already have to deal with in this city. Regardless of whether people want single detached housing or not, if it's not sustainable, then it's simply not sustainable. And the fact that certain council members refuse to remove area rating for transit means we'll have even more sprawl..with no public transit. And that's simply lunacy in my mind. Especially when the city's declared a climate emergency and they don't even have transit in that plan as a way to combat further climate damage.?? That's crazy. So by adding even more sprawl and a clear "NO" to offering a decent transit option to those outlying areas says to me some of these councilors just don't get it.</p> <p>Lets take full advantage of the plan and ability to intensify the core. Utilize existing infrastructure. And in particular, have the LRT, the spine of the BLAST transit network set up completely and properly, so that we can get people around the city efficiently. Don't wait for tons of cars to clog the core like Toronto did before they figured they needed to finally think about doing something about it with transit.</p> <p>We can either make the city we want, or we can just let the city "happen". My vote is to make the city we want.</p>
532.	<p>The city should be working within the north end and central region brown fields (below the escarpment) for intensification.</p>
533.	<p>The city sprawls enough. We don't need to pave over green land resulting in loss of farm land, increased commuter traffic, more infrastructure to maintain. There is more than enough brown land and empty lots in the city to allow for significant amounts of mid-level livable intensification within urban boundaries suitable for families.</p> <p>We have some beautiful country side near Hamilton. Lets keep it that way!!</p>
534.	<p>The current “new” city boundary has proven NOT to be economically sustainable under the current “old” Hamilton control, unless taxes are raised beyond current levels. (As a citizen of the town of Ancaster, I would prefer de-amalgamation. Each former community could then control their own destiny, as it should be in any democracy.)</p> <p>To continue development outside the “old” city of Hamilton will destroy and eliminate our locally grown food supply. Paving over agricultural land will contribute to further climate change and negatively add to our infrastructure costs (sewers, water, roads, fire, policing, etc.). Again, unsustainable.</p>

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	A better option (socially and economically) ... Build the LRT and develop the lands along its route with high density housing. (Again - Option #2)
535.	<p>The existing urban boundary can accommodate the increase in housing required by the projected population growth. We do not need to expand our urban boundary and further degrade our environment, threaten both our water security and our food security. Further we can meet our housing needs without further degrading what little wild areas, eg. escarpment, we still have in our urban boundary.</p> <p>This survey is very concerning. It clearly promotes one option over the others. Credible surveys are neutral. Propaganda promotes a particular viewpoint like this so-called survey.</p>
536.	The farmland is too precious for us to just pave over it, don't be ridiculous, just leave it be.
537.	The growing population by 2051 will require the greenfield lands for growing food and also land for trees to help reduce the CO2 from the atmosphere. Keep it green for future generations of people to enjoy nature as well as birds and wildlife to thrive.
538.	<p>The land proposed for Urban Boundary expansion (e.g., Option 1) should be protected from development because:</p> <ol style="list-style-type: none"> 1) The land has high quality soils for farming, and farmland is in short supply in Ontario 2) The land is in the middle of Ecoregion 7E, which has THE MOST DIVERSE FLORA AND FAUNA IN ALL OF CANADA (and less than 1% of this land has been protected for wildlife) 3) The sprawl that could occur on this land would undermine the efforts the make Hamilton a livable city by placing detached units away from the infrastructure Hamilton has developed and is developing (e.g., transit) <p>We are currently living in uncertain times with respect to both the Covid crisis and the climate change crisis. In the face of this uncertainty, predicting 20 years into the future is very problematic. In the middle of this uncertainty, the Ford government made matters much worse by: 1) extending the forecast period to 30 years, 2) doubling the projected increase in population, and 3) adding a new “market based” assessment rule. These 11th hour intrusions have turned the MCR/GRIDS process into a total farce.</p> <p>Whats worse the Province is “requiring” that the recommendations of this farce be set in stone, so that local taxpayers will be forced to fund this ongoing destruction of the environment for the next thirty years.</p> <p>The latest perturbation added to the process, the government mandated “market based” assessment, is a very odd Orwellian oxymoron.</p> <p>When Adam Smith wrote the “The Wealth of Nations” in 1776, he did so because governments were stifling the economy (and innovation) with their heavy handed intrusions into the market place. Smith (and most economists for the next 225 years....) think that the best results are obtained when “the invisible hand of the</p>

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market” acts to regulate the economy – without government interference. Government intrusion (like the current MCR/GRIDS process) directly undermines the operation of the market by replacing the invisible hand of the market with the heavy fist of government. By changing the rules to force an Urban Boundary expansion, the Ford government is interfering with the market’s ability to assign the highest value use to the land by mandating that the land must be used for detached units.

Instead of letting the market operate, the Ford government commands that vast sums of public money be spent to pre-provision a guess about how many detached units might be wanted 30 years from now. Highly oxymoronic.

In order to intelligently plan for what our children and grandchildren will need in 2051, we need to go beyond the current MCR/GRIDS/”Market” process that is constrained by a guess about how many detached units we might want 30 years from now.

More important things to consider include:

Q1: What is best for people?

A1: Option 2: No Urban Boundary Expansion

The romantic notion of Ontario is that it is a vast unpopulated land: “A Place to Grow - Ontario”. At a simple-minded level, this is true.

The numbers with respect to land area:

There are 7.9 billion people on the planet. The total land area is 153 million square kilometers. This means that on a world average basis there are 52 people for every square kilometer of land on the Earth.

There are 14 million people in Ontario. Ontario’s land area is 1.08 million square kilometers. This means that there are 13 people for every square kilometer of land in Ontario.

There are 584,000 people in Hamilton. There are 1,138 square kilometers of land in Hamilton. This means that there are 512 people for every square kilometer of land in Hamilton.

There is a lot of land in Ontario (bigger than Texas, eh?). Ontario is currently occupied at about 25% of the world average. Ontario could easily be “A Place to Grow”. By comparison, Hamilton is 9.8 times (980%) more crowded than the world average and 39.4 times (3940%) more crowded than the Ontario average. This crowding results in the disputes over land use that occur during these planning processes.

But - these numbers do not take into account the quality of the land.

The survival of people depends on agriculture, and hence farmland. Growing up in Texas, I was told “Don’t cuss a farmer with your mouth full”. Considering farmland is crucial to intelligent planning.

The numbers with respect to farmland:

There are 7.9 billion people on the planet. There is about 49 million square kilometers of farmland to support them. This means that on a world average basis there are 160 people for every square kilometer of farmland.

There are 14 million people in Ontario. There is about 51 thousand square kilometers of farmland to support them. This means that there are 275 people for every square kilometer of farmland in Ontario.

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In stark contrast to the general land numbers, with respect to farmland Ontario is now looking crowded. Ontario is 1.7 times (170%) more crowded than the world average with respect to farmland.

The reasons that a somewhat “empty” Ontario is so short on farmland are due to the last Ice Age and the Canadian Shield. The last Ice Age scoured most of the soil off of the rocks across most of Ontario north of Hamilton. The rocks that were left exposed are Canadian Shield rocks, some of the oldest rocks on the planet. Much of the useful nutrients for plant growth were weathered out of these rocks long ago. So not only is soil largely absent, the underlying exposed rocks are not a good source for producing quality soil.

Ontario has done a poor job of protecting the scarce farmland that it has. In the current planning process, the central government of Ontario erred badly by assigning most of the planned growth to areas with the best soils.

Ontario is already a net food importer (we import twice as much as we export). Because of climate change, it would be unwise to assume that we can continue to rely on other jurisdictions to protect enough of their farmland to feed us while we continue to pave ours.

Right now 11 states in the United States are experiencing “extreme drought conditions”: New Mexico; Arizona; California; Nevada; Utah; Oregon; Washington; Montana; North Dakota; Colorado; and Wyoming. In more normal times, many of these states send copious food to Ontario. Climate change means droughts like this will be more numerous in the future. Right now, heat waves are killing farm workers in the fields. Both the number and duration of these heat waves has increased every decade for the last five decades.

We need to be thinking in terms of protecting our ability to produce enough food to feed ourselves. Ideally, if we cared about people in the rest of the world we would protect all of our farmland so that we can help out these other areas when they are in distress.

The crowding with respect to farmland is much worse in Hamilton than it is in Ontario as a whole.

There are 584,000 people in Hamilton. There is about 560 square kilometers of farmland to support them. This means that there are 1,039 people for every square kilometer of farmland in Hamilton.

With respect to farmland, Hamilton is 3.8 times (380%) more crowded than Ontario, and Hamilton is 6.5 times (650%) more crowded than the world average. So, Ontario is short on farmland, and Hamilton is even shorter on farmland. It is important to protect farmland in Ontario, but it is even more important to protect it in Hamilton.

The numbers discussed above are for farmland in general. It is important to add that the farmland in Hamilton is way above average in quality - literally the best of Prime. Most of the farmland in Hamilton is “Prime Agricultural Land”. Prime Agricultural Land is rare and precious – only 5% of the land area in Canada qualifies as “Prime Agricultural Land”. Furthermore, the Prime Agricultural Land in Hamilton

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is mostly Class 1 soils. Class 1 soil Prime Agricultural Land is the top 10% of Prime farmland (only 0.5% of land in Canada has Class 1 soil). Paving over the best of the best farmland in Ontario based on a guess that in thirty years someone might want to put a detached unit on it would be horribly misguided. In the future, the need to eat is certain. Much, much less certain is what the “market” might want in 2051 – and that is a preference, not a requirement. To be clear: we are not talking about whether or not there will be enough housing units to live in. The MCR/GRIDS/”Market” basis for wanting to pave farmland is the guess that in 30 years “the market” might prefer a certain number of detached units. In thirty years it will not matter if you can get the dwelling shape of your choice if you starve to death inside of it. The fact that the MCR/GRIDS/”Market” process places a guess about future desires about dwelling shape before and above considerations of food security underscores just how badly the Ford government has broken the planning process.

Q2: What is best for everybody else?

A2: Option 2: No Urban Boundary Expansion

The lack of balance in the MCR/GRIDS/”market” process is shameful. A small army of public and private sector planners have toiled away exuding a mountain of paperwork that is singularly focused on trying to anticipate the “wants” 30 years into the future of a single species whose numbers are increasing.

Meanwhile, the current “needs” (for survival) of all of the other species that live in the area have been ignored. Many of these species are suffering population declines due in no small part to past bad decision making. As a result, unless balance is restored in the planning process the numbers of many species will continue to dwindle until they are extirpated (made “locally extinct”).

Hamilton is in Ecoregion 7E. According to the OMNRF, “The flora and fauna in Ecoregion 7E are the most diverse in Canada”. Environment Canada used to have on the web an interactive map that showed that Ecoregion 7E had the most Species At Risk of any Ecoregion in Canada (that map has since disappeared due to lack of funding).

The area proposed for Urban “Boundary” Expansion falls within the smaller subregion of 7E known as Ecodistrict 7E5. According to the OMNRF, “Less than 1% of the ecodistrict comprises protected areas.”

Page 68 of the September/October 2020 issue of Canadian Geographic shows a map of “Canadian Biodiversity Protection Hotspots”. On the map, protecting the green areas has “the greatest potential to stem biodiversity loss while protecting it for the future”. The area that the MCR/GRIDS/”market” process proposes for Urban “Boundary” expansion is one of the green areas.

In order to restore some balance to local planning, abandon expanding the Urban Boundary. The land that is used for farming has greater biodiversity value than sprawled detached units. If there is land that is suboptimal for farming, that land is badly needed as living space for all of the other species that live in Ecodistrict 7E5. Please grant some conservation easements in order to increase the amount of land we protect for wildlife above the currently dismal level of 1%. The other species that live in Hamilton need a little help if they are going to survive.

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Q3. What is best for everybody?

A3: Option 2: No Urban Boundary Expansion

This is the logical union of Questions 1 and 2, but there is a deeper reason that needs consideration.

We need to protect farmland for people, and we need to protect biodiversity for the sake of the other living species. (Some of this is selfish: we may find some of these species useful to us in the future.)

But beyond that, there is another reason we need to protect intact ecosystems.

This has to do with something known as ecosystem services – things that ecosystems do that help stabilize the conditions on planet Earth (and keep it habitable for everybody).

There are easy obvious examples, and probably other things that ecosystems do for us that we don't even know about (but we might get a nasty surprise if they were gone).

The most obvious one is air purification. Plants that are photosynthesizing do many vital things for us. The most immediate need they provide is oxygen. They also remove carbon dioxide from the air, and they also purify many other pollutants out of the air. Part of the problem we are having with global warming is that we have not preserved enough plants to absorb all of the carbon dioxide we are producing by burning too much fossil fuels. In order to return the planet to a more healthy balance, we need both more area covered by plants and to burn less fossil fuels. (Expanding the Urban Boundary to pave farmland for detached units hurts us all on both sides of this equation.)

Another easy one is water purification (both surface and ground water), and flood protection. Having intact vegetated areas (including wetlands) both decreases the severity of flooding and helps purify water. (Expanding the Urban Boundary will result in increased pavement and other hard surfaces that will increase water pollution and flooding.)

One of the less predictable ecosystem services has to do with stability. Larger ecosystems tend to be more stable due to the fact that there are enough members of all of the species present so that none are lost due to chance fluctuations in numbers. Eco-speak is “stochastic processes loss”. If you carve up ecosystems into too small pieces, the small pieces will lose some species over time just due to chance. If the lost species was a “keystone” species (e.g. a species that kept other species in check by eating them) then the remaining ecosystem might suffer plagues of overpopulations that a healthy ecosystem would have kept under control.

As far as we currently know, there is only one example of life existing anywhere in the universe. All life on Earth appears to have arisen from a shared common ancestor. It has continued to thrive for more than 3 billion years. Even though we know a lot about what keeps the system running, we cannot be certain that our understanding is complete. (And even less certain is what conditions are best for the long term survival of Homo sapiens.) Until our understanding of the ecosystem that supports life on earth improves, it would be prudent to curtail killing parts of the surface of the planet with pavement based on the patently misguided guess that in thirty years that our “want” for detached units will be more important than our “need” for food, water, and oxygen.

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	<p>Look, I understand that Hamilton and Ontario are in a difficult box with respect to planning in this area. Land is already in short supply. Compounding the short supply, this land is of the highest quality in all of Ontario with respect to climate and soils. It can support either farming or wildlife better than most other land in Ontario. While the soil and the wildlife cannot easily be transplanted, housing can easily be built elsewhere.</p> <p>If we insist on killing the goose that killed the golden egg by paving this farmland, then we may find that the population guesses were wrong. Or worse still, people might arrive and sit in detached units and find they don't have anything to eat. This is the problem with the MCR/GRIDS/"market" process. By myopically focusing on the single issue of dwelling type, it entirely misses the big picture. Detached units are a "want"; food, water, and clean air are "needs". Planning for "needs" must take precedence over planning for "wants".</p> <p>Until the planning process can be fixed to reflect this reality, we all must act to protect our future.</p> <p>Right now, that means: Option 2: No Urban Boundary Expansion</p>
539.	<p>The lesson from housing developments over the last 70 years is clear: Continued low-density suburban growth is not economically or environmentally sustainable, and leads to boring, lifeless communities without a sense of place.</p>
540.	<p>The more we expand into arable land the more we increase our reliance on transporting and importing food. That has an impact on our ability to meet carbon emission targets,</p> <p>The more sprawl, the more infrastructure we will have to maintain in the future. At present we are in a significant deficit to support existing infrastructure. Remember the wooden watermains.</p> <p>Unless of course, the developers are prepared to create a trust to fund the maintenance of new infrastructure for the next 75 - 100 years - we simply can't afford this.</p>
541.	<p>The neighborhoods and communities we already have need more focus. Hamilton needs to keep its farmland.</p>
542.	<p>The political left should want density because it is better for the environment. The political right should want density because it is more tax efficient. The only ones in favour of destroying the greenfields are developers and those gullible enough to fall for their strawman arguments(pretending that urban density is pro-homelessness, anti-immigration, etc.)</p>
543.	<p>The surrounding greenscape is a defining feature of the City of Hamilton. As a lifelong Hamiltonian, going for scenic drives to the surrounding townships has always been a favourite pastime. We are slowly losing our rural landscape and prime farming land that is essential to our overall health as a species. The surrounding wetlands have been affected so much already and we cannot afford to further diminish them. Hamilton prides itself on its preservation of its many waterfalls and that same care should be extended to the wetlands/marshes. Our whole</p>

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	<p>ecosystem is dependant on each other and we have already seen how expansion has negatively affected our surrounding landscape.</p> <p>In my opinion, being able to retreat to the expansive green/rural surrounding is what makes Hamilton a great city.</p> <p>There are many abandoned buildings, factories and parcels of land that have been left forgotten from the industrial era that could be revived. Barton and James street is a great example of such endeavors.</p> <p>Please think of future generations and what preserving our surrounding green space and rural land would mean for their overall well being.</p>
544.	<p>The title of Option 1 constitutes false advertising. Nothing about this option is in any way ambitious; this is simply business as usual. There is no need to endanger the greenfield lands that help to keep the city itself healthy.</p> <p>Hamilton is not especially densely populated for its population, and we enjoy surrounding greenfield areas that are both fertile and temperate. Quebec has established a significant tourist attraction in the Eastern Townships; they know that once greenfields are ‘developed,’ they are essentially lost forever. Here in Ontario, as we face increasing uncertainty from climate change, we need to focus on preserving vulnerable areas that can be used for growing food (locally!), for managing water (gradually being recognized as a valuable, vulnerable resource), and for recreating. Furthermore, as demonstrated by numerous floods in recent years, the last thing Hamilton needs is more pavement.</p> <p>There should be absolutely no expansion into greenfield areas at least until existing subdivisions have been made healthy and safe by implementing cycling/walking trails that provide all residents safe access to essential services. If the city truly wants to be ambitious, it should take a good, hard look at how farmland and ranchland has been converted into subdivisions along the Front Range of Colorado, where health has been prioritized through the deliberate inclusion of cycling/walking trails. Accessible trails not only allow non-drivers to access essential service, they also promote exercise and lead to measurable public health benefits (note that Colorado's obesity rate is lower than Ontario's).</p>
545.	<p>There already is far too much good agricultural farm land disappearing. Current roads in the Glanbrook and Elfrida areas already can't handle all the recent expansion which is still ongoing. I feel the with the City allowing so much rural expansion already farmers and farming in general is being discounted. People that are moving to the rural areas from urban centers don't understand farming and particularly the planting and harvesting seasons and the need to share the roads with large farm equipment. It is cumbersome enough for large equipment to maneuver the rural roads, now add to it the extreme traffic congestion. How does a custom sprayer or combine navigate traffic circles? Traffic lights had to be installed</p>

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	<p>at multiple intersections on Highway #56 just so equipment could get across. I would prefer that my tax dollars be spent on redevelopment in the current urban areas which are in desperate need of revitalization and upgrading. Not only are there vacant properties but also infrastructure is in desperate need of upgrading (check property insurance rates in certain flood areas in the City). If we continue to develop our Green Land how will the wild life be affected? Where will they live and where will their food supply come from? Farmers are being blamed for declining bee numbers, has anyone ever thought that maybe their food supply is disappearing due to urban sprawl? . By the way, I am not a farmer, just have great respect for their work and where my food comes from! Continued development of farm land threatens our food supply.</p> <p>I live in the rural area of Glanbrook and it saddens me to see all the development. I worry as to when my back yard which is full of wildlife will be gone. Please direct our tax dollars and developers dollars to upgrading current areas that are in need and leave the rural green spaces as is.</p>
546.	<p>There already is far too much good agricultural farm land disappearing. Current roads in the Glanbrook and Elfrida areas already can't handle all the recent expansion which is still ongoing. I feel with the City allowing so much rural expansion already farmers and farming in general is being discounted. People that are moving to the rural areas from urban centers don't understand farming and particularly the planting and harvesting seasons and the need to share the roads with large farm equipment. It is cumbersome enough for large equipment to maneuver the rural roads, now adding to it the extreme traffic congestion. How does a custom sprayer or combine navigate traffic circles? Traffic lights had to be installed at multiple intersections on Highway #56 just so equipment could get across. I would prefer that my tax dollars be spent on redevelopment in the current urban areas which are in desperate need of revitalization and upgrading. Not only are there vacant properties but also infrastructure is in desperate need of upgrading (check property insurance rates in certain flood areas in the City). If we continue to develop our Green Land how will the wildlife be affected? Where will they live and where will their food supply come from? Farmers are being blamed for declining bee numbers, has anyone ever thought that maybe their food supply is disappearing due to urban sprawl? I am a farmer, and feel there is a lack of respect for our work and where food comes from! Continued development of farm land threatens our food supply.</p> <p>I live in the rural area of Glanbrook and it upsets me to see all the development. I am worried about the disappearance and the consequences of farmland. We need to be concerned as to where our food will come from if we eliminate the valuable resources we have in our own backyard! . Please direct our tax dollars and developers dollars to upgrading current areas that are in need and leave the rural green spaces as is.</p>

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547.	There are a lot of parking lots in Hamilton and empty buildings. There should be an infill plan
548.	There are a lot of sparsely inhabited areas within the City, i.e. Barton Street and we need to protect our farmland.
549.	<p>There are ample empty lots, unused properties, and boarded-up old buildings within the existing boundaries of Hamilton that can be used for the construction of new residences.</p> <p>I favour increased density that is sensitive to established neighbourhoods. I am opposed to further consumption of green space inside and outside Hamilton’s borders.</p> <p>If a few zoning bylaws need to be changed and some brown-field properties in former industrial areas cleaned up, well . . . the city has the authority to undertake these things.</p>
550.	There are hundreds of vacant buildings in this city, lots of potential to increase vertical density, and we must prioritize the preservation and care of the Greenbelt.
551.	There are lots of spaces in Hamilton that could be re developed to accommodate the increase planed for. How are we going to feed these extra people if we don't have farmland ? We can't rely on importing our food, didn't Covid 19 shut down teach us anything?
552.	There are many abandoned buildings, and vacant lots not used within the city.
553.	There are many creative options within the city boundaries to address the much-needed affordable housing. Please do not take rural land for this.
554.	<p>There are many run down delapidated buildings in Hamilton. Why can't the money go into revitalizing these buildings. Renovate and beautify our city. Down town Hamilton should be a place where everyone wants to be but instead there are many areas so run down and forgotten. If I were moving to this city I would want to start in a place where everything is at my finger tips. I wouldn't most likely have a car so transit would be important and with the new transit system being put in place it only makes sense to utilize it. Young people love the night life and being close to all the festivals and activities down town would be a good place for them. This would be good for local businesses and merchants which also provides job opportunities. Leave the green space for the animals and for people to visit and enjoy!</p>
555.	There are plenty of empty parking lots downtown that can be redeveloped. The city also has an opportunity to make it easier for duplexes and triplexes, like Minnesota has done, to achieve higher densities in the built up area.
556.	There are so many dilapidated, unused buildings and plots of land in ward 3, the East end and the downtown core (our ward), which we would like to see developed

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	for current unhoused people, low-income earners and struggling Hamiltonians before the city considers expansion.
557.	There are so many negative impacts caused by urban sprawl: higher emissions from vehicles, loss of farmland, loss of wildlife just to name a few. There are PLENTLY of areas within the core that could be developed. Start looking at schools that have been closed, former industrial land, unused parking lots. With our world literally burning (just look at BC) creating urban sprawl is just adding to climate change.
558.	There is a strong case to limit urban sprawl in Charles L. Marohn's book "Strong Towns: A Bottom-up Revolution to Rebuild American Prosperity", that includes the basic economic argument that it is far less expensive to invest in in-fill and upward growth in current urban environments than it is to invest in new infrastructure required for urban expansion. As well, we need to protect land for agriculture, if we are to sustain some level of food security in the future.
559.	there is more than enough space for intensification in the city, especially in and around downtown, where there is an over-abundance of surface parking. We should worry about developing these areas before we expand outwards and take up more farm land and greenspace.
560.	There is no need to use farmland for residential expansion. There are many, many locations within the city centre and within its outer boundaries to accommodate various housing options (high rise, detached and attached housing). Farm land is too important – once gone, there is no return!
561.	There is plenty of infrastructure owned by private entities just holding it in Hamilton currently as well as housing that don't meet environmental standards. Focus on that and public options rather than expansion outwards
562.	There is plenty of land still to be developed within the current boundaries. Force the developers to build on the land they own within the current boundaries before we open up any more space and lose more farmland and green space. Concrete from Niagara Falls to Toronto is not progress.
563.	There is significant developable land within the existing urban boundary to accommodate projected growth without perpetuating car dependent urban form, diminishing the city's environmental assets or increasing our future infrastructure deficit.
564.	There is so many unoccupied building in Hamilton that can and should be updated and used for homes.
565.	There is sufficient land available within the current boundaries of Hamilton to meet population growth for many years. Let's develop what we have, establish efficient rapid transit, enrich our city as a livable, walkable, desirable place to live.
566.	There is tons of reclaimable land in Hamilton already.

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567.	There is very little information on which to base a recommendation. Clearly there is a great deal of land in the core of the city that could be developed to provide accommodation for the growing city population. The construction of the LRT will spur that development and I favour a large part of the city growth to be accomplished by intensification. 81% seems like a challenging target but potentially is possible over the next 30 years. I prefer that greenfield be preserved to the maximum extent possible for agriculture and to help protect from climate change. Therefore, I favour Option 2 but with the realization that the 81% goal may not be realistic.
568.	There should be NO urban boundary expansion in Hamilton. Expanding would mean: 1) increased taxes to service greenfield development 2) destruction of agricultural lands which we need to eat more local 3) increased pollution and road congestion to and from the new suburbs. Developers want to build Million Dollar homes which will provide ZERO affordable housing. The City and Council should not be swayed by the greed of developers!
569.	There's no going back after you've developed all the greenlands and wetlands and farmland. There is enough development already.
570.	This City has do many brown spaces and vacant buildings that expansion is not necessary. Expansion is this council's way to avoid fixing problems that it has already created. Clean up Cootes and stop creating environmental wastelands.
571.	This city needs affordable housing and a basic standards of living!! Do not use farmland to build suburbs. We are in an ecological collapse. We need more interdependent energy efficient infrastructure not expensive carbon heavy individualized suburbs. Hamilton is in ecological and social crisis. We need better transit and housing. Invest in density all the way!!
572.	This is a disaster! We never received a copy of the survey! We are STRONGLY opposed to expansion of the urban boundaries and we choose option 2. Develop within current boundaries and protect our green spaces and farmland! Shame on the city for poor communication of this huge decision!
573.	This is about profit for the few to the detriment of the many. Developers will never stop. The city's role is not to pander to these profit seeking corporations. It is to act for the benefit of all citizens. The pandemic has made it exceedingly clear. We need all the green space and farmland we can salvage. Developers like virgin land because it is cheaper for THEM. They create sprawl.

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	<p>The home builders association that supposedly represents the developers who would profit greatly from the expansion is, not surprisingly, the biggest supporter of taking more farm land out of production. It would be a fantastic money-making opportunity.</p> <p>It is hard to believe that I even have to mention climate change. We could all smell the smoke from fires burning in Northern Ontario this week. A result of the changing climate - a situation that is only going to get worse. But some will pretend it isn't happening. The City has an obligation to meet its climate targets. This development is contrary to that commitment.</p> <p>During the pandemic we starting seeing food shortages. Most people recognized that safe-guarding farmlands is incredibly important to humans. You can't farm it once it's paved.</p>
574.	<p>This is an extremely important issue, we need to protect our green space for farming and naturalization and we have space within the urban boundary where we can build already.</p>
575.	<p>This is because I believe the City of Hamilton cannot afford the economic or environmental costs of continued urban expansion when other obvious options to accommodate population growth.</p>
576.	<p>This is the perfect time to upgrade the existing infrastructure within Hamilton by forcing developers to renovate brownfields and aging properties within the city. Letting them bulldoze farmland is the most cost effective way for them to build, only setting us up for additional maintenance costs in the future.</p> <p>Stop the spread, clean up what we have !!!</p>
577.	<p>This survey should have been offered online instead of paper. It would have been less expensive and quicker to tabulate results. A paper version could have been included in Property Tax bills to save double postage.</p>
578.	<p>To accommodate the anticipated population growth to 2051, I believe Hamilton should focus entirely on the intensification and redevelopment of industrial and underused lands in the lower city and infill development of larger lots throughout the City.</p> <p>The City of Hamilton should pass new zoning regulations to enable and encourage infill homes to achieve intensification. This should involve:</p> <ul style="list-style-type: none"> • Zoning for reduced lot parcel sizes to enable owners to subdivide property to provide decreased lot widths and reductions to overall square footage • Permitting of Accessory Dwelling Units up to 800 square feet to be built on any residential lot. These accessory dwelling units can either be part of the main building – attached units, basement or attic apartments – or detached units – commonly called “granny flats”, as well as garage apartments • Zoning for the installation of “tiny homes” of less than 300 square feet • Zoning to permit single-family dwelling retirement villages where residents do not own the land but purchase the house following the model of various retirement villages around Ontario such as Morningside in New Hamburg, Ontario.

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	<ul style="list-style-type: none"> • Changes to regulations or legalities to make it easier for people to co-own homes <p>Although street parking is often a stumbling block for intensification, I believe the progress that will be made over the next 30 years in self-driving cars, car sharing and electrified transportation will gradually eliminate this concern so this should not delay zoning changes.</p> <p>The City should also research housing models for cities outside of Canada where urban intensification is commonplace – i.e. Europe, Hong Kong, etc. – and take tips from cities like Pittsburgh that have redeveloped industrial areas.</p> <p>Thank you for the opportunity to comment.</p>
579.	<p>To my knowledge, very few residents in my neighbourhood have been consulted by receiving the mail-in ballot. My understanding is that our city councillor and MPP have been contacted regarding this matter</p>
580.	<p>To prioritize urbanization when half of Ontario is on fire due to climate change would be the biggest monstrosity of 2020; even more-so than the Covid-19 pandemic. Urban life is not more important than our city’s natural greenery & farmlands & should not be treating at such. Option 2 should be the only option. Save our farmlands!!</p>
581.	<p>Too bad little effort was made to ensure all residents received this survey. The questions are not typical of a professional survey and the survey was delivered with junk mail, or not delivered at all.</p> <p>It is outrageous to send out a survey in summer and during a pandemic. Why wasn’t it sent with property tax bills?</p>
582.	<p>Try utilizing more urban space for housing. Hamilton is situated in the Niagara Peninsula which is some of the best farmland in Canada and it should be protected from urbanization.</p>
583.	<p>two reasons:</p> <ol style="list-style-type: none"> 1. If you ever want LRT to work you’ve got to intensify the current city 2. I’m suspicious of any growth predictions made by Metrolinx. They are no more than a lobbying group for developers <p>I also want to comment that your flyer on this survey is very misleading. Hamilton is not mandated by the Province to grow by 236,000 people. We are predicted to grow by this amount and again, I am suspicious of this prediction. What Hamilton is mandated to do is to come up with a plan. Neither the province nor the city can mandate growth. They can encourage it only. They can also discourage it if they choose, and they can direct it. The City has agency here. You should not make it seem as if your hands are tied on this growth. What if it doesn’t come to pass? The City would look bad for not fulfilling it’s “mandate”. I wonder if the use of the term mandated growth was done deliberately in order to force people to believe that we need an LRT system and an expanded urban boundary, again, so that the</p>

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	<p>developers and their lobby group Metrolinx can benefit. Thank you.</p>
584.	<p>Until we have learned how to develop the existing land we now occupy more sustainably, we should not be pushing into valuable farmland or the Greenbelt. The south mountain and Stoney Creek has been developed in a severely inefficient, car-centric and costly way. Until we show that we will promote intensification and transit oriented development city-wide, I cannot support any expansion of the existing urban boundary.</p>
585.	<p>Urban Boundary expansion means eliminating valuable farm land in the area where I live. I live on Glancaster Rd between Twenty Road and Dickenson Rd. Farm Crops including wheat, , corn and soya beans are grown both in front and behind our property. Behind us was a golf course and many beautiful trees were planted and were maturing nicely. Existing older trees were also there. The golf course was sold and a developer cut all the trees and demolished all the buildings. Currently soya beans are being grown as the developer is awaiting approval for housing on this clearcut property. It is located at Twenty Rd west. . We do not need more housing in this area. There is too much traffic now for these rural roads. I am not in favour of Urban Boundary Expansion.</p>
586.	<p>Urban grown survey REPLYREPLY ALLFORWARD Mark as read</p> <p>Farmers feed people. Keep green spaces Stop the sprawl... Build upwards not out.</p>
587.	<p>Use existing infrastructure, build the LRT to provide modernization in our transportation and get people on public transit. We do NOT need more urbanization without regard to the impacts on our traffic, transit, environment, schools and so much more.</p>
588.	<p>Use land within current City of Hamilton Urban boundaries as it will provide housing as well assist in revitalization of existing urban areas.</p>
589.	<p>We absolutely need to reduce further expansion onto green spaces and farmland. We are destroying ecosystems, causing drainage issues, and will lose important food producing space. Further expansion massively increases our carbon footprint It is already very frightening.</p>
590.	<p>We all know Hamilton has to grow but we are of two minds....we don't want to see farm land disappear nor do we appreciate watching the present Council sacrifice the City plan to please the developers. People buy in an area because of surroundings and views....along comes new ward</p>

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	<p>rep and a new city plan pro developers. So it is with mixed feelings we support Option Two.....</p>
591.	<p>We are both strongly against development on greenfield lands, agricultural lands, or greenbelt designated lands.</p>
592.	<p>We are in a climate crisis. Preserving natural farmland will set us up to grow and eat locally, and in doing so, live more sustainably. Further intensifying our city with multi-unit dwellings will eliminate the need to expand the urban boundary in order to build even more unaffordable single family homes. We are privileged to live in a city with rich farmland. We must recognize that and preserve it; we must prioritize our citizens and the local environment, rather than private construction interests.</p> <p>I would also like to note that I find the wording of this survey intentionally misleading. Labelling boundary expansion as "Ambitious" is likely to influence citizens who are not adequately informed of the risks of paving over farmland to choose option 1. What would be *ambitious* would be intensifying the many vacant lots already available to build up our existing infrastructure, and rezoning commercial areas of Hamilton that appear to be abandoned (e.g. Barton Street) to create a variety of housing options for Hamiltonians. We should be intensifying what we already have and re-imagining our city to be a vibrant and welcoming place, no matter where you are, rather than continuing to build outwards to the continued neglect of our existing urban areas.</p>
593.	<p>We are in a climate crisis. Preserving natural farmland will set us up to grow and eat locally, and in doing so, live more sustainably. Further intensifying our city with multi-unit dwellings will eliminate the need to expand the urban boundary in order to build even more unaffordable single family homes. We are privileged to live in a city with rich farmland. We must recognize that and preserve it; we must prioritize our citizens and the local environment rather than private construction interests.</p> <p>I would also like to note that I find the wording of this survey intentionally misleading. Labelling boundary expansion as "Ambitious" is likely to influence citizens who are not adequately informed of the risks of paving over farmland to choose option 1. What would be *ambitious* would be intensifying the many vacant lots already available to build up our existing infrastructure, and rezoning commercial areas of Hamilton that appear to be abandoned to create a variety of housing options for Hamiltonians. We should be intensifying what we already have and re-imagining our city to be a vibrant and welcoming place, no matter where you are, rather than continuing to build outwards to the continued neglect of our existing urban areas.</p>
594.	<p>We are in the midst of a climate crisis - this choice is a no brainer.</p>
595.	<p>We are losing too much greenspace every year, what is left for my grandchildren. Far too many habitats are being destroyed.</p>

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596.	We are opting for option 2 and definitely do not want any more invasion into green space outside of the city boundaries. There are lots of empty buildings, strip malls and lots that could be developed into housing. Current spaces have to be utilized better!
597.	We believe that farmland is a precious resource key to Hamilton and the region's sustainability both short-term and long-term. Preservation of rural areas positively impacts Hamiltonian's health, well-being, and quality of life. Additionally, Option 2 will preserve carbon sinks and create a smaller carbon footprint which are important to slowing down climate change.
598.	We believe that our municipality needs to be strongly committed to urban intensification and increasing density in greenfield (suburban) areas within the urban boundary, to avoid opening the door to more and larger urban boundary that will be damaging to the environment. Our greenbelt should not be for sale to housing and commercial developers. We need this land for growing food and increasing and restoring biodiversity.
599.	We can do better, so let's do it! Thank you for putting together this comprehensive public engagement effort.
600.	We cannot afford to lose any more green space, and we should put efforts into better using the urban space that already exists.
601.	We cannot afford to sacrifice more farmland in the name of housing developments. Crops, rural areas and forests help to reduce greenhouse gas emissions. We need to support our local farmers, not buy up their land for housing developments. We see climate change manifest in the wildfires (B.C. and Northern Ontario), tornados (Barrie) and flooding (Western Europe). We can no longer sit by idly and destroy ecosystems by paving over them for the sake of economic prosperity. We need to live more compactly on the urban footprints that we have, sustained by good urban planning and mass transportation infrastructure. We need to consider the implications of our current actions like urban sprawl and how they will affect future generations living in the Hamilton area. Children deserve better than to grow up in concrete jungles without the benefits of nature.
602.	We can't afford to lose more farm land, when there are unused properties in the downtown that could be utilized for housing.
603.	We choose option 2 - No Urban Boundary Expansion. We would also like to respectfully suggest that you investigate if premises within the existing urban area where companies have gone out of business, could now be used for new housing units.
604.	WE CHOOSE OPTION 2. WE WANT 0 URBAN EXPANSION. WE NEED ALL THE LOCAL FARMS AND GREEN SPACE THAT WE HAVE AND CAN GET. THIS IS JUST A BUNCH OF BEING SHOVED DOWN OUR THROATS IN THE MIDDLE

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	OF THE PANDEMIC BY DOUG FORD AND HIS DEVELOPER FRIENDS. THERE ARE ENOUGH VACANT SPACES BOTH BUSINESS AND RESIDENTIAL TO BUILD AFFORDABLE HOUSING OUT OF IN HAMILTON WITHOUT DISTURBING THE GREEN SPACE.
605.	<p>We definitely must protect our farming land to be able to take advantage of buying local produce.</p> <p>There is much undeveloped land within the urban boundaries of Hamilton. We need to make sure that what we build fits in with existing neighbourhoods and also that we are building affordable housing as well. Marganitized populations need to be able to find transportation, jobs, housing and amenities in the core.</p> <p>The homelessness and poverty that exists in Hamilton is shameful. Let's make a name for our City by turning this around and acting as a leader and expample of outstanding community planning.</p>
606.	We did not receive the survey and our vote is for option 2. The farmland is too valuable a resource.
607.	<p>We did not receive the survey in our mail! Good way to put through Fords desire to give all his contractor buddy's the green space to build!</p> <p>We do not want this.</p>
608.	We do not need to lose more prime farmland & Need to preserve EVERY bit we have..
609.	We do not need to take over anymore green space to allow for urban more development. Focus on fixing the existing urban developments and leave the green area of nature as they are! Stop the urban sprawl, it is unnecessary and unwanted!
610.	We do not want any more expansion into fields and farmlands etc. Ancaster and other communities around Hamilton do not need any more townhouses, multilevel dwellings, high priced homes, etc.
611.	We feel strongly about this issue and do not support expansion. Therefore we are choosing option #2. You cannot destroy prime farmland. Just do infills or higher density. Stop the spread for all our sakes
612.	We feel that there is enough usable and/or reclaimable land within the current city boundaries that can be used for new housing and/or redevelopment of existing buildings. The City plans to spend an enormous amount of money on transit to make the City more urban friendly and cut down on the use of individual cars in the City. Yet you want to develop more urban sprawl on farm land that should be used to produce food. Most or all of the land that you show in your urban expansion is all productive farm land and is in use producing viable and profitable crops now and some of this land is used for growing tender fruit crops now. This is land that you want to destroy and it will never be regained elsewhere. Some of the land that the City would like to use for residential has been in some families for over a century and has been continued to used for agricultural purposes to benefit the citizens of

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	<p>Hamilton. The best example of this blind urban sprawl is the development of Binbrook and the development that has started in the village of Mount Hope. All of that development is geared to its residents having numerous cars in order to get to work, shopping, recreation, etc. This creates a huge environmental footprint.</p> <p>We are not opposed to development in the City as we are aware that it will help with the tax base for all of its citizens. We are concerned that both the provincial and local governments are not concerned about the impact this urban sprawl will have on its current and future residents or the negative environmental impact that it is going to have.</p> <p>All of this urban sprawl causes hardship to the existing residents in the rural areas around the current city boundaries. With all the current construction and proposed construction not only of residential development but road and services development, it causes significant changes to water tables and flood runoff. With these changes the City is turning a blind eye to assisting existing residents who have experienced changes to their wells and are hoping of obtaining City services that are nearby. The City is eager to build new sewage lines and water lines for development areas to satisfy the builders and developers but are not willing to properly address the problems created by this to current and long standing residents of Hamilton and the surrounding areas. The people who moved out into the rural areas did so to have some space to enjoy their lives and those of their children and not have urban sprawl as their neighbours which the City seems eager to welcome.</p> <p>We have lived almost all of our lives in the City of Hamilton and have also worked and operated a business in the City. We have seen the ups and downs that the City has experienced but find it hard to understand that the City would be willing to sacrifice good agricultural land for high density residential development with a high price tag.</p> <p>We would suggest that the City of Hamilton do all of their residential intensification within the current City urban boundaries as they stand right now and not intrude into the so called “Whitebelt” area that has been opened up for development by the Provincial Government. The City should balance their outlook a bit more with a split between developers and their lobbyists, the home builders associations and with the current and long standing residents of the City.</p> <p>Thank you for allowing the opportunity to express our concerns.</p>
613.	<p>We have a high population in the Golden Horseshoe. It is the most southerly part of the Province and Country with the longest growing season. We need to protect our farmland. Hamilton has many areas in the downtown area that need to be addressed. We are planning an LRT along the King street corridor and expect development along that route so we should attend to that rather than building on farmland. It doesn't need to be all high rise either . Row houses or townhouses so that some families may have single dwellings at street level. There is a lot of</p>

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	<p>unused land and buildings within the Hamilton City Boundary that could be utilized. There should be a list somewhere at the City with city owned buildings that could be renovated and re-purposed. Fix the downtown core by building some housing. Attract some new businesses. Groceries that are walkable to. Build some affordable housing for families, seniors and those on disability. Housing that they could be proud to live in. Use our tax money wisely. It's time to start looking at the whole instead of each component separately. Be sure neighbourhoods have all components to minimize driving. Expansion of urban boundary creates more driving.</p>
614.	<p>We have already lost too much greenfield lands in Southern Ontario to housing developments. There is plenty of properties within our current city landscape that can be cleaned up, repurposed and rejuvenated.</p>
615.	<p>We have already paved too much of paradise. Stop the sprawl!</p>
616.	<p>We have an amazing opportunity for infill development, midrise, and to improve the existing city. Hamilton doesn't need more suburbs.</p>
617.	<p>We have been looking at an LRT to move people within the lower city. Why would we then not fill the vacant lower city with housing to utilize the new LRT?? To expand outside of the city will result in more vehicles on the road - I was recently through neighbourhoods by Stonechurch and almost all of the driveways have more than one car. There is not sufficient public transit (or if it is there, people aren't willing to take the time to use it to travel).</p> <p>The infrastructure is in place in the lower city (some needs updating). It is not in place in the greenbelt.</p> <p>We are currently seeing extreme heat waves, droughts, isolated severe weather from climate change. Keep the greenbelt!</p> <p>It is cheaper for developers to build on new land than to incur costs to clean up industrial land, but those costs would be passed along to the buyers, so the profit margin may be a little less. There will still be a profit. Do not let the greed of capitalism result in the lack of arable land.</p>
618.	<p>We have buildings that can be torn down that can be used! I do not want to see high rises! Apartments should not be higher than 6 floors! Who wants to live in these high rises especially after the collapse of the building in Florida and the pandemic..</p> <p>We don't want to live in a city like Toronto.. that's why we are in Hamilton!</p>
619.	<p>We have significant under-utilized assets downtown Hamilton, that could be developed into residential units. For example changing zoning bylaws to permit ground floor residential in mixed use buildings would help fill up many vacancies downtown and add a significant number of residential units very quickly. We have</p>

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	<p>likely hundreds of vacant commercial units downtown that would benefit from this.</p> <p>Also streamlining the permitting and approval process for secondary units in existing single family homes will be helpful. Including alleyway houses and “granny flats”.</p> <p>Providing incentives to either of these two options will likely produce results quickly.</p> <p>There are many creative solutions to this problem that don’t involve destruction of farmland, increased traffic, and favouring a select few developers.</p>
620.	<p>We have so much space already developed that can be used for growth. We need to protect our rural areas to use for our increased demand for food, wildlife, birds, beneficial insects, bees, water management and and potentially carbon capture with trees.</p>
621.	<p>We have to focus on increasing density along already built infrastructure and resist the environmental disaster that is endless sprawl and suburban development. A prosperous downtown and Hamilton mountain relies on it!</p>
622.	<p>We have unused land (parking lots, land kept vacant for future development) to fit many more housing units. And there needs to be affordable housing as well.</p>
623.	<p>We moved here because of the fact that it was part of the Escarpment Conservation on our property as well as a protected Green area. Doug Ford is not respecting that designation.</p> <p>Thank you for the consideration in asking Hamiltonians what they would like to see. FYI we did not receive any paper survey in the mail.</p>
624.	<p>We moved to our current location several years ago because of the small town feel, close proximity to the rural area and local foods, availability of larger lots and mature greenery and trees. I do not wish to move again if my neighbourhood becomes "citified".</p> <p>I have a number of comments/questions that I hope are being considered:</p> <ol style="list-style-type: none"> 1. Where are the approximately 100,000 extra people expected to come from? If they wish to live here and commute to work they will be very disappointed with the already over-taxed highway system. Even a short commute within the city isn't a pleasant experience due to the volume of traffic. 2. It does not appear that any of the projected growth will result in housing that young couples can afford. The townhouses currently being constructed near the urban boundary are more than \$500,000. That is not affordable for a young family. 3. Developers are currently able to purchase land where there were 4 to 6 houses, and perhaps a maximum of 25 people, and build 100+ townhouses on this land. This increases the population in a single small space by 300 to 400 people. Our utilities are already at capacity - we experience hydro interruptions, there are water and sewer issues, the roads were not designed for the volume of traffic, etc. Please consider this and do not allow it to continue happening.

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	<p>4. Please do NOT allow developers to completely flatten a space. Make and enforce guidelines that ensure mature trees and natural areas remain intact.</p> <p>5. Make a plan for the displacement of wildlife. We already have coyotes, deer, fox, raccoons, and more inside the urban boundary because their natural habitats have been removed.</p> <p>6. Offer enticements for farmers to allow them to maintain a consistent and decent standard of living.</p> <p>I am not completely against a small amount of expansion taking place outside the existing urban boundary. However, I am if the above cannot be addressed properly. Given that your survey doesn't offer a hybrid option, my choice is Option 2 - No Boundary Expansion.</p>
625.	We must do better to avoid destroying agricultural land.
626.	We must protect farmland and green space. Within the city there is plenty of brownfield land, surface level parking lots, mall conversions without loss of commercial space. Intensification within the city is where population growth should occur.
627.	We need farm land Look around you , with the drought we are looking at food price increases that some will not be able to afford.
628.	<p>We need farmland for food and to protect the environment from climate changes</p> <p>Floods in China recently were said to have been caused by replacing farmland with surveys of houses upsetting natural balances of water flow.</p> <p>Often developers get their own way with no environmental or other follow up.</p> <p>What we get is overcrowding of overpriced monster homes and detriment to the environment and food supply</p>
629.	<p>We need farmland to feed populations.</p> <p>Denser cities will draw in more families and allow businesses to thrive.</p> <p>Rural expansion will require extended school bussing, which is already a disaster.</p> <p>There are many empty lots in Hamilton that can be converted to livable, affordable space.</p>
630.	<p>We need farms. Animals need space. We cannot keep removing their homes for growth. Farmers need to grow produce as other goods. By removing those farms then we lose out on those products.</p> <p>Leave the green space alone!</p>
631.	<p>We need our farmland and green space!</p> <p>Look at the forest fires across Canada and we should preserve our rural green spaces.</p> <p>There are plenty of areas in the city that could be rebuilt. So many empty parking lots! So much space near Bayfront that was purchased for the stadium! This would help create an accessible city and make education and recreation facilities easy for</p>

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	<p>all to access. It doesn't make sense to have empty schools and empty lots in the city limits and then built new ones in the farmland areas!</p> <p>Look at the recent successes of Locke St, James St and Ottawa St and leave the farmland alone!!!!</p>
632.	We need our farms & not 1 inch more of them should be lost!
633.	We need the farm land.
634.	WE NEED those green spaces and farmland. The world would be in a sorry state without them.
635.	We need to focus on wise use of the existing urban land, not urbanization of even more farmland and natural landscapes. I'm very concerned about what rezoning will do for our food security, climate and green spaces around the city. Please make the right choice for long-term human health and sustainable growth; that is, no expansion of the urban boundary.
636.	We need to increase density within the current urban boundary.
637.	We need to keep our greenspaces green. We have some of the best greenspace in the world and it's increasingly precious. We also need as many housing units as possible. Option 2 is a win-win.
638.	We need to keep the beauty of our city and not become another concrete jungle everywhere we go in the city.
639.	We need to keep the green belts in the city and the farm land. It would be better to revive downtown Hamilton. Cleanup the City and build Hi-rise at downtown Hamilton
640.	We need to maintain green space for agriculture and farming, and the enjoyment of nature
641.	We need to preserve farmland and green space in and around Hamilton. We need creative housing projects within the existing urban boundaries to create new and better walkable communities, attractive yet more dense neighborhoods, with access to parks and undeveloped lands for all of us.
642.	We need to preserve our greenbelt and farmlands from further urban expansion in order to slow climate change and keep a “local” food supply chain intact.
643.	We need to protect the farm land if we develop it all then there will be a shortage of areas to grow our food.
644.	We need to protect what we have for the future.
645.	We need to reclaim and develop some of the vacant and unused properties in the downtown core and surrounding neighbourhoods.
646.	We need to stop squandering our green space as much as possible.

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647.	<p>We need to stop this foolish thinking that we can endlessly grow the population - it is time to plan for a peak population and then stabilize it at that level. We need to demand the power to control our own development and to set our own peak population level. We need council to petition the province to grant cities such powers so that control of development is at the local level, not the provincial level where the land developers can operate with no oversight.</p> <p>Drive around downtown Hamilton and look at the hundreds of acres of vacant land - not just parking lots, but huge tracts of vacant industrial lots - there is enough land here already. So first of all, deduct from the proposed urban boundary expansion the amount of vacant land that can be developed in Hamilton. Then deduct the amount of residents that can be housed on this land and housed via higher density.</p> <p>You will have no need to expand the urban boundary.</p> <p>Most importantly, the City of Hamilton should have the power to determine what the population of the city will be, not the province. Therefore, city council should propose and vote to support a policy whereby Hamilton determines what its population should be.</p> <p>Let us as a city decide to set a maximum limit on our population - a limit that protects natural lands and agriculture, a population limit that does not overwhelm our infrastructure, a limit that does not lead to gridlock on the roads and underfunded social services.</p> <p>It is time for Hamilton to determine what our peak population should be, not land developers or the province. Perhaps we decide that there should be no more than 750,00 people and we demand the power to have no more expansionary residential development beyond that point.</p> <p>We cannot grow the population endlessly - at some point the population must stabilize, and we, the city of Hamilton, must demand the power to control our own development. Not land speculators, not the province.</p>
648.	<p>We need to work at diversifying our neighbourhoods with denser housing options</p>
649.	<p>We need to work harder and more collectively at using existing space to make new space for our city and not expand our perimeter in the name of capitalism.</p>
650.	<p>We should be supporting our farmers not destroying them. Supporting local should be promoted proudly. We also need to preserve our wildlife. This expansion will also make climate change much worse.</p>

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651.	We should build up, not out, with more public transit, and less traffic gridlock. We have too many suburban developments and too many cars. If we are not careful, we will get the same climate warming and wildfires as are now happening in the west. We need to protect against climate change.
652.	We should instead go into the inner city and build townhouses with backyard space so that parents could put a wading pool in for their children. No highrise buildings should be built but instead communities that include small fourplexes for seniors to live in, lowrise buildings with garden plots nearby and other such well planned buildings for people. Leave our farmland and that.
653.	We should not take more Agriculture lands and greenspace. We are already having more than 155 million people without food. This covid virus is not making it any easier. Worse of all climate change. We have even in our own country drought, floodings, forest fires and more... This expand throughout the world so is it not time to think what is more important????????? Food and water is the most important thing in life!!! We are destroying ourselves !!!!
654.	We should not take more Agriculture lands and greenspace. We are already having more than 155 million people without food. This covid virus is not making it any easier. Worse of all climate change. We have even in our own country drought, floodings, forest fires and more... This expand throughout the world so is it not time to think what is more important????????? Food and water is the most important thing in life!!! We are destroying ourselves !!!! Maby less immigration??? Help people "build" there own food gardens!!
655.	We should not use farmland for development when inner city, already serviced, properties are available. (Where do you think our food is going to come from?)
656.	we stress that in order for option 2 to be successful and long term, the city must develop & maintain a strong and efficient transit network within the city as well as establish good connections with neighboring transit programs.
657.	We support Option 2 – keep growth within existing Hamilton borders. Leave farmland for agricultural use. Rezone industrial lands to allow for housing – industries such as Dofasco and Stelco are mere shadows of their former selves and the land could repurposed for housing.
658.	We support Option 2. "No Urban Boundary Expansion" Scenario. Hamilton has a chance through its growth strategy to drive innovation on so many fronts and realize its vision to be the 'Ambitious City', in ways that perhaps have not even been considered.

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The marketing bias baked into the survey which refers to expansion of the urban boundary as 'Ambitious Density' is misplaced. Option 1 is status quo and more aligned with the ambitions of the developers who would benefit from it, than with any ambitious ideals that the city might adopt for its vision of the future. Option 2 could be very ambitious indeed, and it would arguably have greater impacts on the economic growth and vitality of the city.

Hamilton already struggles to balance the needs and priorities of its amalgamated constituents, and is chronically handicapped in its attempts to realize its development goals, let alone form a coherent and compelling vision of what it can be as a city. Urban boundary expansion will only serve to exacerbate this.

There are ample lands within the existing urban boundary that need investment, revitalization or re-development. A growth strategy with no urban boundary expansion would focus on what we have, and accelerate revitalization across the city. Strategically placed intensification and land re-use, balanced by thoughtful and deliberate preservation of urban greenspace, architectural treasures, and quality housing stock, could revitalize neighborhoods, increase the economic viability of infrastructure and service upgrades (like public transit, sewer/storm water, roads, social housing), and address the urban blight that plagues Hamilton at a disproportionate level to other Canadian cities.

Working within the existing urban boundary can be a driver for innovation in urban development and reward developers who are willing to participate and drive Hamilton's heritage preservation, growth and transformation into a center for urban innovation. Hamilton has some great momentum now, but does not set a very high bar for the architectural integrity or quality of its projects (E.g. we don't need another uninspired monolithic development downtown or sprawling cookie cutter survey on the boundary). Hamilton could be a city where architects and developers vie for projects with world class architectural integrity and innovation at their core. But Hamilton's public servants seem to be trapped in procedural excess, preoccupied with social justice and lacking in the bold development vision that could really transform the city.

This is to say nothing of the environmental benefits of land preservation, potential for intensification of local food production, and the unquantifiable value of the greenspace and farmland under consideration for development, which cannot be reclaimed once it has been developed. Hamiltonians are fortunate to have this farmland and greenspace preserved in their urban backyard (and their urban psyche), sitting so delicately at the boundary of the Greenbelt, and cut through by the heritage biosphere of the Escarpment. We have a choice to preserve this land and its ecological equity, rather than squander it for the short term economic benefit of a handful of developers, and convincing ourselves it is the only solution to solving our housing challenges. Why would we make that choice when the alternative is so much more compelling?

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659.	<p>We think Option 2 "no urban boundary expansion" is more sustainable, being</p> <ul style="list-style-type: none"> • better for the environment, • better for supporting transit (bring on the LRT!), • better for business, • better for fostering social equity, and • better for lowering our taxes.
660.	We value a mix of farmland and rural land
661.	We want to preserve as much green space as possible.
662.	<p>We would do ourselves a significant disservice by continuing to deplete greenfield lands, and especially in reducing arable lands.</p> <p>With the continuation of our world's climate emergency, intensification has multiple benefits:</p> <ul style="list-style-type: none"> - intensification will contribute to increased use of public transit and reduce the need for individual automobiles - intensification reduces new areas the city would need to service, likely mitigating costs over years ahead - intensification will result in more housing options, and hopefully more affordable housing options, given Hamilton's historically low vacancy rate and need for greater affordable housing stocks <p>By investing in intensification and working to enhance our parks and amenities in the lower city, and making it easier to get around the city quickly we build a Hamilton that's better for Hamiltonians and for the climate.</p>
663.	<p>We would like to recommend Option 2 for future development.</p> <p>There are too many area's that we believe should be levelled completely and rebuilt for the future urban communities. Short of something being historically significant in any reasonable degree, dead urban sprawl only encourages squatting and criminal behavior. A case in point would be Barton St. Between James and Ferguson. Does anybody wish to admit it is anything but an eyesore waiting to be updated. Streetscapes are simple window dressing for the ugly within and entire city blocks with empty storefronts need to be prioritised before consideration of digging up farmland.</p>
664.	We would rather see improved infrastructure in the downtown area and more development of available properties for affordable housing.
665.	We've got more than enough unused land within the city to use.
666.	What are the plans for some of the schools that have been closed, HillPark, LindenPark, SirJohnA Macdonald, these buildings have been sitting empty, while our Cities Homeless have no where to go!!!
667.	What do you want to overcrowd this city like Toronto?

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	Have you looked at the highway between Burlington skyway and Niagara ?? It can't handle the current levels
668.	What makes anyone think that buying up good farm land and expanding the boundaries will allow for people to afford the housing. The builders will just build bigger and more expensive houses. People in Hamilton still won't be able to afford the homes. The builders will just get richer and the houses will just still be out of reach for most families. They are just thinking of themselves and not the average home buyer. Builders don't care about the land just there pockets. We need affordable house here in city. Take down derelict homes and buildings within city and build smaller affordable homes .
669.	When are people going to realize you cannot bring nature back once the forest is cut down. Where does the wildlife go live when their habitat is gone? Please stop. Start building higher in the spots already ruined with buildings.
670.	<p>When it comes to giving people good quality of life, mixed use space with transit options is critical. Being sixteen years old, one of the things I love about Hamilton is being able to get places without having to ask my parents for a ride. Biking or taking the bus is great, but only because I have everything I need close to where I live. That's why I think that option 2, consolidating urban spaces, is the best choice.</p> <p>Protecting farmland and promoting environmentally friendly transit options all at the same time? Sounds good to me!</p>
671.	<p>While I am completely excited by the potential of Hamilton's population growing significantly over the upcoming 30 years, we need to work with our existing Brownfield sites and underutilized areas within Hamilton's current extents to increase our housing base. Expanding City Limits is not the solution. We need to go higher and increase density in key pockets across the City to accommodate these future residents. This is not to say that there should be 50 storey towers everywhere. This can be a mix of housing types, relevant to geographical location and lifestyle choices.</p> <p>I would also encourage the City to look at developing urban farming models which help to feed our population locally as much as possible and work with people and companies to financially assist them in starting up these endeavours so that we can work towards a more self sufficient future. Concepts such as Vertical Farming, while in its infancy and unproven, would lend itself well to being an experiment within Hamilton not only because of its size but also there tendency within Hamilton for innovation and risk taking. https://www.thebalancesmb.com/what-you-should-know-about-vertical-farming-4144786</p> <p>I also think it would be fantastic if the City of Hamilton - which is the right size city to do this - looked at an economic structure that is sustainably based. A few months back, TIME magazine published an article about what Amsterdam is doing with Doughnut Economics (Kate Raworth) and it sounds fascinating and hopeful. It takes</p>

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	<p>strong leadership and vision to look at ways to create a more sustainable future and I suspect at first it will be extremely challenging but something needs to happen to secure a future not only for 2051 but also reaching far beyond that time.</p>
672.	<p>While I appreciate the Province's need to ensure that there is space for POTENTIAL growth, I believe strongly we are dooming our future by not protecting agricultural lands. People do need housing but also need to be fed and Southern Ontario generally has one of the best soil/land for farming. This needs to be preserved, as much for the rural nature of the land as for those who are in the farming industry; if farmers feel that their land is valued for what it can produce, they may be more willing to use it for that rather than sell it to the highest bidder.</p>
673.	<p>While I understand that growth is needed there are so many places in the city of Hamilton that are abandoned and the land can be reused. We need our farm land. Please, do not use our greenfield lands beyond our urban boundary. To me it would be a mistake. Food is already so expensive and we need to support locally. Why ship it in, when we can grow it right here? I know I am only one voice, but I am one voice that can be heard.</p>
674.	<p>Who will move into these new housing developments? Not immigrants or young home buyers. They are already priced out of that market. It will be people looking to move from Toronto or investors looking to add to their accumulation of properties.</p> <p>How about putting restrictions on monster homes? Instead how about putting multi family homes on those properties. Duplexes or even quads would make much more sense, with an eye to keeping the character and flavour of existing neighborhoods and historical buildings intact.</p> <p>Repurpose vacant commercial buildings into interesting lofts in the city.</p> <p>There are many unused avenues in existing areas of Hamilton. Aging infrastructure needs to be repaired and maintained. Expanding the urban boundaries is costly to the environment. Benefits are to developers not the average citizens</p>
675.	<p>With ever shrinking green space, developing within existing urban areas is the optimum solution to ensure future generations have access to both green space and locally farm produced products.</p>
676.	<p>With nothing much to do during the pandemic, my wife and I have been travelling the rural roads in this area and have been disgusted by the development in the rural areas. There are far too many big houses on big lots on Concession roads. Hamilton is bad but Brantford is disgraceful. There is plenty of space available within the urban boundary – North America must be the only place in the world with one story retail without residential accommodation located above it.</p> <p>Get creative, use development charges to offer significant inducement for multi-story residential/commercial facilities including redevelopment.</p>

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677.	With regard to the recent City of Hamilton survey, I am hopeful that the city's leadership will choose the 'no Urban Boundary Expansion Scenario'. I believe this to be the best case for mitigating climate, traffic woes, and a future burden on maintenance of water, sewer, and hydro
678.	With regard to the recent City of Hamilton survey, my response is: I do not agree with using the rural areas near Mount Hope Airport in Hamilton. The rural lands here are needed MUCH MORE than building large, sprawling buildings and commercial areas. The rural area provides work for local farmers and also provides foods locally. These lands are needed for future generations and for protection of the very very necessary Environment. Building yet another ridiculous highway is completely over the top . There are too many paved highways around this area which only increases more gas polluting vehicles on the road. I have lived in Hamilton all my 59 years and I won't sit idly by and let this deliberate destruction of important rural land and the Environment as well. Hamilton City Council is way off the mark doing this and they need to see the long term view past just having their cozy seat in Hamilton City Council. I have concerns for the future generations that there will be a beautiful Nature and Environment left for them and for the rural farmers as well
679.	With regard to the recent City of Hamilton survey, my response is: quit building houses and quit letting people into our country if we don't have the room
680.	With regard to the recent City of Hamilton survey, my response is: No Urban Boundary Expansion, we need the agricultural lands, stop the urban expansion
681.	<p>would like to provide the following comments regarding How Can the City Grow:</p> <ul style="list-style-type: none"> - Intensification around the LRT will provide the city with opportunity to increase ridership and therefore recover operating costs. - As Torontonians (and any other person under 40) buy into Hamilton they expect a walkable, navigable community and intensification will meet those expectations - It should be the goal to protect our farm land to ensure food sovereignty in Ontario - There is an obvious abundance of brownfields within the existing urban boundary that could be developed prior to expansion to farmland - Intensification allows city services such as potable water and sewer to be sustainable via dense property taxes whereas urban expansion leaves the city in an unsustainable fiscal situation as infrastructure ages <p>Thank you for taking my comments into consideration.</p>
682.	You need to populate the downtown area, especially if LRT goes in. More high rises and condominiums are needed. Less restrictions on high rise heights. We need employment lands around the airport for the future.
683.	<p>Hi! I made the same comments on my survey card, but am typing it here in case you can't read my writing on the card or in case it gets lost in the mail.</p> <p>Postal code: L9H ***</p>

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Preferred Urban Growth Option choice: OPTION 2.

General comments:

1. As part of Option 2, please promote gentle densification in single-family residence areas. Examples: permit/promote

- Multi-generational housing arrangements (more people per house)
- Granny suites
- Laneway housing
- Conversion of houses to legal apartments
- McMaster’s Symbiosis program that carefully pairs seniors with students that live with them and provide companionship and light assistance for reduced rent
- Et cetera!

2. Re. farmland, climate change is already causing widespread crop failures. Canada is dependent on foreign countries for much of our food and will not be first in line in case of shortages. We have very limited arable land and have already squandered much of our farmland. For our own food security, we **MUST** protect **ALL** of our remaining farmland.

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Public Comments (mail) – Option 2

1.	"Ambitious density" is an awful (deceptive?) name for the plan that aims to take 3,300 acres of farmland - to build subdivision houses. Just LOL.
2.	"Circle" city with "green" space - 1 mile diameter and reserve for farm, marks, woods etc. Food easily sent to market, children can see real live animals etc. Residential, employment can and will develop outside the circle. Even the Roman empire knew this and used it!
3.	"Definitely"
4.	"Enough is enough"
5.	"Eyes on the street" with grocery and other retail services on ground floors of denser towers and well-lit "plazas" and parks.
6.	"The Province of Ontario requires etc." the job of handling Covid was not done well at all - perhaps the "requires" is not thought out either just as was medical issues - a 2nd or 3rd opinion is required
7.	#1 - The continued loss of farmland has to stop. #2 The city can't afford to support the existing infrastructure, let alone add more.
8.	#1 priority - the environment, sustainability
9.	#2! Please keep the urban sprawl to a minimum. We need some greenspace for our grandchildren!
10.	#LANDBACK
11.	(ATTACHED) Urban boundary in 1972 out 125th Ann prediction of 800m by 200 do not happen Built Nanicoke Steel Mill 1970's prediction - Town of 100m did not happen - Homes built now costs 1/2 million plus in future cost millions no one can afford now! L.R.T. - Look at street cars in 1950's; why removed? Slow; - breakdowns, sabotage, accident - where are cars towed? Price? \$5.00 a ride? 30 million maintainance @ \$5/ ride 600m reider need/year Where are these riders?
12.	(No, no, expansion)
13.	___ fire and now homeless. Build more senior apt and leave the green alone.
14.	0 housing on farm land and green areas
15.	1. Build a funicular 2. More greenspace gardens/parks 3. Have you thought about using perennials in the City's medians? As well as along the LINC and RHVP.
16.	1. Canada has very limited fertile land. In areas that grow food we need to protect that, so intensification is necessary. Look at Europe. 2. Containing sprawl is necessary to keep the cost of maintenance of roads and utilities under control in the future. And it makes public transit cost effective.
17.	1. Develop (a) brownfields (b) waterfront 2. Seriously consider the Toronto example of high density neighbourhoods
18.	1. Expropriate run-down areas in Hamilton and build hi-rises w/ area parks and rec centres. 2. Use brownfield sites around industrial areas to build hi-rises.
19.	1. For the pricey LRT to be successful, people need to live within 2km of the line; 2. Affordable housing south of the line is a pipe-dream; 3. People south of Mohawk Rd have little interest in downtown.
20.	1. Innovation for vacant/open properties - we can establish good bigger/urban communities. 2. Respect existing greenbelt lands/areas and potentially expand; 3.

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	Retain important and essential local farmland including orchards and provide \$ assistance and support.
21.	1. Needed for food security and related local jobs. 2. More cost effective for city services. 3. Necessary for climate change challenges.
22.	1. Post the population densities and targets for each option and each ward. 2. Aggressively adopt vertical farming.
23.	1. Preserve wildlife. 2. Easier to focus and develop infrastructure and public transit utilities
24.	1. Reduce numbers of immigrants coming to Canada, thus lower population growth rate. 2. I don't like high rises. 3. It is a horrible place to raise children in! I would hate to live in one! 4. However, I hate the farm land being swallowed up. We have to eat! I prefer food grown in Canada, rather in U.S.A. and other countries! Look at Grimsby's expansion! Here, also, cars galore, parked on each side of the street, too. Dangerous for pedestrian and drivers going by!
25.	1. Support our farmers in droughts etc, so farms continue to operate. 2. Do not develop on farm lands 3. Develop in closed buildings, closed schools, etc. 4. More affordable housing for low and medium income people
26.	1. The City can't pay for the infrastructure we have now. Don't add more. 2. Don't use good farmland for housing. We need it to supply our food.
27.	1. The goal should be to protect the environment as much as possible. 2. The city can't seem to maintain existing roads and now you want to expand?
28.	1. Use brownfields and areas previously used by defunct factories 2. Check for and remove contaminated soils, etc. 3. Encourage and support organizations like Indwell
29.	1. We need to conserve all remaining arable land. I wrote my Gr 13 senior geography essay on this - in 1965! Grow up, grow infill housing, grow secondary suites - not on farmland!
30.	2051 - Surprised if humans still here. We've gone against all the laws of nature. No one talking about population control.
31.	236,000 more people in Hamilton by 2051 is way too much! Already overpopulated city! Many areas are traffic nightmare already!
32.	4 people at this residence agree with circled choice
33.	47 years ago, when we moved here, it was a nice quiet, friendly neighbourhood. There is nowhere to expand and we don't want expensive condos!
34.	81% intensification is "too high." I would prefer a rate between 40-50%, if needed! Even people in highrises need greenspace. Green space should not just be a given for the upper 1%.
35.	A better definition of what constitutes greenfield lands would be a good idea. Are these lands already zoned?
36.	A bushel of peaches from the farmland is worth more than a bag of gold in the bank
37.	A city owned semi near me has been empty for 5 years. Two years ago it was renoed still no one live there. Whats going on at City hall?
38.	A hard cap on population of 750,000 - no more! Endless growth is not sustainable. We need a hard population limit of 750,000 people. More people does not improve

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	our quality of life or standard of living. The only ones who gain are land and property developers. Stop endless population growth.
39.	A lot of abandoned housing and land out there. Maintain architectural history while creating habitable housing. McMaster doesn't need it all.
40.	A lot of current housing in Hamilton is old, broken-down, and/or dilapidated; focus on fixing the old for new home-owners to purchase instead of destroying more greenspace.
41.	A no brainer
42.	A review of abandoned and empty housing throughout the city is needed. Recover and rededicate some of this to lower income housing.
43.	A strong core makes a stronger city. Concentrate more on inner city infrastructure and maximum inner occupancy before expansion
44.	Ability to sever more larger lots, secondary suites and careful sprawl to vacant lands/farm. Conversion of retail/commercial to residential (Walmart (Upper Sherman and Mohawk)).
45.	Abolish all the decaying empty buildings on Keniworth N and Barton St the infrastructure is already there.
46.	Absolutely no boundary expansion please encourage 6-8 floor buildings and don't add to our infrastructure maintaince backlog by expanding into greenfields
47.	Absolutely no expansion
48.	Absolutely no more people! Please give us some space! The road infrastructure cannot keep up.
49.	Absolutely NO urban boundary expansion. Farmland needs to remain farmland; farmers feed us. Wildlife needs land to live on. We've already encroached on their territory enough. The City needs to have a heart. Plant more trees.
50.	Absolutely no urban boundary expansion. There is enough vacant space within Hamilton that could be revitalized after a reclamation process. The proximity to existing utilities etc and makes sense closer to transit
51.	Absolutely not! You need to look no further than Elfrida and Binbrook! (Former resident of Binbrook)
52.	Accelerate infill development including secondary suites and laneway housing, densification of suburban areas along major thorough fares on the Mountain, Ancaster, Stoney Creek, etc.
53.	Add density on LRT route and Cannon redevelopment.
54.	Adding new units in our existing boundary should be coupled with building requirements to consider environmental goals too. Example: green roofs, greenery and trees on property
55.	Affordable housing is a must for under 30 age bracket and seniors who may not longer be able to afford or live in their present circumstances due to finance or health issues.
56.	Affordable housing is a priority/
57.	Affordable housing is desperately needed. Rent and house prices are out of control!
58.	Affordable housing is needed for first time single income buyers and seniors

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59.	Affordable housing must also be considered. Main street from City Hall to the Delta needs resurfacing in the worst way.
60.	Affordable low rise and mix of townhomes and apartments and retail/service in one building with access to parks and greenspace.
61.	Affordable medium density lowrise with greenspaces. We must protect greenspace and farmland. The climate crisis is real, we must not ignore the warnings as we did with the pandemic.
62.	After decades of authorizing the sprawl onto farmland it is still surprising that city officials continue to facilitate the destruction of farmland. We have to stand up to the developers for the benefit of future generations.
63.	Against expansion into greenfield lands, leave farmland alone
64.	Agriculture contributes a great deal to Ontario's economy - protect the greenspace!
65.	Air pollution is very bad. Breathing air quality is very poor! Suffocating! Many species disappeared in the valley. No bees, butterflies, birds. Huge traffic congestion. You suppose to bring 160,000 cars with new developments. Medical care is poor.
66.	All city vacant land, buildings and complexes that are no longer occupied and city parks could be downsized to make room for urban expansion land.
67.	All current farmland should stay as farmland so we can get local crops which would help all our local farmers' markets. Hamilton needs cheaper housing. Rent has gone out of control in Hamilton.
68.	All hamilton communities need more affordable housing.
69.	All lands east of fruitland rd should be deemed a world heritage centre. The beginning of the Niagara Fruit belt..
70.	All of you know better. Waste of \$\$ sending out this survey!
71.	All options require attention to the infrastructure. Replace combined sewers with separated sanity and storm sewers or build more tanks or wastewater treatment plants to eliminate overflows
72.	All renovated buildings need a code to pass promoting rooftop gardening to conserve rainfall water. This will allow for more local produce and independent living, and lower city food costs. City to maintain gardens and budget.
73.	All the places I picked fruit at are now houses
74.	All vacant land and empty buildings must be put to use for business or housing
75.	Allow "in-lane" housing, granny suites, etc. promote low-rise multi-unit buildings, esp on the Mountain. Reclaim unused industrial land.
76.	Allow developers to tear downtown empty highrises and revelop. I'm sure you'll find a way to justify higher taxes w/ this one too! Whatever option ultimately stops my property taxes from going up substantially every yr. Enough is enough - control costs already!
77.	Allow for development of accessory dwelling units, laneway housing, etc.
78.	Allow for multi-unit dwellings in existing neighbourhoods. Change zoning to accommodate added units.
79.	Allow for secondary tiny homes on laneways and backyards. Allow residence on your property year round. Allow backyard residences

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80.	Allow grandparent suites in backyards. Have developers plan "walkable" subdivisions not car-oriented ones. Allow Twenty Rd W expansion makes some sense "if" developers stick to plans. Far too often they do not.
81.	Allow laneway housing to be built. Stop grants and subsidies to developers offering minimal affordable housing. Heavily tax investors leaving empty properties.
82.	Allow second homes on property, e.g. lane way homes and tiny homes. Make obtaining a permit to build second homes easier. Reduce permit costs.
83.	Allowing more SDU's is great. This should be expanded more so they can be added to properties that already have two units in their main building.
84.	Along with all these consideration there needs to be a full time police station in Flamborough
85.	Already the highways are congested when accidents cause shutdowns. Also climate change from emissions - too many cars!
86.	Also make sure there is space for more mass transit and LRT! We should be prioritizing the urban space we have and maintain the greenspaces we have. This should include affordable housing for families and single occupants. As well as more urban greenspace (or even more bike paths less parking lots)
87.	Also no more roads, sewers, waterpipes to build and maintain!
88.	Also update Barton St. and Kenilworth Ave with possible condo's we also have empty schools and churches for condo's
89.	Also, give land back to Indigenous peoples before you develop the City for more settlers.
90.	Although rural properties should be allowed to server lots that not workable land. This allows for growing farming families and incoming agricultural opportunities.
91.	Ambitious density scenario will result in a huge property tax increase and increased debt which is not desirable in these dire economic times!
92.	"Ambitious Density" is Option 2 Let's work together to make Hamilton better than Vancouver (New Waterfront/rooftop gardens/ Cycling Master Plan, LRT, etc.)
93.	Any and all development (whether new or redevelopments) should have a minimum 15% affordable housing option including single family homes.
94.	Any new developments must have room to make tiny houses and restrictions to not sell for 10 to 15 years. I don't need a big house but can't find a place to make a small house.
95.	Any residential development in Greenfield land will only increase our infrastructure deficit. Residential development within the urban boundary will save tax payers' money.
96.	Approve laneway houses, more affordable rentals. Intensify LRT route.
97.	Are there going to be no room for farms? Do we have to rely on other countrys to feed us??
98.	As a botanist and scientists I absolutely refuse expansion into our greenspaces. Not only are they valuable for our environment and carbon sinks, storm barriers, nutrient cycles, but they also provide enjoyment and respite to those that live in them/visit them.

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99.	As a Canadian age 78 I've experienced both city and farm life. Its hard to see paved over countryside and farms sold off to developers. Concentrate on existing urban development. Save our food sources locally
100.	As a city, there is already space needed for urban intensification. Losing rural and farmland is the worst thing the world needs as we move into the future. Thank you!
101.	As a city, we need more affordable housing and not mega homes
102.	As a retired avid cyclist I have seen hundreds, if not thousands, of vacant buildings and houses to build into in lower Hamilton
103.	As a society we can't afford to sacrifice anymore farmland for housing. We need the farmland to feed everyone.
104.	As fulltime, long time farmers.. You must look at saving the farming land from being lost forever
105.	As global warming continues we will be needing all capable greenspace for food production as we are witnessing in western prairies and states. There are many urban areas in Hamilton that are underutilized for residential units. As the boomer generation dies, it will leave substantial housing units, rentals, etc. The need is for long term care and seniors residential areas. The forecasted population growth is over estimated. Hamilton's infrastructure is in trouble we don't need to make it bigger. Developers and real estate agents are looking out for themselves, not the people. Usable greenspace will be needed as we face rising temperatures and drought.
106.	As in the past if Hamilton agrees to this mandate the cost will balloon to at a minimum twice the original estimate. Our city doesn't need to expand and become a mini Toronto; inheriting and becoming a mess as Toronto is now.
107.	As long as no current green zones are affected within city limits.
108.	As long as the price of living does not go up.
109.	As more and people work from home, office buildings will become redundant. Converting those structures to apartments/condos without demolishing the building will be requires in our ambitious city.
110.	As of right zoning needs to permit accessory dwelling units, semis, stacked semis, towns, stacked towns, in all low density zones. Max, not min, parking standards along LRT route, no more big box, shopping plaza unless significant density provided
111.	As the City of Hamilton approaches 600,000 it is important to preserve as much greenfield land as possible for future generations.
112.	As the climate crisis intensifies, we must avoid paving greenspace at all costs. Indeed, we need to begin depaving Hamilton ASAP!!
113.	As we face the environmental crisis of climate change, it is crucial that we protect our greenspace and farmlands and all wetlands as the best possible defense against it.
114.	As with many cities which have reached their housing capacity, I believe a strong intensification is the best way forward to keep up with city's growth and conserve our greenspaces.
115.	Ask again in another 20 years.

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116.	At a time when the world is concerned about the environment and saving agriculture to feed us, we in Hamilton are considering destroying what little land we have left. Ironic!
117.	At least - restrict boundary expansion.
118.	Available spaces within urban area should be used for more intensive housing, especially low income types. If "promised" LRT occurs, ridership to pay for it would occur.
119.	Avoid gobbling up green space for urban sprawl. Force developers to provide proper street width, sidewalks, parking spaces, garage/driveway spaces, playgrounds, church/social spaces in all development. Stop formation of future getthos
120.	Avoid urban sprawl. The impact of gear areas on our overall living experience is significant.
121.	Avoid using greenfield to save the planet
122.	B and A line LRT projects are also vital along with more better bike lands and more walkable street
123.	Balance the ecology
124.	Based on the design of this brochure/card you are going to get the answer you wanted anyway. We can see through it.
125.	Be creative, save the greenspace.
126.	Before any expansion should happen, plans to expand, the sewage treatment plant needs to be larger in order to keep up with the population increase.
127.	Before any option is adopted, emphasis on infrastructure is essential. Building roads before housing must be the priority. Current major arteries are maxed out.
128.	Before building new housing to accommodate increasing population, the city needs to build affordable housing to help the homeless population to acquire affordable housing
129.	Before we even consider expanding the urban boundary, all available land suitable for housing should be utilized, buildings too!
130.	Being in downtown Hamilton, there are so many buildings boarded up. Why can't these areas be used for expansion?
131.	Best to use existing infrastructure - keep greenfields. Please keep park/greenspace in city, with pandemic - green areas so important
132.	Better not to grow. No justice.
133.	Better public transit network, more bike sharing, underground parking with fast charging and solar/green roofs. Focus on environmentally friendly net 0 options. Build up! Not out!
134.	Better roads to accommodate expansion. New density in Waterdown resulted no new roads to handle increase traffic.
135.	Better to increase the density rather than sprawl and take up greenspace and farmland.
136.	Better to redevelop lands with old buildings / factories / abandoned lots than to remove more greenspace
137.	Better to reuse or repurpose current vacant or crumbling areas, supply apartments for both young and old

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138.	Better use of existing serviced land and infrastructure.
139.	Better use of LRT with this option. Use of higher apartment complex causes more problems with spread of germs. There needs to be redevelopment of existing neighbourhoods especially in older areas of city.
140.	Big developers are taking valuable country greenland. Use vacant land in the city boundaries. Make every neighbourhood green.
141.	Big picture, local control, planning and monitoring of achievable - 100% growth within Hamilton, Ancaster, Dundas, Etc; 0% in new greenfields and zero current boundary expansion; an agricultural intensification plan as we move to sustain, year round food security locally; A well articulated plan, will accountability for public updates, goals, finances, and deliverables; A collective leadership that will stand up to external (provincial) pressures and deliver what Hamilton wants!; Parking, parking, parking!; This is how the LRT should have been planned!
142.	Big yellow taxi by Joni Mitchell - "pave paradise and put up a parking lot"
143.	Bigger is not necessarily better. Will our services be able to provide adequately for additional population?
144.	Bigger isn't always better urban renewal recommended
145.	Binbrook is a case in point of horrific development. Too many homes rammed into small foot print! Please use existing city lots!
146.	Binbrook is exploding no parking as it is? A park on valiant circle and fall fairway no parking really!
147.	Binbrook should be a warning, not an example. Suburbs aren't economically or environmentally viable in Hamilton. There are vast developed brownlands waiting for redevelopment. If developers want to make the profits the neighbourhood should benefit, instead taxes are sky high and services nil. Build where the services are!
148.	Born and raised in Hamilton. Can't express enough how important it is to allow builders to renovate existing structures for housing development. Please do not keep expanding beyond the current city limits. Keep our greenspace and build wisely for our future!
149.	Boundary expansion means more traffic problems don't reduce greenspaces or agricultural land! Use existing property esp little used industrial lands plus intensification.
150.	Bring present boundary up to date without further expansion (watersheds) we need greenfields
151.	Build "up." Especially along LRT route.
152.	Build a trolley going up the hill like in Japan, not a LRT to nowhere.
153.	Build a trolley system to mountain brow. LRT should be finished by now.
154.	Build affordable apartments where Robinson's used to be (empty lot at John and Main). There are too many buildings being torn down for parking lots.
155.	Build affordable housing for the working poor to buy.
156.	Build affordable housing on bus routes within the current urban boundary please
157.	Build along LRT line. Upgrading city infrastructure to support development
158.	Build apartment and condo developments with underground parking. "Farms feed cities" Build upwards. It is very important to maintain our farms.

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159.	Build apartments over existing 1-storey plazas. Buy Walmart at Sherman and Mohawk for highrise. Fill empty 'investor' homes. Encourage multi-generation homes.
160.	Build condos or apartments in Hamilton
161.	Build downtown up - keep greenbelt "green" - once it's developed it's gone forever.
162.	Build family-sized high density projects (3+ bedrooms). Improve buildings codes to reduce noise between units. Developers will still make millions, they just might not be able to afford a 4th yacht.
163.	Build for need not green including tax bans; \$600-700,000 is not affordable for many families. Define and stick to it "affordable housing" that does not equal = 1/2 million exception in competitive real estate. Build infrastructure first not last. Continue to "reuse" develop vacant or old commercial properties already underused, currently existing in our current limits. Including cleaning up 'brown grounds' and using for residential.
164.	Build high density housing along the LRT route and save rural farmland, maintaining the locally grown food supply. A better life for all... over profits for a few wealthy developers.
165.	Build high! Soon our farmland will be gone, if we don't take good care of it.
166.	Build homes in central city for homeless and repair or replace city owned properties.
167.	Build in the alley ways or the houses that we purchased for the LRT which is going to cost up more than it worth our population is getting older. Mountain, St Creek and Flamborough have no use for it?
168.	Build in the core where the infrastructure is
169.	Build infill now - in 12 years do another survey to determine where our population want and can afford to live.
170.	Build infrastructure first! Your urban planning division is short sighted on so many issues.
171.	Build infrastructure to cope with more urban dwellings, keep green land (field) expansion off the books. Thanks.
172.	Build LRT - develop docklands, refurbish/renovate existing under or unused buildings.
173.	Build mid and low rise structures in developed areas (i.e. parking lots, industrial and commercial sites). Do not disturb existing areas of green space. Avoid building any high rises.
174.	Build more 8 storey buildings, 6 floors residential - 8 units per floor; ground floor shopping and services; 2nd flr offices.
175.	Build more affordable apartments and housing. Also, I am against the LRT due to never will use and tired of high city taxes. As I senior I may not be able to live in my home. Need new mayor.
176.	Build more family activities such as splash parks, more play parks, etc
177.	Build more high-rise buildings. Focus on LRT. Stop locations and rundown downtown areas. Renew those areas through this development and intensification process.

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178.	Build more housing (one floor) for baby boomers and also affordable/geared to income.
179.	Build more housing for low income families
180.	Build more luxury accommodations (apts, townhouses) for boomers to leave houses for.
181.	Build more medium density within existing city boundaries.
182.	Build more shopping centres and restaurants - people will flock here.
183.	Build more units so people have access to affordable housing by creating more offers for new buyers.
184.	Build more units! Housing is unaffordable
185.	Build on all vacant and useable land in the downtown area first. Utilities already there gas hydro etc. We live in a lovely area but are seeing surrounding land being built on eg. Garner Road spoiling our area
186.	Build on land we already have
187.	Build on top of one story retail stores and plazas
188.	Build on vacant lots, remove derelict buildings and use the land. These exist throughout the city. We cannot lose anymore farmland and wetlands.
189.	Build second story rental units on top of stripmalls.
190.	Build smaller houses on slightly smaller lots. (Ex. 30x70) As opposed to 50x100 which most of these existing properties are.
191.	Build social housing that working class people can afford. Tenants and people on ODSP deserve safe, accessible homes.
192.	Build the BRT from airport to GO and LRT to encourage business and workers to work and live in present city lands. Service a bigger urban boundary is expensive and increased property taxes and service.
193.	Build the LRT - improve public transit especially in the lower city. Please hold developers accountable.
194.	Build the LRT, re-vitalize, redevelop downtown Hamilton
195.	Build the LRT.
196.	Build the LRT. Too many derelict and empty lots within city limits.
197.	Build the LRT; re-develop must, if not all golf courses and turn them into community centres, public swimming pools and places for families.
198.	Build up - creatively preserve the remaining farmland. Build within the existing urban boundaries. No sprawl!! It's a very poor and irresponsible choice.
199.	Build up (condos with parking) even 1st floor shops and rooftop greenspace. Near or on transportation routes, schools
200.	Build up not further out. Revitalize our core. Our infrastructure can't sustain urban expansion. Urban expansion will increase traffic and pollution.
201.	Build up not out.
202.	Build up not out. Stop destroying farmland for townhouses. Townhouses have zero greenspace.
203.	Build up not out. They aren't making any more land, we will need it to eat!
204.	Build up over empty parking lots

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205.	Build 'up' rather than 'out' to capitalize on transit and movement services. (I admire parties cooperation as minority government)
206.	Build up the core. Add more cycling and pedestrian infrastructure
207.	Build up the LRT to facilitate option 2!
208.	Build up, not out! Protect farmland and greenspace.
209.	Build up, not out! Protect vital farmland and greenspace, while making infill aesthetically beautiful and sustainable
210.	Build up, not out! We don't need to be a giant suburb. We can be a city in our own right. Also, let's preserve our greenspace.
211.	Build up, not out.
212.	Build up, not out.
213.	Build up, not out. Build smaller, not larger. Use vacant/abandoned land within city limits
214.	Build up, not out. Greenspace and farmland is important for the environment, nature and animals, etc.
215.	Build up, not out. It's more cost effective and many areas within the urban boundary could/should be put to better use.
216.	Build up, not out. More affordable (geared to income) housing is required.
217.	Build up, not out. Stop urban sprawl. Build the LRT and stop building highways.
218.	Build up, not out. We need our farm lands, etc. Think of the future, not money. We must protect our natural environment and our wilf life.
219.	Build up, stop the waste of land. Build more condos, apartments and make them affordable/
220.	Build up. Remove all single family zoning designations to allow for more midrise density in existing hoods. Ignore the NIMBY's.
221.	Build upwards, re-do co-op housing near bayfront park, small housing for people experiencing homelessness, PLEASE preserve green space! More community gardening projects and micro farms.
222.	Build well on existing sites within the city! STOP MZOs NOW! They are an abomination in a democratic society. Hamilton needs urban intensification to survive. Urban sprawl is dangerous. Stop pandering to developers! And support LRT, too
223.	Build within existing boundaries.
224.	Build within existing urban boundary. Focus on enhancing greenspaces and making streets and connections more pedestrian friendly
225.	Builders should not use loophole to avoid park spaces in their designs. There are unsightly plazas block after block on Main Street. Build high density apartments. Leave a boulevard for a tree! Streets, sidewalks, buildings are depressing. Need trees lining streets!
226.	Building more low density housing will only create more car dependence and accelerate the climate crisis even further. I believe a model that focuses on medium density and mixed use is the solution
227.	Building on arable land is like soiling your nest. PS "intensification" is very biased - try "optimization."

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228.	Building on greenspace while simultaneously creating an LRT system is counterintuitive. Protect the fertile farmlands and find creative reuse for land within the city.
229.	Building on lands that are already an eyesore, would help with the facelift the city already needs.
230.	Building up instead of out allows the maximization of projects like LRT. But it is crucial, regardless of the path forward, to improve transit and transportation infrastructure to support increased population.
231.	Built up the city \$\$ for taxes Hamilton
232.	But developers must build the project for which they received approval - not build something entirely different as has happened at 153 Wilson Street in Ancaster!
233.	But not one bedroom condo towers. Where will families go?
234.	But please no 30 storeys towers - at least not in the residential areas
235.	But you can't have option 2 in that decent public transit and dedicated bike lanes. No 1 is not sustainable
236.	Buy local you say! Now you want to take away farmland and green space. Parks are over crowded! People need greenspace.
237.	By 2021 Flamborough/Waterdown is over expanded - crowded, too much traffic. Farmland need to grow food.
238.	By 2051 your LRT will be obsolete, put the money elsewhere!
239.	By email.
240.	By increasing density helps protect farmland and other natural environments. Also helps prevent increases to property taxes!
241.	Call it "Ambitious Intensification" seems to tipping the scale toward option 1 with that title.
242.	Can our sewage and garbage disposal handle all this?
243.	Can we not build up - not out! My family has been here since 1856 - so I know what Hamilton 'was' like. Farmland needs to stay!
244.	Canada already has so little arable land - with a climate change emergency let's not destroy the Niagara Escarpment and agricultural lands - protect rural lands and green spaces - and the flora and fauna that lives there - expanding urban boundary will cost the tax payer! - New roads, water, waste infrastructure - can you really afford to expand urban boundary? - Raze parts of the decaying city - rebuild well planned communities there.
245.	Cannot recreate farmland. Developers do not bear the full cost of necessary infrastructure when obtaining farmland or expanding urban boundaries.
246.	Can't afford to lose "anymore" green space
247.	Carbon footprint would be kept to a minimum since no new servicing routes (i.e. garbage pick-up, snow removal, and infrastructure req'd)/ and more LRT ridership generated.
248.	Cause of problem; expropriate 2000! All expropriate 2021. Problem solved
249.	Cease all permits on UNESCO sites/protected (Niagara) escarpment, rare fauna and flora are being destroyed!! To never come back. Stop. The world (UN) recognizes our beauty and wonder but you don't WTF. You have already ruined

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	Waterdown. Songbirds, Birds of prey, opossums, deer, eagles, hawks, vultures, salamanders, wolves, coyotes, frogs, toads, orchids
250.	Cease sale of public (City owned) property and create affordable housing.
251.	Change the laws so vacant buildings owners aren't given a break. My taxes do not need to be higher to support another subdivision. It's already too high. Build laneway housing, use parking lots and let granny suites in.
252.	Change zoning to make back lane and granny suites easier to get permits for.
253.	Check out liveable cities
254.	Cities should go up and have increased density rather than sacrificing arable land (a finite resources) At present you can't agree on a LRT line. Better management required.
255.	City builds houses first thinks of infrastructure later, use the old infrastructure first. Stop ruining our green space. Stop urban sprawl. Build up, not out. Spending money on LRT, build around that route.
256.	City can not handle the expansion now, no bus service, storm water ponds taking valuable space, too much commercial.
257.	City Council has no foresight by paving over farmland and risking our food security. There are lots of areas in the downtown area available for development. The rural roads are not equipped for high density housing. The longer the drive for commuters means higher carbon dioxide emissions when we are trying, as a Country, to be proactive with the environment. Greedy developers only care about money - not our land or environment.
258.	City growth should focus on the downtown and east/west corridor to support the LRT. As well, existing brown fields should be cleaned up and developed. Greenspace and farmland is a valuable resource and should not be wasted on housing.
259.	City has invested in downtown, with LRT keep people in city.
260.	City has to tell us new residents of Hamilton who didn't even know how many excellent farming hectares there are in the city!!!
261.	City needs to be improved and upgraded. Barton Street is a disgrace. NO LRT.
262.	City needs to consider strongly the preserving of good farm land. We've lost so much already!
263.	City needs to expand within current city limits. It creates a vibrancy and more people will use the facilities that are already here.
264.	City needs to refocus on developing downtown core and then out! Let's repurpose old favourites, brownfields, recondition buildings!
265.	City of Hamilton "finally" asking citizens their opinions! Yikes
266.	City of Hamilton has under-utilized space in the city core. No more subdivisions - save the greenbelt!
267.	City of Hamilton really needs to improve infrastructure before considering any intensification.
268.	City should use abandoned and vacant properties for housing development, empty high schools (ie Delta) for development, city motor traffic circle, property for something as it's an eyesore

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269.	City sprawl/expansion has been too great over the last decade. Land/ farming is a necessity of life, especially for the production of food.
270.	City to help home owners in regards to granny suites.
271.	City to manage some portion of private development so as to ensure some affordable and accessible units. Cannot allow private developers to remake the city.
272.	Clean up areas in Hamilton that need it. We do not want a larger city to clean up.
273.	Clean up brownfields. Let's keep without our boundaries.
274.	Clean up downtown. Remove what's unusable and rebuild. Clean up and upgrade that which is viable.
275.	Clean up Hamilton Industrial land for urban development as other regions and countries have done!
276.	Clean up the brown spaces in the city. Do not destroy farmland. Clean up vacant buildings.
277.	Clean up the City slum area and build affordable housing for singles and low income residents. Keep quality farmland green (not under cement)
278.	Clean up the City! Let's use abandoned or derelict land in the City's downtown core to make "affordable" housing for all.
279.	Clean up the rubbish within the existing boundary in order to avoid hoarding conditions. Clean up the unsightly messes!
280.	Clean up what is already messed up and reuse it
281.	Clean up, fix up and repurpose existing buildings I realize new growth is important but so is green space.
282.	Clean up/pave/cement over brownfields and build there
283.	Climate action now!
284.	Climate change and the pandemic have taught us the value of outdoor spaces for food, clean air, mental health, etc.
285.	Climate change demands that we increase diversity on current boundaries rather than sprawling into greenspace.
286.	Climate change is upon us!! We need our farmland to support our community. We need to build affordable housing within our city core and current boundary line.
287.	Climate change, environmental degradation, spare the air, wildlife preservation; enough said.
288.	Climate emergency is not an abstract. We cannot afford to destroy any more greenspaces. We need affordable homes in the city and development should not further harm the environment.
289.	Close to Option 2.
290.	Combatting climate change is crucial. Option 2 will help in that regard
291.	Concentrate new housing in rundown areas to revitalize the community.
292.	Concentrate on mid-rise apartments. Plan for many greenspace areas, green rooftop buildings, mixed housing and affordable housing
293.	Concentrate on more multi-level residential
294.	Concentrated cities can have more effective public transit and lower greenhouse gases - think Europe

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295.	Concerned about increased taxes for expanding as services need to be installed. Prefer to look at existing neighbourhoods for development.
296.	Concentrate on LRT corridor. Subsidies for affordable medium to high density housing within LRT corridor
297.	Concrete and asphalt do not contribute to the environment as green grass and trees do. Do not destroy it for future generations.
298.	Congestion just leads to more and more problems as we can see in a big city like Toronto.
299.	Conservation and the prevention of any development of rural lands! Future generations deserve farmland and greenspace
300.	Conserve farmland and greenspace
301.	Conserve rural land for the benefit of future generations
302.	Conserving greenfield land is imperative in the face of climate change and improves the quality of life for residents of Hamilton. We can't get it back once it's gone. High density development needs to include units large enough for families to live in long term, we can't just build tiny 1 bedroom apts.
303.	Consider how decision making/representation would be affected. Already we have a rural/suburban/urban divide that is detrimental to the urban core. It's unsustainable and further growth strategies should consider how we ensure representation for all.
304.	Consider more duplexes. Approve alley housing. Use GO Train Harbour Front. Use land and areas along LRT line.
305.	Consider more than just hi-rise condo towers. Rehab streets in the middle rise infill
306.	Consider options that include re-purposing existing real estate/buildings in the city.
307.	Consider options to reduce empty houses/properties that exist already (eg. Through tax?) Intensification must be supported by infrastructure upgrades (eg. Storm sewer capacity) and/or by green/ lower impact design for new builds.
308.	Consider re-developing abandoned post-industrial area, like Barton St.
309.	Consider under use parking lots at large malls. Built high rise apartment building along edge. Retain parking for mall, provide parking on second floor for tenants. Build high rise 20 floors or more.
310.	Consider using/permitting house boats/marina housing to increase density.
311.	Considering the LRT is coming to Hamilton intensification should be occurring along its corridor. As well, if Hamilton is trying to become greener - urban sprawl is not the answer.
312.	Considering: Hamilton urban core needs revitalization and new housing/businesses will help and how does building on farmland help anything. Hamilton still requires farmland.
313.	Construction of LRT will encourage significant intensification along/around LRT corridor incl. redevelopment of brownfields
314.	Continue developing areas like the Harbourfront, doing great job cleaning up lower end of the city! Tear down derelict buildings and put in affordable housing asap!!
315.	Continue revitalizing the lower city, once that is completed you can explore your options.

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316.	Continue to revitalize the downtown core. Walkable, bikeable, mixed use. Medium density cities are the happiest.
317.	Continue waterfront expansion. Still seems to be a lot of vacant land in the north end. Forecasts for growth and housing needs are too high, too far in the future.
318.	Continue with current TH, mid-rise and hi-rise intensification to maintain overall region character of surrounding farm and rural land.
319.	Continued expansion will eventually destroy the quality of life in Hamilton
320.	Contractors are building too many units in the new developed land anyways.
321.	Control the population. People are ruining the area. I was born in Hamilton in 1933. Disgusted by council decisions I moved to old Beverly Township at age 30.
322.	Control urban boundary as much as possible
323.	Convert office bldg to affordable housing save our existing green spaces both rurally and along the lake! And all urban areas!
324.	Convert underutilized office buildings. Precious farmland, ground water should be maintained!
325.	Coordinate with transit and liveable, walkable communities. Develop "green" standards for development, similar to Toronto.
326.	Corporations need to work to revitalize neighbourhoods, not build new ones!
327.	Council should consider not building on vital farmland, but creating density within our city limits which will benefit all residents of Hamilton
328.	Covid has taught us self reliance. Never build on farmland.
329.	Coyotes and other wild animals deserve to live in their own habitat. Do not take the land and trees away from them
330.	Create higher density housing within the current boundary. Please keep farmland and green space.
331.	Create highrises in the downtown core for condominiums. We are drawing everyone away from the downtown core.
332.	Create more green spaces and plant more trees. Save the current farm fields.
333.	Create more urban parklands
334.	Creating dense, walkable neighbourhood supports small businesses. Car dependent sprawl supports big box stores.
335.	Creating more urban density is crucial when you consider the climate crisis and the need to protect our valuable greenspace.
336.	Creative and expanded current land. E.g. former industrial properties. Encourage 2nd and 3rd floors. E.g. Main and King St. Use of alleyways.
337.	Creative density like Paris needed.
338.	Critical that greenfield lands be left alone.
339.	Critical to create condo developments but we need to preserve our irreplaceable greenspaces that make Hamilton such a great place to live!
340.	Current boundary will suffice for the 30 year plan. Expansion will needlessly increase property taxes for the resulting infrastructure especially for roads and services plus more pollution.
341.	Current rundown buildings need to be torn down and replaced with livable buildings and not all parking lots need to be there, you can rebuild there.

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342.	Deal with the brownfields in the core. More 3 story on routes with commercial on ground and apartments / condos above.
343.	Definitely need to maintain greenfield areas. Keep urban development within present boundaries.
344.	Definitely no expansion - until all available space is taken, which may take longer than 2051.
345.	Demand that any new builds must guarantee a large % of units be allocated to geared to income / lease to own!
346.	Demolish fragile building to new mix use of supporting house with owner to build a better community and city.
347.	Dense urban housing is essential for sustainable population growth. Greenfields can stay green.
348.	Densification decreases traffic (overtime) by demanding additional public transit options and ensures access to greenspace - nobody wants urban sprawl (And living there isn't great either) - no grocery stores, shops, low walkability.
349.	Densification is good for our tax base, increases affordability and preserves our farmland and greenspace.
350.	Densification needs to spread beyond just the Wentworth to Dundurn downtown corridor. And the buildings that are going up downtown need to include space for families with children - which means including 3+ bedroom units in highrise and midrise buildings. "Childless young adults and seniors live down the mountain while families live on the mountain" is not a sustainable strategy.
351.	Densification should include infrastructure addition i.e. Hamilton LRT, road expansion/repair (Garner/Rymal full of potholes)
352.	Densification should occur within the urban boundary that exists. Municipal planning should be responsible for addressing issues that arise. Provincial government should have abandoned housing policy
353.	Densification, not expansion, is the smarter, greener choice for Hamilton
354.	Density in existing areas is preferred. Leverage the existing infrastructure, create jobs in the core. Action should be taken to change zoning to allow more density.
355.	Density includes appropriate use of currently utilized space. Like: single level parking lots in the downtown - so much loss of potential; adding levels to box store plazas (ex. Wilson St, Barton St. Walmarts great for social housing)
356.	Density needs to happen everywhere, no just in the downtown core. Medium density can easily fit in all neighbourhoods.
357.	Density nodes: allow secondary units and laneway housing; bring density to innovation park (mix students and community); sell and develop 1 of the Chedoke Golf courses; at LRT stops; at Go Train terminals (Centennial, ofc); at malls and utilize Limeridge and Eastgate.; Increase walkability; provide pedestrian closed to trafffic stretts (Ryerson, King William, Locke)
358.	Density not sprawl! Our valuable farmland should be used to feed us, not make developers rich!
359.	Density of Ancaster is already too high! But we have to save the farmland. Also public transit is more efficient with a higher density.
360.	Density with supporting infrastructure!

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361.	Destroying more farmland would be criminal. Well planned high density within the current city limits is the way to go.
362.	Develop a job strategy first; people can't buy all these new 1/2 million dollar + homes working at Starbucks
363.	Develop all the vacant lands between Cannon and the Lake (Harbour) Option 2
364.	Develop along LRT lines in core etc.
365.	Develop along LRT route to justify it being built
366.	Develop along major roadways and spread density across city; not just in already high density areas.
367.	Develop area North of King Street, between Redhill Parkway West to Downtown Hamilton. Eg. Kenilworth/Parkdale/Centre Mall Area. And Along Barton St.
368.	Develop available unused properties, empty parking lots, etc, before any further expansion land development
369.	Develop brown fields and empty lots within current urban boundaries.
370.	Develop brownfield lands in excess industrial area. We do not as a city need to lose our farmlands and wetlands anymore.
371.	Develop 'brownfields' and other space inside urban boundary. 'Vertical' housing - condos/apartments inside urban boundary. Perhaps in 20-30 years option 1 may be necessary but if we do it now and realize it was a mistake, it can't be undone.
372.	Develop brownfields not greenfields. Reverse doghnut effect in city core. Leave farmlands alone!!
373.	Develop brownfields, they already have infrastructure; if you pave over farmland who will feed the growing pop. Build where people can make use of L.R.T. to pay for its maintenance. You can't count on USA to feed Can.
374.	Develop downtown with residential density so the LRT will be better and fully utilized. Rural/urban won't use it and we don't need more houses on good agricultural land and increase traffic on rural roads
375.	Develop downtown, more housing, bring people down here
376.	Develop downtown/East end; build affordable condos or townhomes; once the greenspace is gone its gone.
377.	Develop housing intensification to the max height of 4-6 stories, improve public transportation, keep greenfield and Greenbelt land protected from building incursion. Make Hamilton liveable, not deplorable. Retain its heritage too.
378.	Develop land surrounding Hamilton Airport as an exception to no expansion. A balanced approach which resists development of farmland near airport
379.	Develop Main, Barton, King. There are "dead spaces" in the core area - utilise that and leave our greenery as parks - we are not Toronto, nor want to be
380.	Develop more affordable housing within current boundary. With quality repairs made to current infrastructure.
381.	Develop such a policy of residential taxes that it would prohibitively expensive to transform agricultural/green land into something else
382.	Develop the brownfields for housing development. Keep the outlying areas as farmland to feed us in the future.
383.	Develop the core!

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384.	Develop the infrastructure to sustain the influx of people (housing) before they arrive - roads/etc.
385.	Develop the inner city otherwise you will end up with a former Pittsburgh, Detroit, or Buffalo on your hands.
386.	Develop the many (usually mostly empty) parking lots downtown into affordable condos with underground parking! So much wasted prime real estate!
387.	Developers (will be) required to contribute reservation spills or a ratio to new home development units. Develop urban areas, now existing for housing units.
388.	Developers are destroying our communities without regard for heritage for profit. Please protect our communities and heritage. We need more affordable housing, not monster homes!
389.	Developers care only about dollars
390.	Developers have a vested interest in expansion! Many businesses will have gone to completely remote work and I suspect there will be some opportunity to use this space for housing!
391.	Developers have lobbied some of you on council. Reason being is that the way this is presented with expansion being "ambitious" is misleading and laughably inaccurate. We'll be on the hook for additional infrastructure after they're gone. Who do you work for?
392.	Developers increase property values so farmers can't compete. No farmland should be developed. If the last 2 yrs has shown us anything, it's that we need to be able to locally source for our needs going forward.
393.	Developers love using new farmland. Easier to build and make money. It's all about money.
394.	Developers must design larger condos for families, look at the European flats, 2-3 bedrooms
395.	Developers need to add comm. Centres schools, etc. to all pluse pub divisions. Maybe adding laneway buildings downtown Hamilton. Otherwise tell people to stay in Toronto!
396.	Developers should not be in control of deciding Hamilton's urban expansion. Council must control this.
397.	Developers will lobby
398.	Developers! Work with what we have, use current infrastructure and save farmland. Be wise, not greedy!
399.	Developing existing urban areas should be the priority. If brownfield development is more expensive than greenfield development, I would support subsidizing to level field. Also important to show the true costs - long term - of development in new greenfield lands.
400.	Developing greenfield lands disturbs natural habitats for wildlife which means they have to come to urban areas for food and shelter.
401.	Developing greenlands can not be reserved! Leave it alone for future generations!
402.	Developing greenspace diminishes our local produce - does not support "our bread basket "farmers and increases rural pollution. Develop "core vacant buildings" and increase bike paths.

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403.	Development along the QEW has choked the highways now. Figure out the roads and how to move traffic first, otherwise there is just a parking lot between Niagara and Hamilton
404.	Development has overrun Ancaster. The focus should be to build up the city where space is available. If the decision is made to develop beyond the urban boundary. We will move away.
405.	Development in the existing urban area does need consideration for community centres and parks within those areas
406.	Development of "brownfields" and replacement of substandard buildings is the preferred method. * With due consideration for current residents!
407.	Development of downtown and along LRT route that is what the LRT it to attract! Redevelopment of brownfield sites, many vacant and abandoned sites exist.
408.	Development of vacant or underused buildings and spaces without resorting to highrise towers makes sense.
409.	Development should be about residents, not developers.
410.	Development should occur along the BLAST network to focus redevelopment and maximize greener transportation options
411.	Did you want to grow some food for all these people? Better leave some farmland! Build on harbour factors sites that are abandoned. You will also need a hospital or two so set some land aside for this too.
412.	Didn't get this until the 23rd. LRT NO
413.	Difficult enough to maintain existing infrastructure without adding more. Walkable communities with accessible services and quality infrastructure to consider.
414.	Dilapidated areas should be bought out by the city, erased and sold or rebuilt.
415.	Disappointed with the bias in this survey.
416.	Diversify within the existing urban boundary. #stophamiltonsprawl.
417.	Do not agree with using greed and or converting farmland to development
418.	Do not allow developers hijack the agenda. Every new greenfield house adds further to the city's financial distress!
419.	Do not allow our agricultural lands to be used for housing. This survey was delivered to our mailbox on July 23rd
420.	Do not build any further into the greenbelt. Bad enough Ford is destroying protected wetlands to please his buddies.
421.	Do not build in greenbelt area! Do not tax rural areas for LRT and bus service!
422.	Do not build on "green space" or farmland or "woods" - only expand within the already existing boundary
423.	Do not build on existing farmland!
424.	Do not build on farmland, we will never get that resource back
425.	Do not build on greenfield land and for sure do not build over our wetlands
426.	Do not build on Greenfield lands and particularly not on our wetland.
427.	Do not call it "urban boundary expansion". That is very misleading.
428.	Do not create more infrastructure by expansion until we fix what we already have.
429.	Do not destroy valuable farmland. Farmers need to feed cities
430.	Do not destroy anymore farmland! Please!

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431.	Do not destroy anymore of our much needed farmland! We need food to eat and I don't want to import food from other countries when we have all the land we need in our background. People can move to other cities if there is no room. This is a huge country!
432.	Do not destroy greenlands that feed people. Seek environ Impact/unput on any option! However, you must ensure existing utility infrastructure is replaced to enable more units. Frankly it has to be replaced for older parts anyways. E.g. Watermains, gas, sewers, electrical, 5G, connectivity with green solutions)
433.	Do not destroy our foodland sources by taking our farmlands/wetlands/ and conservation areas and homelands of various species. And also increasing our raxws for new infrastructure, etc. Existing urban expansion will increase tax base and relieve us all of these increases!
434.	Do not develop any farmlands!!
435.	Do not develop any greenspace, instead tear down all the abandoned buildings within the city
436.	Do not develop existing farm land
437.	Do not develop farmland and forests. Build up in existing area if need. Not out.
438.	Do not develop farmland and greenfield lands.
439.	Do not develop greenfield lands!
440.	Do not erode the green space any further
441.	Do not expand - instead focus on high density development.
442.	Do not expand and take the farmland, we need it.
443.	Do not expand development into agricultural zoned areas on mountain!
444.	Do not extend our boundaries. We need the green. We need our farms.
445.	Do not get rid of more greenspace.
446.	Do not give into developers to line their own pockets who wan to pave valuable farmland. There are many areas within Hamilton to redevelop, saving costly expansion of roads, sewers, and emergency services
447.	Do not make Toronto mistakes. No urban boundary expansion.
448.	Do not need more subdivisions, mini malls, paving over farmland and greenspace. Do not need extra people commuting, contributing to air pollution.
449.	Do not pave our farmland. We need to grow food and trees. Pairing more land produces more heat and more run-off. Tear down older sections, upgrade the sewers and water mains and build more condos or apartments. Make better use of what you have. Urban sprawl changes the climate and encourages more driving.
450.	Do not pave our Whitebelt! There are many creative solutions to accommodate population growth without such destruction
451.	Do not pave over our farmland! We need to protect our agricultural land. There is no need for Hamilton to end up the size of New York City.
452.	Do not ruin paradise to put up a parking lot, or in this case, houses. We do not want our children, grandchildren, for more urban sprawl, to revile us for our decision to expand.
453.	Do not sell off our rural lands the way province is doing. We need farmers and wetlands.

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454.	Do not take any farm land. We need to feed everybody! Solutions - use West Harbour, many other unused industry areas.
455.	Do not take any more of our farmlands, forests, etc.
456.	Do not take away farm lands or green areas.
457.	Do not take away farmland!
458.	Do not take away farmland. All farmland must be protected for this generation and the next!
459.	Do not take over any farmland use land not suitable for farming
460.	Do not touch green spaces and farm land. It makes Hamilton area livable and attraction. High density creates vibrant culture and community.
461.	Do not touch greenfield
462.	Do not touch greenspace/land! Thanks.
463.	Do not touch our greenfield land beyond our current buildings. Build to our needs, not our wants.
464.	Do not touch the greenbelt!
465.	Do not use any farmland, there are many places within Hamilton serviced with water sewer and vehicles already to use with it. We don't need more parking lots and concrete, we need more trees and greenland and food
466.	Do not use our Greenbelt
467.	Do not want any farmlands used for development.
468.	Do not want house along the QEW highway, and intersection on QEW.
469.	Do not want prime farmland "paved over" and lost!
470.	Do not want to lose Canadian farming - more important is a country to be self sufficient regarding food and farmers.
471.	Do not want to see the urban sprawl of the rest of the GTA
472.	Do something about homeless
473.	Do the right thing!!!
474.	Do we not need farms anymore? Guess we can rely on China, Chile, USA for our fresh fruit and vegetables. How sad is this?
475.	Do we not need to keep greenfields to balance out the urban?
476.	Do we want to risk food security by paving over more farmland? The impact on climate change, wetland endangerment, disruption or the water shed, etc! We can keep the city boundary where it is. Add housing inside that line.
477.	Do you have a plan for funding all these people. Look at the impact of climate change.
478.	Do you know what watershed is? Do you know what happens to flood and irrigation systems when one is affected?
479.	Does Hamilton really need to grow? Does the Province have the right to tell us, Hamilton, that we have to grow? Green space is calming!
480.	Does it really matter to government what the voters feel?? They will screw this up anyway! A very noble gesture indeed to make the public feel important. Don't let Hamilton City Council have any input!
481.	Does it really matter! The planning dept. has already made up their mine.

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482.	Don McLean's letter to the editor on Wed June 23rd said it all for better than I ever could have and your heading "Ambitious Density" is very misleading and suspect it will trap quite a few people.
483.	Don't agree with using good farmlands. Also bottleneck traffic in Ancaser, already having road issues.
484.	Don't allow 236k more people by 2051 into this city! Hamilton has already become too busy and too much traffic.
485.	Don't build in the Greenbelt!!
486.	Don't build on farmland. Protect wetlands!!
487.	We know the "fix" is in. Don't play these. "Survey democracy games" with us. "Deep pocked" run this town! Always have *Developers run this town* Always will
488.	Don't destroy the greenfield.
489.	Don't develop anymore greenspace or farmland
490.	Don't develop farm land!
491.	Don't develop farmland needed for food security.
492.	Don't expand boundaries!
493.	Don't expand onto virgin farm land, before using all available land in the city. "There is a lot of unused property in Hamilton"
494.	Don't expand. Save farmland, better food security, fight climate change, create more affordable housing, help clean up downtown.
495.	Don't give in to developers. Let them us commercially vacant lands, industrial vacant lands and confiscated lands from unessary LRT lands.
496.	Don't gobble up even more farmland
497.	Don't just do what you want. Actually listen to the people. You pushed the LRT on the people already.
498.	Don't let developers drive the agenda
499.	Don't like either option. This city is grid locked with traffic. You can't get out of it now to get some greenspace and open air. Our existing infrastructure needs repair. We need more parks and facilities for existing population. Build apartments in other existing small communities like Caledonia.
500.	Don't lose any more of our green space or conservation land!
501.	Don't pave over paradise to build more parking lots.
502.	Don't ruin farmland, make better use of existing urban spaces and improve public transit in those spaces
503.	Don't send surveys that look like junk mail. Worst constructed survey I've ever seen. Why is option 1 ambitious? It's MORE ambitious to intensify the city land we currently have! Fix our roads! Improve sewers! Better police! Snow removal!
504.	Don't take away the farms that produce our food (please and thank you).
505.	Don't touch greenfield land!
506.	Don't touch greenfield. Hamilton downtown needs to be planned better
507.	Don't touch much needed farm lands!
508.	Don't use any more farmland for development.
509.	Don't want Hamilton to turn into another Toronto

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510.	Down with urban expansion! Also densification is important
511.	Downtown - Barton St. etc - many empty places - repair and renovate - make these places vibrant again!
512.	Downtown area has declined - development of vacant spaces (parking lots) will also have economic benefits (new commercial) - LRT to ease traffic flow
513.	Downtown boundary should also not be expanded - intensification should happen within the downtown boundary.
514.	Downtown core should be re-developed. Barton Street corridor is ready for upgrade so are post-industry sites across the town.
515.	Downtown expansion!! There is intensification possible downtown - more housing for younger people commuting in one car - and older people 'walkable' city.
516.	Downtown Hamilton should be revitalized and affordable housing must be available!
517.	Downtown highrises. Maybe the LRT will get used.
518.	Downtown is under utilized and the surround green areas are precious
519.	Downtown urban decay needs to stop, old houses and buildings can be repurposed to meet housing demands which are close to transportation and services
520.	Drop the LRT. Stay out of our farms - your leaders don't have a clue.
521.	Dumb survey
522.	Dump Fred!!
523.	Duplexing of family homes re Mountain Wellington to Ottawa St. should have owner in one part of home otherwise surplus of cars and low maintenance lowering values.
524.	Ease any existing restrictions on tiny houses, use back lanes and alleyways, carriage houses.
525.	East end of Hamilton has many strip malls only partially utilized, many of which are unsafe, am sure. Tear these down and use ground floor for small business and build apartments/condos. Stop the sprawl! Keep our greenspace! Stop the creep! If you do not have the existing non-urban area required, do not make decisions on population growth/new housing. Keep our greenfield land as is. Leave it alone. We are not Toronto and do not wish to be!!
526.	Ecobuilds, new and farms that use permaculture, eco developments that are for all budgets
527.	Effort should be made on architecture (no 500 town houses or condos that are all the same). More cycling paths, particularly on the mountain. Improve Hamilton public transit and public transit to Toronto. Think about bike sharing and a car sharing system.
528.	Efforts ned to be focused on utilizing space already available versus expanding boundaries
529.	Electric bus - No LRT - Main v King low rise mutli buildings to accommodate low income and seniors - local walk out commercial
530.	Emphasis should not be on eating up farmland and intensifying the smaller communities where roads are already jammed and little transit options available

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	other than cars. Increase incentives to intensify and re-develop downtown Hamilton - will further support business and tourism + transit options plentiful
531.	Empty old buildings sitting on serviced property. Rework old buildings before paving over and destroying productive farmland.
532.	Encourage downtown development
533.	Encourage one school system, eliminating school busses, build walks and bike paths, limit building height to 6 storeys to encourage higher density throughout. Remove red tape in planning and building approval process.
534.	Enough already!
535.	Enough already! Too much traffic. Too much pollution! We need local farmers, not fruit and veggies from south america and mexico. Has this pandemic not taught the people who run the government anything?
536.	Enough building in upper stoney creek, use parking lots and old commercial spaces for housing
537.	Enough expansion already need green space
538.	Enough greenspace has been destroyed for the sake of houses.
539.	Enough is enough
540.	Enough is enough! We have a chance to make things right, leave our greenfield lands alone.
541.	Enough is enough, the boundary used to be Rymal Road!
542.	Enough is enough, we have made an abomination of our land use to this point, lets not make it worse. Clean up what we're already ruined, infrastructure and all so that we can house more people in naturally depleted areas
543.	Enough is enough. You keep building on farmland pretty soon there will not be food for us to eat. Leave farmland alone!
544.	Enough of sprawl! Use existing land within boundaries. Build 3-4 story buildings with commercial at ground level. Stop making developers more wealthy!!! I do not believe population estimates for the future - way too high! Sprawl will add to our taxes e.g. road maintenance. Climate change - sprawl will lead to more greenhouse emissions. The City has declared a climate emergency!! Wake up council!
545.	Enough tearing up good farmland for half-empty plazas and expensive stretched our suburbs. Lots of decaying property exist within the urban boundary now.
546.	Enough urban land sprawl our farmland is too valuable to be turned into housing surveys!!
547.	Enough urban sprawl!
548.	Enough urban sprawl. The streets in Ancaster can't handle the traffic as is.
549.	Ensure affordable housing is prioritized in the developed areas.
550.	Ensure intensification is green (roof top gardens), create garden opportunities for residents in high rises
551.	Ensure more affordable housing; expansion is not "ambitious" it's foolhandy and short-sighted, need to focus on protecting our environment, not destroying it with more urban sprawl!

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552.	Ensure public transit (include LRT) is expanded to support growth, as well as walking and cycling.
553.	Ensure that other infrastructure such as public transit, hospitals, schools, parks and recreation centres grow concurrently.
554.	Especially South of Rymal/Garner/Hwy 53 corridor!
555.	Every effort must be made to preserve farm land. Agriculture and the environment must be at the top of priorities.
556.	Excellent letting the public speak
557.	Exclude all greenbelt regardless of final decision. Sprawl into productive lands should not be allowed. Business model needs to change!
558.	Existing infrastructure and brownfield site, should be used. Old buildings should be revitalized and incorporated into new structure, the city has lost too much good architecture already!
559.	Existing population density areas.
560.	Existing urban are has empty/abandoned buildings that can be used/developed for housing. Stop destorying greenfield lands for more development. This green area makes Hamilton the beautiful city it is.
561.	Existing urban land can be made more productive with pedestrian priority and transit investment. Pushing development to farmland will result in underfunded and underappreciated city centre. Density first, expansion second.
562.	Expand downtown core. 100k + new developments through large high rise towers.
563.	Expand farming area to provide additional food for increased population!
564.	Expand King/Main occupancy from Wilson to Centennial with tall blocks, and a well provisioned public transport system along its route - it should suffice. Or go to Fruitland Rd.
565.	Expand the "missing middle" stacked duplexes, 4-plexes, instead of "monster homes." Build for families of 1 or 2 people on single levels.
566.	Expand upwards! Build over empty lots.
567.	Expand within existing boundaries! We need to maintain farmland! Food! Use parking lots for building. Thank you.
568.	Expanding boundaries into our valuable farmland is short-sighted and will be very expensive in the long-run, not to mention cost more energy to bring produce and other foods from farther away when we can no longer grow it locally. Use existing space.
569.	Expanding infrastructure would raise taxes no need to pave over agricultural land just so developers can build unaffordable housing!
570.	Expanding into greenbelt/farmland at this time makes no sense until all available options inside existing boundaries is done. A decision to expand and size required can be made at a later date. Make the greedy developers work for their money instead of paving our food source.
571.	Expanding into greenfields depletes farming and displaces wildlife; This cannot happen!! Protect the greenbelt
572.	Expanding into the Greenbelt will make it more difficult to obtain local food and will increase global warming.

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573.	Expanding the current urban boundary is both financially and environmentally irresponsible. We need to first reach enough density in the current boundary to be financially resilient, before expanding. Expanding the boundary means more infrastructure that the low density developments will not sustain due to their low taxbase density. Hence expanding the boundary is more liability for all existing taxpayers.
574.	Expanding the urban boundary is unnecessary and irresponsible - we have to think about the list of new infrastructure. What are the long term consequences of losing vital greenfields? What is our carbon budget?
575.	Expanding urban boundaries does not cover cost of replacing outdated infrastructure. Encourages additional use of cars causing more pollution.
576.	Expanding urban development into farmland and natural areas is a short sighted and disastrous idea. We're already in a climate crisis. Why make it worse? What kind of world will we leave for future generations?
577.	Expansion is already taking away our farmland and greenspace. There is hardly anywhere to go that is quiet. Instead we are surrounded by surveys and malls we don't need.
578.	Expansion is financially, environmental and agriculturally unsustainable. Let's use what we already have.
579.	Expansion not only eliminates green space, it increases the cost of infrastructure. Urban expansion creates housing using existing infrastructure.
580.	Expansion results in ongoing infrastructure costs. Growth is uncertain. Keep our present footprint.
581.	Expansion to urban areas should only be allowed to areas where there is no chance the land has no chance or agricultural use - period.
582.	Expansion with unused retail space (i.e. former Sears on Queenston) into apartment units which would line up with LRT expansion.
583.	Explanation of derivation of population growth projection is needed - prefer medium density to expedite construction.
584.	Explore high density housing options apartment buildings low and highrise = more housing and more affordable housing options.
585.	Extending urban boundaries would require significant outlays in infrastructure spending without contributing much to the city's tax base. Infill development is much more efficient. Reach out to homeowners personally about their concerns, but do not give them veto power over housing developments.
586.	Family conversations favour option 2 with redevelop of downtown and option 1 if really necessary. Increase building code unit to unit noise control. Noisy neighbour + density = problems.
587.	Famland/ greenspace needs to be preserved
588.	Farm and forest areas are scarce; there are many abandoned buildings and vacant lots that could be used instead.
589.	Farm and rural land should be saved. With option 2, need to increase urban parks and encourage necessary businesses like grocery stores in intensified areas.

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590.	Farm land is desperately needed. There are too many areas with vacant unused industrial buildings. Tear them down and use those areas. Do not let greedy developers run the city.
591.	Farm land should stay farm land.
592.	Farm/green space is important. It is the beauty of earth and home to more animals.
593.	Farmers feed cities
594.	Farmers feed cities
595.	Farmers feed cities! Stop urban sprawl!
596.	Farmers feed cities. How can they if they have no good. We buy enough American as it is.
597.	Farmers feed cities. Please don't expand into the greenfield lands.
598.	Farmers feed people. Hamilton can't keep up with infrastructure and now you want to expand.
599.	Farmers need land! Enough is enough!
600.	Farming feeds us! (Can't imagine no local strawberries because homes are built there) Just one example
601.	Farmland and greenspace is important. Sprawl is bad for the environment
602.	Farmland and greenspaces are essential!
603.	Farmland and greenspaces are much needed for both our local economy and to help combat climate change.
604.	Farmland and open spaces must be protected
605.	Farmland and rural lands need to be preserved for our children and grandchildren. This decision will benefit future generations.
606.	Farmland and wetlands are too important
607.	Farmland can never be replaced - it is important to keep it. Developers can still make money under option 2 - maybe not as much.
608.	Farmland in Hamilton is very important but not reported or much known about it
609.	Farmland is essential.
610.	Farmland is important! The traffic on our roads now is ridiculous! No to LRT! We are sick of constant road construction for last 2 years! Enough is enough!
611.	Farmland is more important
612.	Farmland is more important. If we need housing consider low-rise and take parking lots, keep them and build above
613.	Farmland is much needed and very important. Rebuilding the inner city is more important.
614.	Farmland is necessary to feed this predicted growth.
615.	Farmland is needed to feed the expanding nation.
616.	Farmland is precious - we don't need urban sprawl - use all available space in Hamilton first for housing.
617.	Farmland is to be preserved for farming - and only farming.
618.	Farmland is valuable, over 2 billion to local economy, plus employment. Intensify. Intensify.. Ignore developers!

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619.	Farmland is very important. We must save farmland or we'll be in trouble.
620.	Farmland must be preserved!
621.	Farmland needed to feed growing cities that can never be re-claimed. Increased urban density more energy and environmentally efficient. Follow European model!
622.	Farmland needs to be preserved and used. There are plenty of spaces for new housing within current boundaries. It's nice to live in quiet suburbs, but Canada will need food.
623.	Farmland needs to be preserved to feed increased population. Expansion of urban boundary unlikely to improve availability of affordable housing
624.	Farmland needs to be protected longterm
625.	Farmland needs to stay farmland. Lots of acreage in the urban boundary to develop. Make it easier for developers to work with brownfields.
626.	Farmland preservation and the environment must be the major consideration in this process.
627.	Farmland preservation is a priority!
628.	Farmland should be left as farmland. We need to preserve exiting greenspace for us and future generations.
629.	Farmland should be preserved. Climate change will impact where food can be grown, we need to produce our food
630.	Farmland should be protected at all costs.
631.	Farmland south and east of Hamilton is irreplaceable. There are plenty of empty warehouses, plazas and parking lots to build on inside the City boundary. Also - lower the rate of intensification!!
632.	Farmland, greenspaces, less traffic, less pollution are all necessities of life.
633.	Farmlands and rural lands are needed to feed everyone now and in the future.
634.	Farms are needed. Use urban infill first.
635.	Farms feed cities
636.	Farms feed cities. The way this survey is written is misleading; it implies, by choice of the language and lack of context, that option 2 is worse than option 1. What is wrong with Hamilton? Do better.
637.	Farms feed families
638.	Farms feed families; Green = oxygen
639.	Farms for food are needed
640.	Farms need land!
641.	Faster approval needed for inner city building permits.
642.	Fed up with greenspace/farmland disappearing, while developers don't incur full costs of City Services "No Farmland Development!"
643.	Figure out infrastructure to support what already exists.
644.	Fill in areas around and in the city that are empty lots
645.	Fill in Barton St first where all closed businesses are and rejuvenate that area. Build up not out!
646.	Fill in empty spaces where possible.
647.	Fill in Non Productive Land Within Urban Boundary

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648.	Fill in the brownfields first. We also have to get rid of the liberals who cause over population through excessive immigration.
649.	Fill in the city first, there is a lots of vacant lots and we should be expanding upwards not outwards.
650.	Fill in the empty space we all ready have and keep some farm land for the future.
651.	Fill in the open spots first.
652.	Finite planet, finite resources, damaged and shrinking environment. It is time to learn how to limit growth so we can continue to live on this planet with all the other species.
653.	First renovate and reconstruct many houses and empty and rundown areas in the North-End as - Barton W and Kenilworth for example. Do not urbanize any more farm land - from an 85 year old who was raised on a farm
654.	Fix all of our roads, clean up our lake and Cootes Paradise. No LRT downtown. Mountain residents won't use it. I can't see Hamilton paying for the upkeep.
655.	Fix broken areas like Barton. Clean up the city and grow vertically. Farmers feed cities.
656.	Fix existing and redevelop existing city communities. City has unused parking lots and existing residential houses that can be utilized. Leave farm and rural lands alone!
657.	Fix existing problems before making it impossible to get affordable housing
658.	Fix failing infrastructure before building new stuff we cannot afford to maintain.
659.	Fix Hamilton infrastructure now before looking at more.
660.	Fix rundown homes and empty hotels / motels for affordable housing. Need to look after the families in need. Rent or food?
661.	Fix the existing infrastructure - the "City" can't maintain what exists now despite this highest taxes going!
662.	Fix the infrastructure of the sewers and water treatment plants. Work on the city problems, not destroying our farmland.
663.	Fix the mess that is already here, develop crumbling properties or you'll have twice the mess later
664.	Fix up and use all existing property within the city first! With affordable housing. Thank you.
665.	Fix up areas already built. Fix our roads. Fix up downtown subsidized housing that's vacant. Stop builders from building homes that only the rich can afford. Stop increasing taxes!
666.	Fix up old buildings in the north end, convert abandoned buildings and new homes and condos. Get to business and rebuild
667.	Fix up the housing we have now stop the LRT.
668.	Fix what is broken! Update infrastructure, roads, fix homes for homeless and any tenant with low rent inspected regularly. Infractions evict.
669.	Fix what we already have
670.	Fix your infrastructure
671.	Fix/flip/re-hab all the houses/factory spaces, etc. There are plenty of possibilities! Look!

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672.	Flamborough roads not for large heavy trucks. With no side walks, not safe to walk. We seldom see any police presence on our Concession Rds.
673.	Flyer is totally biased in language. Web link leads to very unhelpful large dense staff reports. Never defined intensification rate!!
674.	Focus and budgets should be placed in existing urban areas. Living and using transit. Should you expand in greenfields you increase motor vehicles and displace wildlife.
675.	Focus needs to be on building and increasing the viability of the downtown core. Some urban sprawl is okay, but only after a healthy core is established.
676.	Focus on "brownfield" development; i.e. industrial lands not being used close to residential or commercial areas.
677.	Focus on areas that are not dense now.
678.	Focus on building safe, attractive downtown core and lower east end and turning existing /abandoned buildings into mixed-income / affordable housing! Attract young prof / families to the city centre, not away from it! Improves access to health / social services. make roads safer for ped / cycling.
679.	Focus on fixing current problem areas and make them more liveable. E.g. downtown core.
680.	Focus on inner city revitalization and development of existing sites like James Street Baptist church.
681.	Focus on medium density/low-rise construction and creating affordable housing rather than luxury builds.
682.	Focus on mixed use residential developments, affordable housing options and high quality transit. Thank you for inquiring about community input.
683.	Focus on redeveloping downtown core with mixed residential and commercial.
684.	Focus on rejuvenating what we already have. Leave the farmlands and green space alone/
685.	Focus on revitalizing downtown to make it an attractive, liveable, people friendly place. See 'Distillery District/ St. Lawrence Market' areas in Toronto.
686.	Focus on smart growth
687.	Focus on the missing middle there is more than enough available land within the existing urban boundary - farmland and valuable soil must be conserved for food growing.
688.	Focus primarily on lower city/former industrial lands and unused/vacant properties in N.E. end to improve overall impression and use of these Hamilton properties as well as utilize the existing infrastructure.
689.	Focus/utlize all abandoned, empty buildings and lots in the current urban boundary. Reduce, reuse, recycle!! This assists in maintaining city core beautification of the city I was born, raised, work, and still live in.
690.	Food could be produced in Canada, we should not depend on importing so much. I would like farm lands to be used for just that, growing food. We could produce more food in greenhouses and or/hydroponically. New housing must be planned - not put up haphazardly.
691.	Food security and climate crisis
692.	For 5 residents, please count 5 votes please.

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693.	For a well balanced and healthy society to function, we need good housing, be able to grow food and deal with less water issues and difficulties and physically and mentally keep us fit with greenspace. This is our basic human right.
694.	For as long as I can remember, people have said Hamilton is ugly and smelly. I love Hamilton and want its reputation to be a better one. A greener city is a more beautiful city!
695.	For LRT to work on the Eastgate to McMaster proposal, all expansion should be focused along that line. More farmland is not the answer.
696.	For now we don't need to destroy our farmland, all you can do is building new big apartment for them, that's all - try to save the environment as long as we can.
697.	For our food future please freeze the City's urban-rural dividing line. Do not let subdivisions grow in our important farm land. Thank you!
698.	For so many reasons - \$ to build and maintain new infrastructure; to create more walkable communities; to spend less time, \$ and resources driving.. Increased density makes good sense.
699.	For sustainability reasons, we need to conserve our precious farmland. Local food benefits the economy and environment. This will also protect the current wildlife.
700.	For the sake of equity, sustainability, having a healthy city, manageable property taxes and affordability, do not expand the boundary. Build housing on the extensive vacant land within the current boundary.
701.	For the sake of our planetary (finite) resources, let's plan to avoid sprawl please!
702.	Foreign buyer property tax
703.	Forget the LRT
704.	Forget the unnecessary LRT!
705.	Further urban sprawl not necessary with so much open land still available North of Rymal Rd. the loss of our farmlands must be stopped.
706.	Future population growth within existing built-up area and open land within the city.
707.	Generally opposed to urban sprawl due to new infrastructure costs, particularly when adequate brownfield existing land is available.
708.	Gentle intensification should be encouraged
709.	Get a grip on our taxes, please!
710.	Get inner city hopping first
711.	Get more industry to support residential growth costs. We need far more infrastructure development before we expand. Put in wider roads before housing. More greenspace within housing developments.
712.	Get moving on LRT!
713.	Get rid of current city and local politicians - elect responsible citizens with "green" initiative and progressive ideas and outlooks
714.	Get the LRT built. Intensify along its route as well as infill in other areas.
715.	Get the roads in to handle expansion before expansion happens. Too congested on roadways already
716.	Get your _ together. Hamilton is 25 years behind Vancouver in terms of housing unit options. Low rise, garden suites basement dwelling, triplexes, laneways, high rises, etc..

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717.	Getting rid of farmland means limiting our food sources. Scrap the LRT, it's going to bury us in debt
718.	Given that both of these are a significant increase over current intensification rates, I am skeptical that the City will be able to or interested in preserving greenfields.
719.	Given the 30yr time horizon, the intensification of new housing development should focus on waterfront areas and cleaning up industrial developments from times gone by.
720.	Given the climate crisis, it is better to increase density to minimize energy requirements; a long known fact. Additionally, multi-unit dwellings should always include low income options for mixed neighbourhood and avoidance of "ghetto-ized" areas.
721.	Given the current state of a lot of properties, particularly in the lower city, intensification and redevelopment should be a priority.
722.	Given the planning public transportation investments in the "core" of Hamilton which the population will need, option 2 makes sense.
723.	Go after abandoned lots and houses. Build more medium density housing. Numbers are misleading (population)
724.	Go Green!
725.	Go up. Not out.
726.	Gone are the days where the city keeps pushing its boundaries outwards. We must look at intensification and stop expanding. We need to preserve green spaces.
727.	Good for environment, good for businesses. Use apt buildings that exist.
728.	Good luck but very little confidence that Hamilton will be able to do anything right about this (e.g. Cootes spillage and others) Hamilton is a mess!
729.	Gradually eliminate single family dwelling zoning, encourage ADU's and low-rise apartments and condos, build housing instead of power centres, provide incentives for upgrading current housing
730.	Granny flats? Better use of school yards for housing!
731.	Great need for mixed use, mid-rise intensification along arterial roads such as Hwy 8 in Stoney Creek as populations ages and demographics shift in the existing suburban communities. Also public realm improvements in need.
732.	Greater density (and heights) in the only sensible option.
733.	Greater density is better for tax payers.
734.	Greater urban density is better for infrastructure and the bottom line, too!
735.	Green belt must remain intact. Any expansion should be inside the city area to avoid building additional infrastructure that we don't need and can't afford. If necessary, a compact transit-served community outside the greenbelt could work.
736.	Green Belts need to be protected. Farm land is essential Focus on redeveloping inner city areas with affordable housing
737.	Green expansion not urban boundary expansion.
738.	Green fields should be green fields.

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739.	Green space is essential to the environment and the current need of farmland. Developing in these areas will only hurt Hamilton in the long term!
740.	Green space is for everyone and should not be paved over. Use land already available with infrastructure. I like local produce.
741.	Green space is imperative to people's mental health and farmers need to be able to grow healthy food in greenspace
742.	Green space is important. Humans need it to live. It is our habitat. Without it, we die.
743.	Green space is vital for a healthy ecosystem and healthy humans.
744.	Green spaces within the City (i.e. parks) should be protected, even as density increases.
745.	Greenbelt and farmland close to urban areas are vital.
746.	Greenbelt is great idea
747.	Greenbelt needs to be kept for the future health and welfare of coming generations and not be sold off to line the pockets of land developers.
748.	Greenfield land is invaluable and irreplaceable. We need to maintain farmland and support locally grown produce, and preserve green spaces for the climate.
749.	Greenfield land needs to be protected. I think redevelopment in existing areas within the city would greatly improve neighbourhoods which currently lack shops, restaurants, parks and a sense of community.
750.	Greenfield land shouldn't be used for housing. Leave it be! Especially for the wildlife that you would relocate. We need a lower density. Already too busy.
751.	Greenfield lands are there for a reason. We need to reduce our environmental footprint. We vote for intensified development in current urban areas, none in green areas.
752.	Greenfield lands keep cities fed, citizens healthy and are ecologically important
753.	Greenfield lands must be protected and urban sprawl minimized
754.	Greenfield lands should not be sacrificed for urban expansion. Now, more than ever, greenspace should be saved to mitigate the serious effects of climate change.
755.	Greenfield lands should stay green. We need greenfields to combat pollution and have a habitat for wild life and farming.
756.	Greenfield maybe. Greenbelt no way!
757.	Greenfields are too valuable to our environmental and food security future and must not be turned into more urban sprawl. There is a lot of empty lots in the City that can be redeveloped.
758.	Greenlands are vital!! Farmlands are very important to feed people and animals and can never be brought back if developed.
759.	Greenspace / Farmland is crucial not only to our economy but also to the sanity or mental health of all citizens including those in urban areas
760.	Greenspace and farmland needs to be preserved. Every option within the city needs to be explored before expanding city boundary into greenspaces.
761.	Greenspace for water filtration. Farmers. Animals and for us to all enjoy for generations
762.	Greenspace is crucial. Build higher and develop existing urban areas.

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763.	Greenspace is important for biodiverse ecosystems; this area acts as a carbon sink (reducing atmospheric CO ₂), keeps the water in regional watersheds clean; and promotes pollination and habitats for pollinators. Increase density of pre-existing urban areas.
764.	Greenspace is important to our survival.
765.	Greenspace is important, farmland is even more important. Farm land is where we get our food from! Inner city has a lot of beautiful buildings that can be repurposed
766.	Greenspace is precious
767.	Greenspace is vital: stop turning southern Ontario into pavement and strip malls!
768.	Greenspace must also be preserved in the current urban boundaries.
769.	Greenspace very important
770.	Greenspace/ agricultural land is valuable. They aren't making any more of it! Agricultural/ farm land is food production for the intensivists
771.	Greenspaces are already crowded with people. If urban expansion land needed, please consider more parks, toboggan hills, trails, etc.
772.	Grow "up" not "out"
773.	Grow areas of city with existing neighbourhoods
774.	Grow sustainably within our means!
775.	Grow up - not out! Food shortages are scary. Save the farms! Farmers feed cities
776.	Grow up and in better! Leave the Green Space and farm land alone!
777.	Grow up if necessary - not out!
778.	Grow up instead of out, use or re-use the buildings we have. We need farmers and farm lands, need to protect these lands and help farmers and protect our food supply. We also need to protect our green spaces.
779.	Grow up, not out
780.	Grow up, not out!
781.	Grow up, not out! Option #2 is actually the "ambitious" one!
782.	Grow up, not out. We need to preserve farmland.
783.	Grow up. Highrises and apartments. High density, remediate run-down areas. A lot of crap in the city could be revitalized
784.	Grow upward not outward. Better for environment and tax sustainability. Allow small apartment buildings like in order neighbourhoods that do not ruin the street. Make these zoning changes as of right so all the density does not just come downtown. Reduce or abolish parking minimums, let the market decide how much parking is necessary rather than forcing this expensive amenity on all condo purchasers.
785.	Growth is cancer
786.	Growth must include affordable housing start thinking long term and stop putting developers first. The food farm land cannot be replaced later.
787.	Growth within existing boundaries, supported by an integrated transit plan (local and tied into Provincial), reduction of automobile reliance and increased focus on greenspace/commercial/affordable housing.
788.	Hamilton already has a tremendous amount of land. Within the current boundary, you can develop it, especially in the lower city.

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789.	Hamilton can not support this level of intensification nor can we afford to pave over neighbouring farm land that feeds us. Hamilton will lose its character and culture and connection to nature with intensification.
790.	Hamilton cannot afford urban expansion infrastructure. (P.S. Hamilton taxes are already among the highest in Can) Purchase unused real estate along new LRT route and Barton St. between Wellington and Parkdale. Construct low rise residential with commercial on street level
791.	Hamilton cannot keep extending it's urban boundaries. We need to vastly improve our infrastructure to support the density we already have. Plus we have many brownfields and areas available for redevelopment!
792.	Hamilton City Council has declared a 'climate emergency', yet we are discussing paving over 3300ac of rural land? Hypocrisy
793.	Hamilton city should put public service ads bragging about Hamilton's thousands of hectares of prime farmland
794.	Hamilton does not have sewage system to handle the demand now, so 200,000+ more people won't work! Stop adding fluoride to water. Water tests for chemicals (poisons)? Big expenses! We pay!
795.	Hamilton does not need to expand their boundaries. We have enough empty lots and boarded up buildings that can be used for housing. Do not destroy our farm land and greenfields, we need these
796.	Hamilton does not support infrastructure in the areas of development, the city just keeps building houses - roads are too busy, and not safe, no community centres and parks for sports. Too many lads for teams, schools over crowded and in portables. Country roads too busy and thus dangerous for walking, dog walking, and bicycles.
797.	Hamilton downtown core has been underdeveloped and utilized. That's where the City of Hamilton should start. That would be better for all neighbourhoods.
798.	Hamilton has 1,138 square km of land, making it one of the largest cities in Ontario in terms of land area. By comparison, Toronto has 630 square km. Find a solution to existing borders
799.	Hamilton has a good amount of unused urban land which could be used for intensification. While there are costs to remediating brownfields, there are also major infrastructure costs to expansion.
800.	Hamilton has a lot of old neighbourhoods that need infrastructure replacement and improvement so that would be perfect to add new residential units.
801.	Hamilton has already destroyed the outskirts over the past 20 years.
802.	Hamilton has an opportunity to grow in a way that will make it a world class city while do its part for the fight against climate change!
803.	Hamilton has declared a Climate Emergency. We need t o protect our farmland and greenspaces. We need to intensify our city to make walking/biking/public transit a more realistic option for more Hamiltonians.
804.	Hamilton has enough land set aside for growth within the current urban boundary. Urban boundary expansion sacrifices acres of farmland lands, will cost tax payers more to maintain and does nothing for the environment. It does not create affordable housing. It's time to be innovative!

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805.	Hamilton has lots of land within the City limits that can be redeveloped
806.	Hamilton has lots of room to accommodate new growth inside the urban boundaries. I'd be happy to see more density in my neighbourhood.
807.	Hamilton has lots of unused/old spaces in the current urban boundaries which can be redeveloped to accommodate new housing units. Spare the greenfield lands!
808.	Hamilton has many parking lots, old and underused and sprawling factories that can provide sufficient space for new housing units. Leave farmland and greenfield alone!
809.	Hamilton has no money for infrastructure in any new suburbs! Transit and road repairs/sewers should be priority number one!
810.	Hamilton has plenty of underutilized/empty urban space/dwellings. Make more of what we already have - density results in better services reaching more residents.
811.	Hamilton has shown it approves horrible development plans for housing on prime farmland. Areas like the meadowlands in the Ancaster or new divisions in Waterdown lack diversity in housing options, greenspace and community/commercial hubs. Dundas is wonderful in its mix of low-rise condos, townhouses and single family - all within walking to shops.
812.	Hamilton has so much vacant and under utilized land in the city that could be used for increasing density ahead of any urban expansion
813.	Hamilton has some incredible, natural lands! Enough is enough! Keep Hamilton beautiful! Use what we've got!
814.	Hamilton has the most beautiful view from the top of the mountain. Do not build any apartment buildings higher than the mountain. Spread all high buildings apart for air circulation. This prevents wind tunnels between buildings. This also prevents pollution of air below the mountain. Air circulates counter clockwise on Lake Ontario.
815.	Hamilton is a choice location to live because of the diversity of parklands, waterfront, farmlands, if you move the boundaries we stand to lose this. Also farms needed to feed people - we need to buy/sell local to support economy.
816.	Hamilton is a city of parking lots. Develop those before anything. We can't make more land!
817.	Hamilton is already vast and sprawling. There are hundreds? of vacant properties and architecturally significant buildings, especially downtown. Fix them up or build/create environmentally friendly spaces and affordable housing units.
818.	Hamilton is attractive because of its magnificent scenery, wonderful heritage buildings and art scene - not for cheap housing
819.	Hamilton is becoming too expensive to live in for thousands or residents. I believe investments in micro housing operations is the best option for any housing expansion. No more massive urban projects, the prices are too high.
820.	Hamilton is considered a city of waterfalls. It could also be considered a city of trees. Each lot should have one tree on city property. Parks are a must throughout urban areas. Low income buildings should be considered.
821.	Hamilton is famous for the green space
822.	Hamilton is known for the waterfalls and green. I feel we need a strong green plan to keep as much farmland and nature as possible.

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823.	Hamilton is still an approachable and walkable city. Our greenbelt must be maintained and our density could increase. Keep the farms!
824.	Hamilton is surrounded by the best farmland in the country, it is also big enough no capacity for utilities
825.	Hamilton is too much controlled by developers already
826.	Hamilton Mountain has so much low density urban sprawl that needs to be intensified first before any new greenfield should be encroached.
827.	Hamilton must honour its commitment to the declared climate emergency and refuse to build on prime agricultural land. We need density in order to increase our tax base.
828.	Hamilton must resist giving in to special interest groups such as developers and lobbyists for builders - there is no need for sprawl!
829.	Hamilton needs affordable housing options in urban areas
830.	Hamilton needs improved density and LRT
831.	Hamilton needs intensification and has room for it. Plus with LRT intensification within existing boundaries is a no-brainer
832.	Hamilton needs more housing and businesses in the downtown area, especially. We shouldn't encroach on wetlands, greenfield lands, farmlands for benefit of all
833.	Hamilton needs to build higher density homes downtown. Those of us who grow food don't need to lose any more land.
834.	Hamilton needs to concentrate on providing more affordable and sustainable housing for the people already struggling to live in this city before thinking about growth
835.	Hamilton needs to do the right thing and clean up and redevelop all the existing industrial wasteland. Stop catering to greedy developers who are destroying farmland and woodland. If you're building the LRT, build housing near it, not in the middle of a natural area.
836.	Hamilton needs to focus on densifying while maintain our high quality agricultural lands.
837.	Hamilton needs to generate a more vibrant downtown. We don't need to expand and dilute it.
838.	Hamilton needs to protect the last clean and safe environments before turning into a land of industrial and commercial waste.
839.	Hamilton needs to retain all the available agricultural land so that close to home foods can be grown and moved to the city with limited transportation needs. By intensification within existing residential areas will create easier access to stores and work reducing global warming by reducing the number of cars on the streets
840.	Hamilton requires a clearer growth plan with more input from local residents
841.	Hamilton should aspire to be a real city with urban density, not some massive housing tract like Mississauga. Proper public transit should be incorporated into this plan.
842.	Hamilton should definitely not use farm and rural land, there should be no urban expansion
843.	Hamilton should do everything possible to keep greenfield lands green!

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844.	Hamilton should emulate European cities which surround themselves with greenbelts and farmland. Consideration to be given for flooding and wetlands as well as retaining local architecture and historical character.
845.	Hamilton should not encourage an increase in population is there is no current housing in place. NO LRT. Totally useless and something Hamilton cannot afford, LRT will result in higher property taxes for Hamiltonians.
846.	Hamilton should strive to develop the existing urban area through "gentle intensification" and the "missing middle." This will help promote affordable housing and preserve vital farmland I'm especially concerned about the detrimental impact of development in Elfrida. I support the opposition to expanding the boundary as recently stated by the Ont Federation of Agriculture.
847.	Hamilton Spectator: Sat. June 26: Hamilton is at risk of making planning decision that will jeopardize future sustainability: Ted McMeekin Why would the City not utilize the infrastructure that is already in place where the population is significantly less? It's a no brainer.
848.	Hamilton still has room to increase density within our current boundaries.
849.	Hamilton streets, roads, highways are already too congested. Our city is already too overcrowded and expensive. Need more green space not less.
850.	Hamilton will be a better planned city if we take care of it, intensify intelligently. The arable land in Ontario is a small part of the Province, the part beside three great lakes. Most of the Rideau, Haliburton, Muskoka regions is rock and forest; that is the case all the way to the Arctic. We need the farmlands around Hamilton for food production.
851.	Hamilton, like other large urban areas, has a sizeable 'yellow belt' that is prime for densification and, to a certain degree, gentrification. Plowing over more farm land is the easy way out.
852.	Hamiltonians are already getting priced out of their city!
853.	Hamiltons abundance of greenspace is what makes it beautiful and unique. Developing wet land and greenspace hurts us all.
854.	Hamilton's communities should all enjoy greenspace and parks and playgrounds. Limit to height and density of high rise structures maintain the enjoyment of country settings and wildlife.
855.	Hamilton's green area is one of the things that make the city great. We must preserve the land in its natural state.
856.	Hamiltons green spaces is part of what makes it special. Increase bike lanes/routes while considering development.
857.	Hamilton's greenland, along with the escarpment, needs to be preserved and protected
858.	Hamilton's population is too dense already!
859.	Hard to decide. We don't want to become Toronto but we don't want to lose green space.
860.	Has anyone from City Staff travelled on the Mountain? I didn't think so. The expansion is unbelievable. Stretch of Rymal clear across the Mountain to Hwy 20. Unbelievable the growth. Time to fill in the space before continuing.

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861.	Has the mayer, who was a real estate agent, been approachd by the Hamilton Homebuilders Association? Civil engineering urban intensification theory favours intensifying a city's downtown core. Maybe get advice from Mac Civil Engineering department, no Hamilton Homebuyers lobbies. Selling ore housing on farm land? Send bigger surveys.
862.	Have sent comments via email
863.	Having food grown locally, maintaining wetlands trump making developers acres of money. Lots of room for developers in Florida.
864.	Having in mind the bad shape infrastructure in the city and try to save to do some maintenance to the roads and sidewalks as well as enhance the pavement.
865.	Having lived downtown, on the mountain, and in the rural area surrounding Hamilton, we would prefer Option 2. We would like to see redevelopment of brownfields and other existing lots within the City, instead of urban sprawl into the surrounding areas. Increasing housing development within the City should be coupled with an improved public transit system as well.
866.	Help reduce climate change, not increase it through urban sprawl. Build more density and go vertical. Plan for a viable future, don't destroy it!
867.	High density towers should be limited in number of storeys (24 stories high)
868.	High intensification surrounding LRT stations in the City core
869.	High intensity dwellings, such as towers should exist only in the downtown core to retain diversity of living environs.
870.	Higher density low cost housing required. Boundary expansion results in very high (unaffordable) housing costs and reduction in productive agricultural land.
871.	Higher density mixed-use housing needs to be done moving forward, combining ownership, renting, and city housing in the same buildings. We don't need more and more unaffordable luxury condos. Stop foreign investment in the housing market!
872.	Higher density requires a lower tax base. Hamilton cannot maintain the current infrastructure, why expand it?
873.	Higher priority is low cost housing subsidies and reduced construction costs on rental units, especially for ODSP and OW
874.	Higher urban density will allow for higher quality, less expensive infrastructure and public services; better for long term growth, less urban sprawl. Please build more bike lands to reduce traffic commute times and GHGs like Netherlands.
875.	Highways are already bursting at the seams. High density now, witness the vehicles now on Feeder Roads to city. Need the Greenfields for existing farmlands, where will our provide come from, our Niagara area is a great example.
876.	Historically, Hamilton ignores the wants and needs of urban residents. I'm not hopeful that will ever change. I moved here to get out of the city and now the city is being forced upon us.
877.	Hold developers accountable when they promise affordable housing. Too many times, we see them exploiting the housing crisis to increase their profits and the city not holding them accountable. It needs to stop!
878.	Hope all will be inspired to do the right thing, for the sake of younger generation. Halt climate change.

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879.	Hope you take results seriously.
880.	Hopefully with the LRT in place, a special by-law should be put in place for redevelopment for/or development of high density intensification, along route. As well for undeveloped land within boundary.
881.	Hoping this counts or will developer rule and future generation left with nowhere to grow food?
882.	House our homeless. Please stop developing the greenbelt! We need it! Leave the farmland alone too!
883.	Housing intensification in already established areas makes more sense, then taking away farmland and green spaces.
884.	Housing intensification within city boundaries, required since expanding into the country takes away valuable farm land that would be necessary to help feed the population expansion.
885.	Housing is important but so is our greenfield land. We need to work together to find balance and peace for all.
886.	Housing is needed. If LRT goes forward, urban intensification is necessary! Keep our greenspaces!
887.	Housing needs to be where transportation is available. For example, the LRT will be useless if housing expands beyond current city boundaries.
888.	Housing projects parallel to the population increase in government funded.
889.	How about concentrating on maintaining our present roads, before planning any expansion? Just go onto southcote road many others!
890.	How about not voting for LRT which nobody wants and using all the property purchased for housing! Doesn't this make sense!
891.	How can we broaden city revenue sources outside of residential property taxes? How can we make housing more affordable without expansion?
892.	How can we know so little about Hamilton's many square miles of farm land?
893.	How can you control climate warming when development is done in the suburbs and cars are needed e.e. Waterdown was a victorian village now #5 is bad.
894.	How irresponsible that as our planet warms and nature and green space is eliminated, making our Earth a worse place, you make it an option to destroy our natural spaces because you're too lazy to fight to build up our city. Shame on you.
895.	How is this even a question? Don't let green destroy our city
896.	How is this even a question? We need farmland!
897.	How is urban land expansion even an option?
898.	How many half-full parking lots are downtown? Build there! Protect precious farm land!
899.	How many of the 110,180 new housing units are for affordable housing? If the answer is '0' we shouldn't be building any
900.	How many vacant factory buildings in North East Hamilton have stood empty for years? Use them! Either demolish or refurbish to obtain space for homes.
901.	How much local food production do we lose per year in Hamilton?
902.	Huge tracts in the lower city, and many areas on the mountain are ripe for redevelopment. Redevelop land and properties already in the city before building more ugly tract houses and malls.

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903.	Humans are already taking over too much "greenfield" land. Keep the greenspaces and farmland!
904.	I 100% support option 2. Infrastructure investment will be required early on, particularly rapid surface transit. My West Dundas neighbourhood is seeing intensification, it's inevitable.
905.	I am 82 years of age, born in a home on Craigroystone Rd. Farm old enough to witness the terrible disappearance of farm land from Parkdale Ave. all the way to Grimbsy and beyond!
906.	I am definitely opposed to Option 1 I think we need to preserve our rural areas.
907.	I am for whatever is best for the environment. Expanding the boundary costs us more than we can afford. Only the developers do well.
908.	I am in favour of medium and high density balanced intensification and redevelopment in existing neighbourhoods and communities.
909.	I am sure y'all have a great laugh. You are proudly destroying old downtown buildings under the guise of non-repairable asbestos filled buildings. You are destroying on purpose the vibe and replacing it with tiny hardly liveable lofts.
910.	I am totally opposed to expansion of urban expansion, expansion of our wetlands that take away from wild life.
911.	I believe conscientious thought and planning that there are great possibilities in the existing urban area
912.	I believe that it is important to conserve our "greenfield land" as much as possible. There are many areas of the city that are currently under-utilized.
913.	I believe that LRT needs the expansion in the downtown area. If the farm land is built up, more schools, area offices, fire, police. Also we need local food production on our agricultural land.
914.	I believe that providing smaller, high density living opportunities also gives residents more choice in how much they have to spend on housing.
915.	I believe that redeveloping the core of existing neighbourhoods would be the most environmentally, and socially responsible choice.
916.	I believe that there is plenty of space within the current boundaries to accomodate these folks!
917.	I believe the label given to option one is misleading as the scenario is not at all ambitious.
918.	I believe the 'LRT' will provide high and medium density along and near it's route there by reducing the urge of urban boundary expansion. There's too many open spaces (i.e. parking lots, run down buildings)
919.	I believe there are many options for development in the City's existing developed area. Since the LRT seems likely to finally go ahead, there are unoccupied buildings to be demolished and the land repurposed (condos, etc) Use all vacant land areas and parking lots. Build "up" (Think Japan).
920.	I believe this option will keep my property taxes lower and will keep traffic lower on Upper James Street and Highway 6 South.
921.	I believe we should live within our present boundaries. We need to decrease the intensification rate. People need greenspace to survive in a healthy manner. Is there any limit to population growth?

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922.	I believe we should update or use the property in the City.
923.	I choose no urban boundary expansion!
924.	I didn't receive this till late in June. I'm very glad the city has put it out for public comments, but will builders listen?
925.	I do believe we should do all in our power to protect as much as we can in our rural areas, for our sake and our children's
926.	I do not like the headings attributed to option 1 vs. 2. It could have read, "Ambitious Density - No Urban Boundary Expansion" for #2. It seems to be leading vote to #1.
927.	I do not support any further growth initiatives in this area! Please leave the farm land / greenspace as is. And this area is dense enough!
928.	I do not want any high rise condos or apt bldg on North Service Rd between Fruitland Rd and Centennial. 2. We need a city bus route to service this community. We have to rely on taxi or own vehicle to get going for shopping or to Go Station 3. Parcel of land on North Service Rd and Green ave to be converted into parkland for the many children residing in this area.
929.	I do not want light rail either but it is claimed to help with high density so should not have to adjust boundaries
930.	I do not want our farmland and greenspace destroyed, developers and greedy people want that
931.	I do not want to see further destruction of our farmlands and greenspace. There are plenty of areas within the city boundaries that can be redeveloped for housing instead of being wasted and empty.
932.	I do not want urban boundary expansion into agricultural/rural areas. The city does not benefit from such expansion and it costs mightily in terms of services. Developers are the only beneficiaries. I think there are many ways of creating infill develop and/or increasing tax base.
933.	I do realize that this city will be increasing in population. In turn, also housing in the next 3 decades will be in demand. We've already developed enough of our farm land and rural lands for development. Give it a break! In what we have left - let our future enjoy the country!
934.	I don't care! I will be 105 in 2051!
935.	I don't think the predictions regarding the amount of new single family homes adequately accounts for the significant downsizing of the Boomers, or the preferences and financial realities of the millennials.
936.	I don't want Hamilton to become like Toronto with skyscrapers everywhere. I also don't want to loose greenspace. Why are you asking me? I don't know anything about urban expansion
937.	I don't want more houses built because it's the Torontonians who are buying them, not Hamillitonians. It makes it harder for us to buy a house.
938.	I don't want to keep driving farther and farther to get to open countryside.
939.	I feel our greener lands must be preserved. Once they are gone, that's it
940.	I feel strongly that growth can happen and should happen without infringing on greenfield lands. Thank you for this voice.

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941.	I feel that there is room within the existing urban area for housing. Greenspace and countryside are very important to everyone
942.	I feel that this is better for public transportation.
943.	I feel very strongly about this - do not develop on greenfield lands - it is incredibly short-sighted and unwise.
944.	I feel we need to address vacant houses and retail space and lands within our city. We need to redevelop these spaces to improve our housing choices within the city. All builders should participate. Our city has a set infrastructure in place where people have retail, schools, hospitals, and transit in place. This will improve our city, be inviting to tourists and protect our greenbelt. We need green space for wildlife to thrive and people to enjoy.
945.	I feel we should expand on areas we have for new housing which we could have 110,180 units.
946.	I feel we should intensify the area that may be used by the LRT otherwise the LRT is a big waste of money. Save our farmland!
947.	I find the selected name of option 1 to be misleading as it less ambitious than option 2 and option 2 has a negative in the title. It feels as though you are attempting to bias in favour of opt 1.
948.	I grew up in a suburban atmosphere with room to play and enjoy. Not up to me to take that away from new families.
949.	I have no confidence that this council will do what the people of the city want. The first Grids had desired outcome so how will Grids 2 be different?
950.	I have watched farm land changed to dense rows of single and row houses that are abundant and no green spaces in the survey. Build up the core of the city and give it some life.
951.	I haven't seen this information produced in other languages. It would be important to do so in order to be inclusive. Thanks.
952.	I hope that affordable housing will be priority and that brown spaces will be improved and utilized. Farmland is precious and irreplaceable!
953.	I hope this isn't just an exercise in public relations - it's obviously a complicated issue.
954.	I hope you will intensify the old parts of the city. Expensive apartments and housing makes it difficult for middle and low income families.
955.	I know that there are restrictions on this option thanks to ON planning
956.	I like my pretty little city and both options seem to make it a pretty ___ city.
957.	I like the fact that you are asking residents for their input this way.
958.	I live downtown Hamilton and it needs more people and businesses down here.
959.	I live in Binbrook and do not like the idea of 6 or more storey condo units being built
960.	I lived on Up Gage and just to the South of use Mohawk Rd was a dirt rd. and the city limits. I cried when all of those orchard trees were torn out in the East end. Our sign says Hamilton, The Green Belt! No more green - gone.
961.	I look forward to future opportunities to comment on intensification plans to ensure this approach is undertaken so that it protects and maybe even enhances existing urban natural heritage and greenspaces including tree canopy. Very limited

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	expansion along garner road and twenty road. Glover road may be appropriate if done in conjunction with providing urban greenspaces in these areas.
962.	I love Hamilton as it is. Don't swallow up our agricultural green lands.
963.	I love that I can drive across a few roads and be in the country. A great, enjoyable de-stresser. Don't deprive us!
964.	I object to the way this survey is frames, failing to identify the cost of paving over farmland in terms of food security, climate change and overall sustainability. I also question the validity of the target set by our pro-development provincial gov't.
965.	I prefer more greenfield lands to help in our climate change and environment
966.	I prefer option 2
967.	I prefer option 2 however I am concerned that even individuals with an income of \$2000 a month will be unable to find housing.
968.	I prefer Option 2; however, if option 1 is chosen, I suggest large green area within development, with a very large for community garden. Although may require more greenland, I believe it provides a healthier option for living for residents.
969.	I prefer to see existing properties being repurposed, reclaimed, reused. Same with buildings.
970.	I realize option 2 comes with a substantive increase in the urban density - but we must preserve our greenspace. They are important as they contribute to the bio-diversity of our plant. We have lost too much already.
971.	I see no reason why the Province needs to mandate Hamilton grow by another 236,000 people by 2051. Also the current green space is hardly adequate now!
972.	I select option 2. There are many brownfield sites that seem suitable for condo development. Would lead to better transit, less congestion and more urban retail.
973.	I strongly oppose any urban expansion into the Greenbelt.
974.	I support having a rich agriculture sector. We need to be able to feed ourselves, maybe put a limit on large homes in the area.
975.	I support Option 2 however I hope Green Space and much needed wildlife corridors will be created and preserved.
976.	I support saving as much agriculture land as we can.
977.	I support the preservation of our green spaces, I do not support increased sprawl
978.	I support the visionary development of a new city in Eastern Ontario to provide room for future population growth while protecting the Ontario Greenbelt.
979.	I suspect this would get over ridden by the Provincial government.
980.	I think I'm lost now when travelling down Rymal East. Too many sewage/waste problems now!
981.	I think it is imperative that we protect our agricultural lands. Please even if it means more intensification in the urban areas.
982.	I think it is important to preserve farmland and to intensify current municipal boundary to ensure cost effective delivery of services.
983.	I think it would be nice to use the money on making the downtown great again!
984.	I think it's time we stop building these massive homes that are totally a waste of our land. Green is behind all of this.

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985.	I think Jane Jacobs said something to the effect that it's better to go "up" than "out." Please do not chew into what's left of our greenfields. It's not a long-term solution!
986.	I think option 2 is more sustainable, being better for the environment, more transit supportive (bring on the LRT!) better for business, and better for lowering my taxes.
987.	I think Stoney Creek mountain area could use a few apartment buildings for a variety of the population including the boomers who will and are ready to downsize and want to stay in the area.
988.	I think that low density, affordable housing within the city is the best way to go. Farmland should be spared.
989.	I think there is enough vacant/industrial land within the city boundaries that could be used for urban expansion.
990.	I think we should go up, not out with plans to provide parks, schools, amenities within 1km - mini communities
991.	I think your projections are too high. With all your LRT and study stay out of suburban. Proof of what you's did to Binbrook.
992.	I understand growth is needed for the economy, but please stop taking farmland and greenfield lands. That is killing our environment. There has to be a limit on how much keeps getting taken. More is not always better.
993.	I value the close proximity of our wetlands eramosa Karst C.A., conservation authority lands, etc. What is of importance is preservation of our fertile and productive farmlands that make up our municipality.
994.	I want a Hamilton with good public transportation and where I can walk to local stores, libraries, parks, etc..
995.	I want to eat - no more farm/land gone but I fear council will do whatever it wants
996.	I want to keep farmland and natural areas undisturbed
997.	I would definitely consider option 2 preferred, but it also seems unrealistic; land owners will want to sell for development for big \$\$\$ and will push hard to be allowed to do so. Residents won't all want large towers or no backyards and will also push back. It's sad to see all the greenspace being lost to housing, we can't live without it!
998.	I would hate to see a future where on city just borders onto another without farmland surrounding them. We need nature! I support high density within the city boundaries. However I also feel that the city needs to keep tight control on that so high rises don't end up in the middle of low level housing divisions.
999.	I would hope that additional park space would be set aside in the City to accommodate the increased population who don't have backyards due to high density housing. Also better bus service due to increased traffic congestion which will result from Option 2.
1000.	I would hope that there would be lots of green space within the city limits left for people to enjoy communally, i.e. parks, waterfront, trails, and the environment given high priority.
1001.	I would leave our green space. Utilize spaces that are available within limits; parking lots, large strip mall areas, etc.

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1002.	I would like to keep as much greenspace as possible to maintain Hamilton's beauty and natural spaces.
1003.	I would like to see developers include low-income housing as part of their developments or housing projects. There is a need for green space and affordable housing.
1004.	I would like to see developers purchase vacant run down properties within the city and build housing i.e. King St. E. Main St. E. Barton St. E., etc.
1005.	I would like to the ability for people to create laneway houses and garden suites to help meet the needs
1006.	I would prefer no growth no expansion. Its all about money for you guys. Growth of 01 left alone greenspace.
1007.	I would prefer that the options be presented more thoroughly
1008.	I would prefer we plan what could accommodate the most of new housing between year 2021 to 2051
1009.	I'd like to get as close to 0 as possible but realize that's hard. Make sure HSR + services are intensified too so that every neighbourhood is livable. All income levels must be included so that they aren't trapped in one part of Hamilton.
1010.	I'd like to know how the growth of 236,000 more people is determined?? I think we are already overcrowded and have already over developed our greenfields.
1011.	I'd love to see currently rundown and vacant buildings be repurposed/reno'd/replaced, in the downtown core and brownfields be focal area for new housing
1012.	Identify vacant/derelict buildings and push for renewal or loss property/
1013.	If all the people move to the area we need the farmland to feed the people
1014.	If every municipality took away our greenspaces, it will negatively impact pollution and global warming. We need farming to provide food for our increasing population.
1015.	If expansion is needed, only non farm and non conservation areas should be considered
1016.	If Hamilton commits to LRT, then #2 is aligned with that strategy. Don't build LRT and also built housing in GHA perimeter; does not make sense.
1017.	If Hamilton is going to go with LRT, the development should be in the city so you can maximize ridership.
1018.	If Hamilton is to pay attention to environmental concerns it should recognize that the region is already overpopulated as must actually contract to survive in the long term. Without the environment there is no economy.
1019.	If Hamilton is truly interested in protecting the environment, preserving rural areas and tackling climate change, it needs to stop expanding the urban boundary.
1020.	If housing is unaffordable now, how much will it be in 2051? Wait and see!
1021.	If justification for LRT is to build condo alley along the route, why would expanding boundary be needed? And why take away more farmland?
1022.	If LRT needs people to ride the transit, sure. Population needs to be in that vicinity!
1023.	If more land is made available, reduce or cut tax and development free breaks. Council is already giving most people (developers) ability to build densities greater than permitted.

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1024.	If option 1 is chosen, delay the boundary expansion for as long as possible.
1025.	If other cities can build blocks and blocks of affordable, medium density housing, why not Hamilton?
1026.	If our population is projected to grow by 236,000 is it very important that we maintain farmland to feed these people.
1027.	If sprawl allowed to take place, there won't be a Hamilton to come to. Climate change will decide for us. Sprawls are madness! Developers only concern is money, plain and simple.
1028.	If the city is convinced of the wisdom, usage and profitability of the LRT then surely all urban vacant properties should be infilled before more sprawl is encouraged not withstanding the desire of the developers.
1029.	If the farmland is not useful, then use it. If it can be used to help our farmers, please do so.
1030.	If the Ford Tories want to expand cities they should develop the North. At what point is a city at capacity? - When we have lots of people and no local food? Stop the sprawl!
1031.	If the LRT happens, develop along its route so it gets maximum ridership.
1032.	If the mayor is forcing LRT down our throats, then he can build hi-rise units along King St. from Eastgate to McMaster!
1033.	If the pandemic taught us anything, an important need will be for local food production and natural space for mental health. Growth shouldn't be forced on the city.
1034.	If the urban expansion should happen, the city would have to expand the hydro and water lines. We need the farmland to grow wheat, potatoes, other vegetables, fruit crops, etc. Beef and chicken.
1035.	If there is urban expansion land that is mostly rocks and not good for agriculture I would be OK with having housing development being built on that.
1036.	If they are co-op, the tenants help take care of the buildings. Destroy old buildings in the City to help achieve this.
1037.	If they decide to expand make sure houses are not too close together (example - smaller houses, also make them pay extra for roads, sewers, and extras)
1038.	If too difficult to decide, lean a bit but keep lobbyists and developers out of what is best for the city. Option 1 is costly for a city that has huge realty taxes.
1039.	If urban boundary is expanded, not only is land allotted for food decreased but animal habitat and ecosystems will be drastically affected/reduced also.
1040.	If urban expansion into valuable rural farmland continues Southern Ontario's farmland will disappear. Food costs will increase and Ontario will have to rely on foreign food imports.
1041.	If urban expansion is deemed necessary, it should not occur, unless heavily justified. Protect our Greenbelt, wildlife and agricultural lands.
1042.	If we are building LRT then we need to increase ridership w/ new urban expansion, use existing infrastructure and increase density of population.
1043.	If we are moving forward with LRT and with that, major upgrades to infrastructure, it only makes sense that we develop the existing urban area. Urban boundary

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	expansion only benefits developers and the affluent. We must protect our greenfields!
1044.	If we cover all the good farmland what will we eat? The long term costs are also too great. Let's exhaust all available land within Hamilton's current borders
1045.	If we expand the borders of Hamilton, we will lose valuable green space as well as become far less accessible. Hamilton needs to stay a 20-minute city!
1046.	If we keep building on greenspaces, we will soon have nowhere to grow food. Hamilton is big enough.
1047.	If we keep expanding and developing, there will not BE a city by 2050. Global warming, poverty, economic inequality is an emergency right now! Why are we even thinking of this "growth"? DEGROWTH is the way to go.
1048.	If we keep taking away farmland it will just cause the price of food to increase, and our dependance on imports to increase.
1049.	If we wait to be "the ambitious city" we need to densify, like European cities. Save irreplaceable greenfields BTW - There's a climate crisis.
1050.	If we want to be serious about climate change we need to intensify existing urban development and not expand urban boundaries.
1051.	If we want to eat we had better not pave farmland
1052.	If you believe climate change is a real issue option 1 makes no sense. Growth for sake of growth is unsustainable
1053.	If you develop into our rural land more now - you won't have the infrastructure to support it. Taxes are already too high in Hamilton and rural residents are getting a "bum" deal because of this new "urban" development over the last 20 yrs.
1054.	If you do expand, make sure parking is accounted for. I dislike our neighbourhood now because of all the cars on the road and people walking across lawns.
1055.	If you get the LRT downtown (no use to us) then build housing units there to make it worthwhile.
1056.	If you had asked for a rated response where 10 would be "strongly agree" my answer would have been 10. In my opinion there are no good arguments to encroach any further beyond the existing boundaries that are not eclipsed by arguments against encroachment.
1057.	If you loose all the greenfield, you loose everything. When is enough? Expansion doesn't always equal growth.
1058.	If you take the climate emergency you declared seriously at all you cannot consider expansion.
1059.	If you use the farm lands who will feed 81,520 new people. Use the dirty unused lots and demolish unused industry sites
1060.	If your building LRT - then new units should be on the LRTs route. It priority for new units should be adjacent the LRT live.
1061.	I'm 70 and oved to the mountain in April 1956. Same house. Kids will never experience "sweet smells" of Spring from farm lands. No farm lands means no green space, we need both.
1062.	I'm 76 we had farms from Reid Ave E to Niagara, now we have subdivisions. Need larger conservation and green areas in the city

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1063.	I'm a senior, Hamilton born. I'd like to see our city continue to grow and develop in existing urban areas. Keep our greenfield lands.
1064.	I'm in Hamilton 350. Urban expansion is not in accord with the city declaring a climate emergency.
1065.	I'm not a fan of the provincial intensification and density program in that I know it will result in mostly ugly, cramped housing consisting of apartments, townhomes, condos and semi-detached dwelling in some of the sketchiest parts of Hamilton. What people want today are detached homes with some semblance of a yard to give themselves a place they can be proud to live in. The intensification program will dictate that 650-1200 sq. ft. living areas are what people can expect as their lot in life. Based on the planning I've seen to date in Hamilton, I shudder to think what this is going to look like.
1066.	I'm sick of my tax dollars sending sprawl loving developers on cruises. We never get enough return on all the taxes we spend on sprawl infrastructure
1067.	I'm sure there are lots of properties within the city that can be cleaned up and new buildings, homes can be built without going into urban land!
1068.	Imperative to preserve Greenfields, native habitats, wildlife corridors. Imperative to preserve agricultural employment / economy.
1069.	Important to maintain existing greenfield lands for farming local food supply, to reduce global warming and provide / maintain family friendly outdoor outing space.
1070.	Important to show city costs for greenfield developments - services, schools, roads
1071.	Important to support growth in current urban areas w infrastructure and not displace low income housing - go mix model
1072.	Improve Barton / Kenilworth, add residential affordable housing and apartments
1073.	Improve communications that get light rail system going
1074.	Improve existing infrastructure - infill small lots - tear downs etc. - save our conservation areas and our farm land
1075.	Improve HSR services, add more buses as needed, no LRT. Keep property taxes to a minimum.
1076.	Improve infrastructure!
1077.	Improve our core and protect our greenbelt!
1078.	Improve our existing communities, rezone unused commercial sections of the city for housing. Leave our farmland for food and our wetlands for wildlife and water that is needed for the land.
1079.	Improve the areas that are run down - upgrade and renew dilapidated buildings, businesses, etc. We do not want to destroy our beautiful farmlands - especially the Greenbelt!
1080.	Improve what we already have. Develop the core and northern areas of downtown to have higher density, higher quality housing.
1081.	Improving density is key to building healthy, desirable, and walkable neighbourhoods with reliable transit. Expanding the boundary will create more car-dependent suburbs.
1082.	In 20 years no one will regret not having sacrificed more wetlands, forests, and farm fields to developer profits.

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1083.	In 2051 consult a soil special if expansion necessary. Do not destroy class 1 farmland, woodlots, treelines, marshes. Restore, reuse, recycle, rehabilitate historic buildings, warehouses etc. for residences. Develop abandoned buildings, vacant lots, brownfields, urban parcels. In view of the climate crisis + food security risks all over the planet, it is ironic greenfield development is given such emphasis.
1084.	In my opinion we need the green land for local produce production. It will support our farmers and us with food.
1085.	In neighbourhood, I support high-rise apartments along Main Street West, conversion of one-bedroom houses to duplexes with a separate basement, and similar intensification efforts. Intensify. No more sprawl! But keep small green patches with a tree and a bench in dense areas.
1086.	In our area leave it as is.
1087.	In the Community Beach area especially. I heard a rumour in our neighbourhood that the forested area between Edgelake Park and the first house on Church Street has been sold for condo development. This area should have been deemed a perpetual greenspace. For the sustenance of wildlife, including many rare bird species. If I am wrong, then I stand corrected but there are already enough plans in the area for new builds. It's already getting too busy down here - also the new condos at Fruitland Rd and N. Service Rd. post a danger to children.
1088.	In the last 50 years we have already lost a lot of farmland to new housing development - we cannot afford to continue! We have to choose option 2.
1089.	In the words of Joni Mitchell: "pave over paradise; put up a parking lot!"
1090.	In this time of urban sprawl, why on Earth would we think it's a good idea to permanently destroy greenfields which support wildlife or provide arable land? Densification, not spread, is key.
1091.	Incentivize seniors to sell with tax credits or true tax deductions
1092.	Include affordability indicators in your scenario analysis.
1093.	Include dedicated affordable housing
1094.	Inclusionary zoning, mixed-use residential and commercial infill projects
1095.	Increase "brownfield" development in downtown Hamilton with mixed use light industrial and residential units.
1096.	Increase density and then public transit. We need to improve current infrastructure before adding more.
1097.	Increase density around LRT to create a more walkable city, preserve farmland to feed ourselves locally, reduce need for vehicular traffic to decrease CO2.
1098.	Increase density around LRT, decrease pollution by crafting more walkable city, less reliance on vehicles, preserve farmland
1099.	Increase density around LRT, decrease pollution by creating a more walkable city, less reliance on vehicles, preserve local farmland to feed the city locally
1100.	Increase density in areas of current low density / sprawl, rather than crowding folks into the lower city - then improve public transportation
1101.	Increase density in existing urban area
1102.	Increase density in urban areas while conserving surrounding greenland. Hamilton has a lot of potential to become a leader in increasing density within urban areas.

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1103.	Increase density with affordable housing in the core and surburbs. Keep our farmland!
1104.	Increase density within urban boundaries. It can be done!
1105.	Increase density, maintain current urban sprawl.
1106.	Increase density. Save farmland!
1107.	Increase existing urban density, protect our farmland
1108.	Increase growth but within existing urban area. Use existing infrastructure to service it.
1109.	Increase height of condos and apartments
1110.	Increase housing density in BROWN FIELDS and waste land of some areas in the Hamilton City Boundary.
1111.	Increase housing in the current urban areas. We need all the existing prime agricultural land.
1112.	Increase intensification but only within city boundaries.
1113.	Increase options for services so we can finally leave our family home. We all need to think about the cost of delivering municipal services long term. Water, sewer, garbage collection, fire, police, ambulance. If we expand the footprint of the build area, we build in the need for increased taxes long term.
1114.	Increase population density with green areas to support it! No expanding
1115.	Increase population with urban sprawl = where is this extra food coming from? Land is gone! Farmers in hamilton and outskirts need to be consulted. Taking away farmland, we'll never get it back. Work on rebuilding what we already have. Lots of undeveloped space in the city. Hate those cookie cutter surveys.
1116.	Increase public transit and intensify in existing urban space. Leave greenspace for nature and farming.
1117.	Increase sewer and water capacity and repair and replace existing infrastructure to supply needs of extra population before building new
1118.	Increase tax base with increased density and no new infrastructure. Get our finances in order!! We can't maintain infrastructure now without expanding.
1119.	Increased density is very important for mid-to-longterm environmental sustainability. This is a decision to be made in light of income inequality and the climate crisis.
1120.	Increasing the revitalization of the downtown core provides opportunity for rapid growth in commercial development (shops, restaurants, etc), improved community experience, and superior safety.
1121.	Increasing urban density with opportunity to develop and utilize local community amenities ie less cars and improve climate
1122.	Incredible opportunity exists to use the under leveraged land existing within the city to bring so much more vibrancy to the core and unique neighbourhoods. Leave farmlands as they are.
1123.	Industrial and commercial expansion should take place on the brown lands by Stelco and Arcelormital.
1124.	Infill and intensification before any more farmland is lost.
1125.	Infill and intensification good. Allow laneways, multi-res, etc., less big houses on fields.

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1126.	Infill and intensification make it possible to build sustainable city infrastructure, supported by the tax revenues from the secured properties.
1127.	Infill existing abandoned, unused and uncared for areas in cities. Do not destroy any more farmland or greenspace.
1128.	Infill projects should fit into the architecture of the community affected
1129.	Infill using existing infrastructure, make walkable neighbourhoods like this one.
1130.	Infill! Avoid all dealings with _____!
1131.	Infill/brownfield wherever possible before any further sprawl.
1132.	Infrastructure redevelopment has to come first before intensification which includes a sustainable mobility plan. Do we have one?
1133.	Infrastructure! This will only work with vastly improved infrastructure within the city. Is that included in your plan?
1134.	Inner city growth creates a financial surplus. Suburban growth (sprawl) creates a significant city deficit requiring tax increases over time.
1135.	Instead of expanding into rural areas, focus on developing housing with Hamilton core - new condos, renovating old/unused buildings
1136.	Instead of future development and spending billions on an LRT, the city should be focusing on cleaning up the watershed and affordable housing for the less fortunate
1137.	Instead of spending money to extend the infrastructure, take care of what is in place. There are low-rise apartments and tiny houses already sprouting up. This is the way to go moving forward!
1138.	Instead of taking over more land. Lets use what we have and fix all the current roads.
1139.	Intensification - make urban spaces beautiful and invest in infrastructure - will create a great place to live and do business - keep green spaces green so to protect places for more people to go = increased housing price which will attract more professional families = Hamilton is the jewel of the region = be forward!
1140.	Intensification adds to economic development. Sprawl does not. Greenspace needs to be protected and be our first priority. Housing of the future will look different.
1141.	Intensification aids commercial success and supports transit investment.
1142.	Intensification along LRT route
1143.	Intensification also needs to respect neighbourhood character and surrounding properties. Enable alternate forms of housing: example, laneway houses and carriage houses and tiny houses within zoning regulations
1144.	Intensification and more public transit is the direction we should go
1145.	Intensification in urban areas must ensure the heritage and character of these areas is maintained as much as possible
1146.	Intensification is more efficient. It uses existing infrastructure, sprawl is expensive and single family homes don't pay enough taxes to maintain the new roads, water / services needed.
1147.	Intensification is much preferred over greenfield development!
1148.	Intensification is needed, high density eg - highrise over stores - good parks

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1149.	Intensification is the way to go, for a healthy city and healthy planet!
1150.	Intensification is the way to go. The city has too many parking lots. Redevelopment along Barton Street East should be a high priority.
1151.	Intensification means better use of city services and infrastructure, greater sustainability and a greener future.
1152.	Intensification only 60%
1153.	Intensification should be done while respecting the character of existing neighbourhoods. Especially the many historic areas. Also developers should respect current zoning by-laws.
1154.	Intensification that maximizes density is our best climate option.
1155.	Intensify building downtown esp. along LRT line. Also allow tiny houses in every backyard, and open more City property for tiny house communities.
1156.	Intensify by growing up, not out
1157.	Intensify the areas within the existing urban boundary. Ensure development pays their full share of costs, and the perpetual burden of development is not passed onto tax payers
1158.	Intensify, especially develop brownfields * Preserve rural/farmland
1159.	Invest in low income housing, public transportation, fix roads, support for homeless, revitalize older areas, more parks
1160.	Invest in modern farms. If this pandemic has taught us anything, Canada needs to be more self sufficient. We need a better food supply.
1161.	Invest in the downtown! Rebuild or renovate vacant homes and bldgs. Our earth needs greenspace and we cannot afford to lose precious farmland and wetlands!
1162.	Invest in the downtown, building up, not out. More affordable housing and social supports. That would be a better use of money.
1163.	Investment needs to be made in revitalizing homes/areas already available/zoned for housing. No urban sprawl!
1164.	Is this survey going to residents/farmers in the prospective undeveloped land?
1165.	Isn't amalgamation enough? Look after what we already have!! How are we going to eat? Import everything at high cost? Paving over farmland does not make sense.
1166.	It appears that far too many luxury condos are being built in the city. As seniors and homeowners, the value of our property would not afford us a luxury condo apartment. Seniors need the conveniences of the city and affordable living.
1167.	It does not make sense to build an LRT as a means to increase density and expanding the urban boundary. Save the farmland and Greenbelt. All 3 and 4 storey homes to save land.
1168.	It is absolutely essential to preserve our rapidly shrinking green places, * our Greenbelt is under direct assault by the Provincial Government of Doug Ford, and it must cease.
1169.	It is both environmentally irresponsible and reprehensible to continue to destroy greenfields to sprawl our outward boundaries in the midst of an acknowledged climate crisis.
1170.	It is crucial that we lose no more farmable land, nor forested or wetlands to development of any kind

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1171.	It is essential that the increase in urban density not eliminate any existing green space within the urban boundary. Parks are essential to mental and physical health and preventing violent crime.
1172.	It is extremely important to protect our greenfield lands. Build up not out.
1173.	It is imperative that the city protects greenlands from development. The increased infrastructure costs of these developments is not sustainable. Increasing urban density is essential to an ecologically and financially sustainable future for our city.
1174.	It is important to preserve surrounding green space for farming (food) and enjoyment of city dwellers, not to mention the wildlife.
1175.	It is much more efficient to build up within the current urban boundary and is responsive to the ongoing climate emergency
1176.	It is not necessary to expand the urban boundary. We need farmland and greenspace.
1177.	It is not wise to take farmland and greenspace to build residential housing. There are plenty of unused buildings in the city which should be reconstructed to residential. We need farms and parks!
1178.	It is shameful that lifelong Hamiltonians will never see their children afford a home here. We need affordable housing in the city not the destruction of farmland. We need food more than new residents. Also, something needs to be done re: investors buying up everything, Toronto influx renovictions. It's creating a city of "the homeless".
1179.	it is the onus of the City Council to share with it's taxpayers the process the Ontario Gov't chose to shove this expansion scenario down our throats. I want to know more!!
1180.	It is time for me to move to somewhere smaller and watch from a distance while the competition between Toronto and Hamilton destroys them both.
1181.	It is time to expand urban density on the Mountain.
1182.	It is too sad to see the medium density and high density that has taken over Waterdown! Which makes traffic at a stand still!
1183.	It is very concerning to see how much productive farmland has been developed for housing in the last 35 years.
1184.	It may not be realistic to have zero hectare expansion but it's about time for us to get serious about protecting farmland
1185.	It may sound simplistic greenspace is needed for food, good air, soil retention, trees..
1186.	It saddens us to see our greenspace disappearing, we need to preserve it at all costs.
1187.	It seems like it would be wiser to clean up and re-purpose/use existing developed but unused land within the city rather than develop and pave over more farm land and natural areas.
1188.	It should now be Central Ontario where the Government is encouraging population growth and the employment to attract and support it.
1189.	It will be difficult but we need to try to not infringe on any land that can be used to support our populations need for food

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1190.	It will be necessary to provide greenspace in the urban area. Plant native trees and pollinator friendly gardens. Find ways to create attractive and affordable housing.
1191.	It would be a crime to develop housing on greenfield lands beyond the urban boundary.
1192.	It would be better for the environment
1193.	It would be great to fix up parts of the city that need it, repair and renew.
1194.	It would be irresponsible, in my view, to expand the urban boundary at the expense of our much needed greenfield lands. Without farms what will we do?
1195.	It would be more beneficial to increase the population in the downtown core. Improve existing infrastructure, improve housing opportunities with low rise condos and affordable housing, add to existing restaurants and entertainment venues and provide more green spaces throughout the city. Thus the tax base increases. People could work play and live in their neighbourhood and would use public transit bike or walk.
1196.	It would be more to the point to do something about the derelict mess that is downtown Hamilton
1197.	It would make a huge difference to take abandoned buildings and redo into low income housing, it helps those that need help and would bring people into abandoned buildings who could support the businesses that are there
1198.	It's a mistake to assume populations will and should grow. Birth rates in the developed world are dropping, even now below replacement levels. Pandemics such as Covid-19 show that densely packing human beings in urban high rises is a recipe for disaster. Fewer people, more greenspace!
1199.	It's a travesty if "farm/food land" is sacrificed just to increase "tax" income. Not to mention the infrastructure cost!
1200.	It's about time those who buy up farmland just to make a profit found other work. We need our land!
1201.	Stay downtown, enjoy your buses, gay crosswalks, bicycle lanes, we don't have them and don't want them. We don't want city ___ next door.
1202.	It's better to build up than out and take away even more of the little valuable farmland that is left.
1203.	It's crucial that new apartments are large enough to accommodate families. Several bedrooms, large kitchens with full size appliances, living rooms where you can entertain, outside space etc. Affordable housing should be the number one priority. More midrise, no hi-rise.
1204.	It's important to plan with greenspace, urban canopy, neighbourhood safety, affordable rents and access to services within the area
1205.	Its important to keep our farms and ecosystems!
1206.	It's interesting to me and probably others that one of these was not sent for the LRT. How about it Hamilton?
1207.	Its more important to put housing within the existing urban areas, then to expand into the greenfield lands. We need to preserve our farm lands and agricultural areas outside of the city!!

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1208.	It's time to make smart use of the land within current urban boundary.
1209.	It's time to repurpose older industrial buildings and other vacant ones into housing. Tillsenburg has a mill that is now a restaurant and hotel that is wheelchair accessible.
1210.	Its unfortunate this growth is a requirement at all - part of what makes Hamilton a great city is it is much lower density than Toronto and has all of the greenspace within walking distance for residents
1211.	It's vital that we preserve greenspace and farmland in a world rapidly changing due to the climate crisis. Building up not out is necessary. Thank you for reading!
1212.	It's vital to preserve farmland and wetlands with climate change. Create density along major corridors with good transit.
1213.	Its way past time developers were stopped and made accountable/responsible for the costs to taxpayers to service their developments. The lower city is falling apart. We get nothing for ridiculous taxes.
1214.	I've worked for nearly two decades with developers, and I've seen the irreparable loss of greenfield lands. I am convinced there is no way to do this ethically or sustainably. This is a hard limit we ought to respect. We owe it to future generations.
1215.	Just let the developers do what they want because there 1/2 way there now. Moving away this city is a mess getting worse!
1216.	Just move on to the next city we do not need anymore building done here in Hamilton.
1217.	Keep area for farmlands and homes that have more land. Already lots of new homes in rural areas.
1218.	Keep developers hands off of our farms and green belt.
1219.	Keep existing farmlands and rural land. Leverage our existing area and find ways to develop and improve on it as we move into the future
1220.	Keep farm land
1221.	Keep farm lands
1222.	Keep farmland
1223.	Keep farmland and greenbelt that will be vital as we need farmable land to feed the growing population
1224.	Keep farmland and greenspace. Gentrify / revitalize older areas to provide affordable housing.
1225.	Keep farmland as farms. We need agriculture for food. Keep greenspace forests/meadows for nature, pollination, walking paths and enjoyment.
1226.	Keep farmland for food production!
1227.	Keep farmland, develop affordable housing in the city.
1228.	Keep green land green
1229.	Keep green space and farmland. Clean up, reuse, improve existing urban space. Work within our existing carbon footprint.
1230.	Keep greenfields for growing our own food in future. Plenty of neglected areas in Hamilton can be refurbished or replaced with houses.
1231.	Keep greenspace! Refurbish the older and rundown area with new housing!

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1232.	Keep greenspaces and parkland in city. Make sure roads in place before development.
1233.	Keep greenspaces and as many farms as possible please
1234.	Keep Hamilton beautiful and more parks, trees, gardens, build new cities, Canada is so huge
1235.	Keep Hamilton green - reclaim industrial areas for homes
1236.	Keep Hamilton GREEN!
1237.	Keep it in the city
1238.	Keep land for food and greenery necessary for physical and mental health to those presently residents!!
1239.	Keep our "greenfield land" for farming. Local farming is extremely important!
1240.	Keep our agricultural greenspace!
1241.	Keep our agricultural land safe!!
1242.	Keep our agricultural land! There is already too much urban sprawl!
1243.	Keep our country land
1244.	Keep our farmlands. We can feed all of Canada. No need to import food that can be grown here. Build within city boundaries. Keep rural - rural. Are you listening?
1245.	Keep our good farmland!
1246.	Keep our greenfields
1247.	Keep our greenspace! Stop the sprawl.
1248.	Keep our greenspace green. Re-use what we have.
1249.	Keep our greenspace outside of our present urban area
1250.	Keep our greenspace!
1251.	Keep our greenspace!
1252.	Keep our greenspace. Trees are good for the environment. Air quality is essential. Cities are overcrowded.
1253.	Keep our land - as the pandemic has proven we need to be able to grow our own food! Urban areas need to be revitalized, rebuilt. Build up, not out! Intensify in existing urban areas is the way to go. Keep greenfield land as greenfield land for future generations.
1254.	Keep our taxes going to already existing infrastructure in already existing urban neighbourhoods.
1255.	Keep our wetlands and farmlands. We need trees.
1256.	Keep paving over greenfields and we'll have less and less homegrown produce and be more reliant on other countries to supply us with food
1257.	Keep people in the city
1258.	Keep the building within city limits. No expansion on rural lands!
1259.	Keep the farms, do not become Mississauga or Brampton.
1260.	Keep the green space
1261.	Keep the greenbelt in place!
1262.	Keep the greenfields green!

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1263.	Keep the greenspace, re-develop unused spaces within the urban boundary, keep transit more localized within the existing boundary and allow food to be grown locally in greenfield lands.
1264.	Keep the land for trails and wildlife. Improve housing that is already existing. Develop existing urban areas with new housing. Improve green space and expand it.
1265.	Keep the rural areas = rural!
1266.	Keep the taxes down
1267.	Keep your hands of the land
1268.	Keeping natural biodiversity and greenspace is vital. There are plenty of plots in Hamilton that can be revamped and revitalized.
1269.	Kill the LRT, flatten Jackson Square and the Eaton Centre and build homes there, keep the farmers market.
1270.	Kinder, smarter planning, saving natural land and agricultural lands, and urban renewal are paramount to our continued survival. Weird wording (on options).
1271.	King street, Barton street, most of Cannon (especially crack houses on north side by Birch) all need a do over. Tear them down and build something nice.
1272.	Knock down empty buildings and reuse the land.
1273.	Knock down old vacant buildings, schools, factorys. Use these areas for housing. Use up all vacant land within City limits first. Leave farms alone we need food they need to work.
1274.	Knock down our buildings, vacant shacks, use these areas for housing. Use up all vacant lands within city limits first. Leave farmlands alone we need food to survive.
1275.	Knock down some of the low rises and build high rises, but no "renovictions". Realize the population should expand, but not at expense of citizens
1276.	Knock down the slums along Cannon, King and Barton for a start. Build family friendly homes and parks. No highrise.
1277.	Knock old buildings down and rebuild on the same land affordable housing for seniors
1278.	L8E ***
1279.	Land back!
1280.	Land used for food production is very quickly disappearing. Clean up and use urban space!
1281.	Late because we were away at cottage
1282.	Leave as it!
1283.	Leave conservation and RBG areas and wetlands alone.
1284.	Leave farm land alone!! Use existing city and Dundas, Ancaster, Stoney Creek, Waterdown, Etc. Cores better
1285.	Leave farm land and greenbelt alone - animals and food production are too important
1286.	Leave farm lands alone. Build up downtown/ waterfront!
1287.	Leave farmland alone
1288.	Leave farmland alone and improve current infrastructure.
1289.	Leave farmland alone!

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1290.	Leave farmland alone!
1291.	Leave farmland alone, we need farmers also leave the Green Belt as is.
1292.	Leave farmland and green space alone. Lower property taxes. Rent needs to be lowered. Lower municipal water costs. We need it to survive. Stop giving money to contractors. Tear down old buildings and build affordable housing. Fix our roads properly the first time!
1293.	Leave farmland and rural as farmland and rural.
1294.	Leave farmland and wet lands alone; we need to protect, not destroy! Build in areas that are empty and boarded over in the city first.
1295.	Leave farmland/rural land untouched. Build within current city boundaries.
1296.	Leave farms alone!
1297.	Leave green belt as is
1298.	Leave green field alone! We are killing the planet as we expand our boundaries
1299.	Leave greenfield lands - protect against loss of habitat and farmlands.
1300.	Leave greenfield lands for local farming and greenspaces. For both upper and lower city: redevelop existing run-down vacant areas and neighbourhoods, with affordable, sustainable, and well built housing; re-establish businesses along main routes to create self-sufficient neighbourhoods again.
1301.	Leave greenspace alone! Instead, offer incentives for agricultural vocations on that land where possible. There is a great deal of derelict property along the main corridors in the lower city. Using lower city property for "expansion" makes the development accessible to more income groups and to public transit. That transit should include improvements to roads and maintenance of the east-west corridors with additional environmentally friendly buses; not the LRT which will increase traffic congestion idling, and which has limited use of north/south travel and by shift workers which drive this city.
1302.	Leave greenspaces alone
1303.	Leave greenspaces and wetlands alone. Develop old industrial, some old parking lots and abandoned properties first.
1304.	Leave nature alone
1305.	Leave our farm land alone!
1306.	Leave our farmland alone! Build up instead of using precious land for individual homes. We need to be able to farm instead of going elsewhere for our food.
1307.	Leave our farmlands alone. We need them for Ontario grown foods.
1308.	Leave our farmlands and forests untouched. Animals need homes too.
1309.	Leave our farms and wetlands alone. Get rid of seedy developers.
1310.	Leave our green spaces alone!!
1311.	Leave our green spaces alone. We don't need to have more housing, can't afford. Leave boundary alone! Grass, trees, pond's are the best.
1312.	Leave our greenfield lands alone!
1313.	Leave our greenfield lands alone! Increase population density capacity within our inner city!
1314.	Leave our greenfield lands and wetlands alone.
1315.	Leave our greenfields alone

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1316.	Leave our greenfields alone!
1317.	Leave our greenfields and farmland alone. Enough of us want to leave the city of Hamilton
1318.	Leave our greenspaces alone! There's plenty of land to develop in the Greater Hamilton area already!
1319.	Leave our precious farmland along - because they're not making anymore!! Stop Doug Ford asap, for the sake of Ontario
1320.	Leave our rural farmlands alone!
1321.	Leave rural agricultural land alone - don't pave over everything
1322.	Leave rural land alone!
1323.	Leave the conservation areas and farms alone!!
1324.	Leave the farm land alone!
1325.	Leave the farm land, small villages and wet lands alone. We grow your food and provide nature walks etc. We don't need our want more people. Also give farmers a decent break.
1326.	Leave the farm lands, protect green space.
1327.	Leave the farmland alone!
1328.	Leave the farmland alone. The roads out here can't handle any more traffic.
1329.	Leave the farmlands for growing food
1330.	Leave the farmlands for the animals, and do not even think of touching the wetlands.
1331.	Leave the farms, lower transportation distances
1332.	Leave the green land to Mother Nature. We can fix all these empty buildings, either rent them or people can buy them.
1333.	Leave the green spaces, green. No more cookie cutter (ugly) communities that go on for miles and miles and miles.
1334.	Leave the greenbelt we need farmland
1335.	Leave the greenspace
1336.	Leave the greenspace alone!! The planet needs more greenspace!
1337.	Leave the greenspace and farming land alone
1338.	Leave the greenspace and farm lands alone
1339.	Leave wetlands alone! Leave our greenbelt alone!
1340.	Leave what wildlife we have left - alone!!
1341.	Ler clean up the lower city first we need to rezone brownfields Pittsburgh is a good example. Also we need an area for high rises over 35 stories in the core
1342.	Less immigrants allowed in the country. Let's get everyone here now into housing and off social assistance before we allow more people into the country
1343.	Let our farmers farm
1344.	Let the provincial and federal government know you want Indigenous Land Disputes settled. No more illegal land grabs. Build tiny homes for the poor, cap and lower rent, make it affordable. House the people of Hamilton. Make old buildings new again.

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1345.	Let us not destroy downtown Hamilton with Toronto style traffic nightmare created by LRT. Run LRT from James Norht up Mountain to Mohawk College - then on to airport and Binbrook - creating jobs and new access to housing
1346.	Let us not further encroach on existing and remaining greenfields
1347.	Let us plan to make better use of the land within our boundaries and update our city centre, Europe had done it, why can't we?
1348.	Let us preserve our greenfield lands as is - no further housing expansion
1349.	Let's better utilize existing full serviced land with new build better vertical density/
1350.	Let's build on LRT and develop existing land
1351.	Let's build on some parking lots! Keep farms farming! Clean brownfields, focus on replacing aging infrastructure (sewers) not building new lines.
1352.	Lets clean up and rejuvenate the core! Barton, Kenilworth, McNab, etc. So many closed and boarded up areas that could be brought back to life!
1353.	Let's clean up the old dilapidated buildings first. Make the downtown core more inviting, with people.
1354.	Lets clean up what we have now.
1355.	Let's densify within the existing urban boundary - it can be done! #stopsprawlhamont
1356.	Let's exhaust the vacant lands that exist in the present city scape!
1357.	Let's figure out how to increase density, maximize existing infrastructure and save farm and recreational green space.
1358.	Lets fix up and intensify the lower city. It need the work Binbrook, Mt Hope, Elfrida, and Hannon! (And save existing farmland and greenspace)
1359.	Lets get creative and find ways to do this. We can find lots of unused land within the boundaries of our existing city. I do not want to see farmland lost to housing.
1360.	Let's get our politicians to listen to the voters not the developers. Do what is right for our grandchildren they deserve a future!
1361.	Let's have some densification in the suburbs
1362.	Lets keep growth in the City Smart Growth and intensification is the way to go. Plenty of infill opportunities within our city.
1363.	Let's keep the greenspace alive and well
1364.	Let's not forget to think about preserving natural spaces and conserving wildlife habitats. Let's be smart with development, making sue there are garden spaces for native plants. We can do much better!
1365.	Let's not get too ambitious.
1366.	Let's not pave over some of the richest farmland in Ontario and have the "Golden Horseshoe" a majority that eats up all the greenland in S. Ontario. Intensification, density and infilling with mixed living option are better alternatives.
1367.	Lets preserve land not use it because it's there
1368.	Let's prioritize food security and given space, in addition to climate action! Build the missing middle within present boundaries
1369.	Let's put high density buildings on all of those paved parking lots in the city!
1370.	Lets redevelop in areas that are struggling and ensure that we emphasize and include affordable housing!

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1371.	Let's save the bee's, the butterflies, climate crisis! Build up, not out.
1372.	Let's see if City Hall, mayor and Clrs actually listen to what tax payers say in this survey!!
1373.	Lets stop enriching and letting developers dictate what is best for Hamilton Lets keep _____ away from City councilors from developers
1374.	Let's stop removing farmland and instead develop existing lands within the present boundary.
1375.	Lets use what we have! (and we have a lot).
1376.	Let's use what we have, and density!!
1377.	Let's work on the downtown core especially when bringing in the LRT, keep our green space, healthy air. Farmlands need to stay, keep costs of food down and keep jobs.
1378.	Lets work with what we have before taking valuable farmland
1379.	Let's work with what we've got
1380.	Limit expansion as much as possible. Protect green space.
1381.	Limit expansion to only the level which can be handled by the water treatment system. Use greener building options such as solar panels. Retain architectural character of older buildings, restore whenever possible. It is important to keep the history of both Hamilton and its communities. If a group of condos / townhomes are built, mandate green space (for residents to use). Ensure well-built but moderate and lower cost (affordable) housing. Mandate builders to reduce the size of new homes.
1382.	Limit new housing (new builds) footprints and sq. footage. If people want larger homes, renovate existing homes. New homes should be reserved for young, new homeowners - allow duplex and triplex.
1383.	Limit urban expansion where possible, focus on infill development to replace derelict blocks and regentify declined neighbourhoods.
1384.	Limited area to farm effectively and more people therefore must protect as much good farming land as possible.
1385.	Limited land per property. Get poor to the table. Stop swallowing up land with bigger building footprint for so few people. If we don't look after the poorest, we look after nobody
1386.	Limiting one home to survey response form does not readily invite public feedback as there may be more than one Hamiltonian per household wishing to voice an opinion.
1387.	Listen to what people want
1388.	Listen to your constituents not just the developers
1389.	Livable cities do not require car ownership
1390.	Look after greenfields
1391.	Look after your own people if want help a lot.
1392.	Look at St. Thomas, ON and see how they incorporated bike/walking paths throughout the city. Remember: Farmers feed cities!

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1393.	Look for less damaging solutions to the ecosystem. There has been too much habitat loss for wildlife, insects etc
1394.	Look to electric buses to improve transit city wide rather than LRT in limited area. Kill the LRT.
1395.	Looking at existing intensification of 39k over 10 years it seems that neither Option 1 nor 2 are realistic - without more information. Option 2 might be possible if you reduced new build footprint, created incentives for housesharing, etc.
1396.	Losing too much farmland
1397.	Loss of agricultural capacity should be described in development reports - i.e. how much food production ability are we losing by building on this greenfield site?
1398.	Lots of brownland available! Use that instead of greenland
1399.	Lots of empty land inside city border to use for housing - this will (may) also cut down on greenhouse emissions as public transit is available
1400.	Lots of empty lots to use
1401.	Lots of inner city to develop - Geared to income rentals in Ancaster - "No" LRT
1402.	Lots of land available on Mud St. E. and Green Mtn Rd. Also land at Mud St and First Rd W. land available for 45 years - use for senior townhomes 1 floor units. There are many areas of land right around my neighbourhood that lie dormant. I.e. Paramount and Atlas Sts beside Billy Green School - needed a seniors condo building on single floor towns with underground parking.
1403.	Lots of land that could be redeveloped within existing city. No need to expand.
1404.	Lots of opportunities for healthy intensification within existing urban limits, building off existing infrastructure.
1405.	Lots of underutilized / abandoned lots that could be repurposed and revitalized before destroying farmland and greenspace
1406.	Lots of unused potential downtown
1407.	Lots of vacant buildings sitting here idle on James Street North owned by city; instead of wasting money on LRT.
1408.	Lots of vacant land in the city
1409.	Low income housing should be seriously addressed with the developers. Everyone needs affordable housing, especially within the city core.
1410.	Low income housing will need to be a priority as property prices and rental rates soar in the city.
1411.	Low to medium housing density preferred no highrises - due to safety.
1412.	Low to mid rise outside of downtown. Community-based hubs. Don't block lake access to the citizens!
1413.	Lower densification. Critical to preserve farm and greenland please. Hamilton is already much too dense. No boundary expansions.
1414.	Lower intensification (we already get power outages) Use brownfields for high rise units.
1415.	Lower taxes please.
1416.	Lower urban sprawl
1417.	LRT - Yes!! Protect our farmlands and greenspaces

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1418.	LRT and revitalization of downtown core. Fewer cars and less pollution LRT brings new infrastructure at little cost to the taxpayer i.e. underground services and road repaving
1419.	LRT has been approved so now build housing around it in places that the buildings are empty and not being used for storefronts
1420.	LRT is not needed but LRT should go north to south, not east to west.
1421.	LRT needs ridership. Clean up areas in Hamilton, increase density in those areas
1422.	LRT please, protect our precious farmlands and existing forests, natural waterways. Promote laneway housing developments, more senior oriented housing (non-profit). More community gardens, more social housing.
1423.	LRT required to support increased density.
1424.	LRT route is good spot to look at for intensification
1425.	LRT senseless without higher density in lower city. Less pollution if no driving from outside current boundaries. Will revitalize downtown. Keeps greenspace for farmers, healthy earth to table food supply. More tax base for infrastructure repair and maintenance.
1426.	LRT will be helpful for option #2. Kenilworth N expansion
1427.	LRT will spur more development in lower city this will result in more development fees and increased property tax assessments which will ease the tax burden in outlying areas such as Flamborough. I support the LRT!
1428.	Maintain all farmland for food sustainability. Surtax on speculators buying homes to "flip" or sit empty. Speed up building permit approvals with time frame to complete. Build downtown vertically increasing housing availability. Greenspace needed to maintain existing wildlife. More building increases temperatures affecting climate change negatively.
1429.	Maintain farmland - do not build on it. We need to protect farmland as a source of food, forests to clean air, etc.
1430.	Maintain farmland or turn into Greenspace. Reevaluate current 2050 forecasts (current don't make sense) Enlist local universities to assist in density, demographics and lifestyle changes over next 30 years. No need to rush into this; make part of selection agenda platform!
1431.	Maintain greenspace for opportunity to connect with nature, for agriculture, less reliance on cars to be mobile if develop downtown etc. Once consumed for buildings - green space gone
1432.	Maintain the green
1433.	Maintain/keep the farmland. Do not occupy farming/greenbelt area. Big houses not needed. Do construct small homes less cost, less land to use.
1434.	Maintaining prime agricultural land is vital in providing food for our city and country. Developers need to be creative with space within the city not being utilized
1435.	Maintenance is key. We need to repurpose empty office buildings. And we need to put \$ back into keeping infrastructure clean and repaired
1436.	Major thoroughfares like clapped out Barton St. need to be re-developed with consistent streetscape apartments, stacked townhouses. Shopping centre parking lots need to be rebuilt with medium and high rise residential nodes! Our inner city

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	sea of fading parking lots need to be built out. Worry about expansion needs a decade from now!
1437.	Make a real attempt now to achieve the firm urban boundary of Hamilton's early 90's vision of 2020. A firm urban boundary will force / focus new development onto underutilized brownfield lands within current urban area, leverage the intensification incentive of the LRT, provoke rationalizing LRT route with route connecting to LIUNA GO build and North South B-LINE on James Street. Better than than never.
1438.	Make better use of existing infrastructure. We need to preserve existing agricultural lands and natural areas.
1439.	Make better use of existing land area including repurposing vacant manufacturing.
1440.	Make better use of old/unused homes, schools, buildings. Bring up to code for safety, provide reasonably priced housing/units that is actually affordable (to help homeless, not to boost population).
1441.	Make better use of urban area that currently exists. Protect our greenfield lands. Be innovative. Consider climate change.
1442.	Make developers pay for all new services, buses, etc.
1443.	Make full and effective use of currently available property in existing urban area to meet intensification needs
1444.	Make Hamilton's downtown a vibrant place to live and play and work more density needed downtown and toward the bay!!
1445.	Make it easier to build SDU to help make more housing (& hopefully affordable!) available within the existing boundary. It is very important to protect green space and farmland especially because of the climate crisis.
1446.	Make it easy to innovate on LRT tear-down sites!
1447.	Make much better use of land within the current city boundaries FIRST!
1448.	Make our city modern, clean and beautiful. Knock down the older dilapidated houses in our city and build new modern affordable housing! Our young adults are struggling to acquire decent housing!
1449.	Make places for the homeless and make downtown desirable.
1450.	Make some of the new units affordable housing as too many Hamilton residents are being pushed out of their homes due to rising rent and house prices.
1451.	Make sure lots of low cost housing is built on the LRT route.
1452.	Make sure that some of the growth includes affordable housing.
1453.	Make sure the new units are affordable for low income and extremely low income families
1454.	Make the city core world class! We need jobs, services to help newcomers, homeless, etc. Focus on one core and make it great.
1455.	Make the climate lens something more than rhetoric! Fill in the parking lots with moderate density buildings. Include affordable housing units in every development. No more sprawl!
1456.	Make the developers use a little imagination rather than just doing the easy thing, getting easy money and paving over our farmland.
1457.	Make the downtown and waterfront the crown jewels. It takes decades to add bus service to be able to expand the city!

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1458.	Make the existing spaces better more sustainable, accessible before even considering growing into new boundaries
1459.	Make use of LRT to full extent. Also, most new immigrants tend to stay in the city and don't get cars right away
1460.	Make use of the following vacant lots, old schools, derelict buildings, etc.
1461.	Makes the most sense to me, transportation, schools, local businesses already in place. There are so many areas suitable. James st North at Strachan!!
1462.	Making housing affordable. Doesn't matter where you build if no one can afford it anyway.
1463.	Manage the property better. Allow for easier laneway and duplex and possibly create more space for tiny homes within the land we have now.
1464.	Manage what we have first. Council has to prove that existing city properties and land is well looked after and properly maintained, including waterways.
1465.	Many areas of downtown Hamilton feel a bit run down, and I am not fully comfortable with going out at night. More investment in the downtown core would create a thriving city.
1466.	Many buildings downtown are vacant. Fix them up and make nice. Also consider a subway for this!
1467.	Many existing empty lots and a buildings in inner city should be used for redevelopment and save greenspace
1468.	Many new homes being built are too large. There should be a size limit. We must preserve our agricultural land.
1469.	Many opportunities within city for infill projects both on vacant lands and then tear-downs of derelict structures/rebuilds plus more lenient approach to granny flats, BSMT and attic apts, etc.
1470.	Many single family homes are old and inefficient energy wise. Replacing them with low rise apartments or condos would add many housing units, without needing only tall towers.
1471.	Maximize intensification in lower city before expanding the boundaries of Hamilton
1472.	Maximize the cities potential up before sprawling out. Green spaces need to be preserved and enhanced in this region. Residents will need more options to work close to home. i.e. use more public transit.
1473.	Maximize urban options and keep farmland. Security of food is only going to increase as an issue.
1474.	Maybe fix abandoned buildings instead of farmlands or greenland. Owners not paying their proper amount of taxes force them to sell, fix those units for people to live in
1475.	Maybe think about converting, developing the old industrial areas on lakeshore. It would make amazing view condos and housing.
1476.	Medium and high density housing should be developed in the existing boundaries. Farms feed cities and we need to be able to feed locally - importing is not a sustainable option.
1477.	Medium density development. No more high rises blocking views or making it harder to live without infestations of roaches or bed bugs etc. Medium is safer for kids too.

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1478.	Medium density housing. Why not use industry land, empty warehouses, or neighbourhoods with dilapidated houses, tear them down and build on those properties.
1479.	Medium density where ever possible. Consider the neighbourhood when building high rises. Also don't overload roads. More buses please.
1480.	Medium density with preservation of greenfield lands, zero development of new greenfield lands
1481.	Medium density is priority. Option 1 would mean massive infrastructure creation. Option 2 would only need upgrades to existing infrastructure. Affordable and subsidized housing should be part of development commitment. LRT please, stop stalling. Auxiliary dwelling units and tiny homes needed. Be bold.
1482.	Minimal expansion beyond present boundaries. City Hall's ambitious numbers projected are too often exaggerated!
1483.	Minimize cutting down of trees, loss farm land, low of meadows and greenspace. Keep affluance out of it. Balance material and intangible benefits.
1484.	Mixture of commercial and residential units example: low density residential units on top of commercial units
1485.	Modernization of King St. from Kenilworth to James St. Please keep fruitlands and vineyards.
1486.	Money should be put into enhancing/revitalizing the city and surrounding towns. Build up (condos, apartments) rather than out to our farmlands.
1487.	More ADU and laneway housing too.
1488.	More affordable housing - we can't maintain what we currently have - developers need to build affordable housing that's not 3 storey high (townhomes). We need medium to low density - build in current areas within the urban areas.
1489.	More affordable housing for lower income families very much needed.
1490.	More affordable housing is needed. Apartment and housing prices are too high.
1491.	More affordable housing so ordinary people can afford to live in Hamilton.
1492.	More affordable housing, prioritize local homebuyers
1493.	More affordable housing.
1494.	More affordable housing. Use empty schools; abandoned buildings.
1495.	More basement and ADUs with streamlined application processes
1496.	More density in and around downtown.
1497.	More density is needed to keep the city sustainable. Stop urban sprawl, and focus on density along transportation lines.
1498.	More density with more local amenities, parks, pools, tennis courts, skating rinks, etc
1499.	More density, less sprawl, less developers influencing politicians, less infrastructure cost, less environmental degradation, less COs emissions, less single family fully detached homes
1500.	More efficient/intelligent development of existing urban area needed, including lower mountain brownfields and other defunct lands, inner city. Avoid sprawl, continue to stimulate the core.

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1501.	More green requirements of developers and builders. All developers should be required to include affordable housing units in their proposals. The city should also be looking at supportive housing. Developers make a lot of money with urban expansion and leave the cost of upkeep to the city. Infill housing may require more creativity on their part, but it is certainly a better use of city resources.
1502.	More green space is needed, not less
1503.	More green spaces and parks, look at Calgary Alberta for an example.
1504.	More green would be better
1505.	More houses downtown = more business downtown and less parking lots. Dump the LRT and spend money remediating toxic real estate for housing - allow homes owners to subsidizes property and other folks to build tiny houses on the land.
1506.	More incentives for developers to build sensitive infill (ie. Mid-rise, thoughts to shadows and wind). Spot high-rise okay if sensitively designed w/ set-backs and greater offsets from other high rises.
1507.	More intensification or suburban areas is needed. Instead of taking farmlands for home, multi-unit dwellings need to replace some single family detached homes in these neighbourhoods. They don't need to be 20 floor high rises 4-6 floor buildings would work.
1508.	More low rise storefront housing LRT route and downtown
1509.	More low-income housing, utilize existing land to the max. Don't leave unused buildings. Engage experts on urban planning. Enough greenspace for people who don't have yards.
1510.	More medium density low rise apartments needed
1511.	More of housing units and apartment would be great as most people can't even afford high apartment rents.
1512.	More paving - more flooding. Limit height of buildings.
1513.	More policing! Make downtown safe
1514.	More public transit options
1515.	More reasonable housing for low income persons and families within Hamilton. Lower Flamborough taxes for rural areas.
1516.	More redevelopment of existing land is more practical
1517.	More rental units in downtown core as well as on the mountain via medium density to high density mixed use development.
1518.	More rental units in downtown core as well as on the mountain via medium density to high density mixed development.
1519.	More seed for geared income housing. Will that be part of the 110,180 units
1520.	More than 100 years ago all levels of government should have said that Hamilton and Toronto were too big then and growth should have been directed hundreds of miles away in this province and into other provinces. By concentrating populations in a narrow corridor along the St. Lawrence river and Great Lakes along with our dependence on computers we are making the whole of Canada vulnerable to invasion which is far more dangerous than climate change. Climate has changed for millions of years. Human nature has not.

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1521.	More tiny/laneway homes. Inlaw units in backyards. Better use of basements - convert to apartments. Make new apartments taller and condo's too
1522.	Most infrastructure is already in place. There are literally hundreds of lots that can be developed / redeveloped.
1523.	Most of the best farmland in the country is now underneath pavement in the GTA. Intensification is the only answer to prevent further loss.
1524.	Most of the newcomers to Hamilton aren't going to be able to afford single dwelling homes. As they prosper they will move into the suburbs.
1525.	Most roadways in our rural and Waterdown area are already reaching unmanageable levels. More housing and traffic will spoil what little is left.
1526.	Mother nature, we need trees!
1527.	Much of Hamilton's housing is in disarray. Even if you have to give a break on taxation, first the land and property values that we already have. There is plenty of empty property here now.
1528.	Municipal government needs to spend tax \$ on updating the current infrastructure (sewers, water, etc.) service of GHA (Greater Hamilton Area) not taking away from our greenspaces. Council needs to rebuild the trust of our community.
1529.	Must include a lot of subsidized housing! Say no to destruction of farm/wetlands. Who is mandating this? I don't see how our infrastructure could possibly meet either option, so much of our waste is unable to be processed with volume now. Most concerning.
1530.	Must keep existing green space and agri lands. LRT \$'s should be used solely for infrastructure, afford housing.
1531.	My family have all been pushed out of the farmland they once had to provide the community with food. They're had to move to continue to do what they love. So thank you Hamilton! :(
1532.	My husband and I strongly support option 2.
1533.	My wife and will vote against any mayoral candidate and councillor who supports the expansion of our current urban boundary in the next municipal election
1534.	N.Y.C... built on a small island.
1535.	NB: Dundas has already been intensified. Leave Dundas out of intensification.
1536.	Near LRT!
1537.	Need * treatment plant major expansion to accommodate growth. Bay water is pathetic (Why not subways - like T.O.) (Need farmland (food))
1538.	Need accompanying infrastructure upgrades (sewer, water) solar.
1539.	Need balance to encourage more green space and people having learning growing their own food in their garden or community which can save money, fresh air, sunshine community, feel useful and productive, and also peaceful and tranquility for stress.
1540.	Need farmland and greenbelt for nature and waterways
1541.	Need farmland for our fruit and vegetables not houses.
1542.	Need greenspace, specifically forested woodlots with trails, not just cultivated parks and playgrounds. Farms and cultivated acreage and woodlots that can't be cut down. We need trees.

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1543.	Need local farm fields, need better road infrastructure, most travel to Toronto, do we need so many wineries?
1544.	Need more "affordable" housing. Stop "renovictions" Stop outlandish rents. No LRT
1545.	Need more exact info
1546.	Need more green space, save more trees, protected environment, save more plants, animals, better for climate
1547.	Need more green spaces, not less. Good air!
1548.	Need more high-density housing / accommodation which is affordable (rent control required). Need housing for homeless especially.
1549.	Need our greenfield lands to stay sacred!
1550.	Need the green space!!
1551.	Need to do a lot of infrastructure before opening urban land. Can't handle traffic now. Clean up old areas first. Make them ready for housing
1552.	Need to focus development within existing urban area
1553.	Need to go "up not out"
1554.	Need to increase density and preserve farmland
1555.	Need to increase density from core moving out - ideally 3-4 story multi family units (like most proper cities)
1556.	Need to keep farmland for growing food
1557.	Need to keep some greenery and feeding areas close to Lake. No mega high rises either.
1558.	Need to maintain greenland and build at increased density. Dedicate majority (>50%) to affordable rental units.
1559.	Need to maintain our greenspaces. "Do not develop into urban farm land."
1560.	Need to protect farmland that can feed us
1561.	Need to protect farmland. Property taxes are already excessively high. We are not able to afford to service more land and keep up with current infrastructure needs
1562.	Need to protect our agriculture lands - too much has been lost already! Need to protect the rural areas, water resources and road capacity
1563.	Need to protect our greenspace and agricultural lands.
1564.	Need to stop paving over the land that will grow food, stop polluting the water and better use of the land in the citys correct old mistakes
1565.	Need to use land along Barton St., Cannon St., Kenilworth Ave. Lots of opportunities to build "vertical" and house people without swallowing up farmland!! We need to be able to feed ourselves!!
1566.	Need to utilize property being under utilized. Abandoned buildings condemned buildings - utilized building and/or land.
1567.	Neither government (provincial or municipal) will agree on option 2. 81% intensification rate over 30 years - compared to 39% over the past ten years is implausible. They will do as they wish.
1568.	New development has given us such monstrosities as the growth along rymal road and the horrific townhouse developments. No more!

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1569.	New developments on the outskirts of Hamilton are driving into the city for work anyways. There is lots of existing land and property in Hamilton that has been left abandoned. Recreate the space in these existing areas to make Hamilton even more attractive
1570.	New expansion costs the city extra money and is environmentally harmful. Whole chunks of the city are underdeveloped. Start here! Don't expand!
1571.	New housing opportunities for seniors in downtown core - low rise, granny flats, small apartments, - within walking distance to stores, amenities.
1572.	New housing units could be built on stretches of Barton, Main and King Streets in place of long vacant, decrepit buildings
1573.	New LRT needs to be successful and have good revenue. Before LRT, answer would have been 1 and 2. A combination of developing existing areas which are unsightly and old and small expansion of lands west of Hamilton airport. Greenbelt and high yield agriculture land must be protected for next generation, more important than ever due to climate change.
1574.	New townhouses in lower city. Don't just build condos! Much of the lower city is already intensified. Build condos on the mountain. Lower city needs housing for families. Some families want to live downtown. Build more greenspace in lower city. There isn't enough population support.
1575.	No apartment buildings no more townhomes
1576.	No Brainer
1577.	No building of structures on greenspace.
1578.	No commonwealth games
1579.	No density
1580.	No destroying greenfield lands and wetlands. Get homeless people off the street and build affordable housing downtown. Stop talking just do it!!!
1581.	No development expansion into farm and conservation lands.
1582.	No development in Pleasantview; Add LTC beds in field behind wentworth Lodge.
1583.	No development of greenfield lands
1584.	No development of greenfield lands!!
1585.	No encroachment on agricultural and wetlands. Manage new construction by encouraging low density affordable housing options. Not everyone works or can afford large homes or large lots with high taxes. Middle and low-income workers need support with affordable living in the city where there are services and public transit.
1586.	No expansion
1587.	No expansion
1588.	No expansion in Dundas!
1589.	No expansion of boundaries please
1590.	No expansion of boundarys because farmland is too important to pave over. We all need to eat.
1591.	No expansion of farmland
1592.	No expansion on Greenbelt lands, Niagara Escarpment or farmland.
1593.	No expansion until the current urban boundary is full. Climate emergency!

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1594.	No expansion! Build up and not out!
1595.	No expansion!!
1596.	No expansion, no high rise buildings
1597.	No extra sewers, watermains, bus services, roads. Lots of empty and substandard buildings within the city should be encouraged for redevelopment through tax incentives We could build a rental unit over our garage (we already have a legal rental suite in the basement) larger homes in our neighbourhood often rent to students and family
1598.	No farmland taken, no wetland disturbed including wild animals i.e. migrating birds, care of our watershed, limit height of new structures.
1599.	No farms no food
1600.	No farms, no food!
1601.	No farms, no food. Simple
1602.	No further development please it's too crowded, infrastructure a mess. Try fixing what you have, that will keep you busy well beyond 2051
1603.	No further expansion into farm or wetlands. Bylaws need to change and abandoned property should not be tax free. Planning division needs to get feet on the ground to evaluate abandoned land, buildings, empty houses, and empty parking lots.
1604.	No green space should be sacrificed. Housing suitable for those with low income and those who need accessible spaces should be prioritized.
1605.	No greenfield expansion, people will be closer to amenities, we need as much greenspace as possible.
1606.	No greenfield lands beyond our current urban boundary!
1607.	No greenspace development for houses.
1608.	No growth on farmland. Increase density on already developed areas.
1609.	No high density buildings in this area. More medium density in the form of "freeholds". Smaller low density homes on existing lots as infill
1610.	No high rise buildings North of the QEW. Neither option is great..less aggressive number of new homes please.
1611.	No high-rise buildings in rural areas or low density areas
1612.	No in discriminant high rise construction. Make primary use of existing infrastructure.
1613.	No lands should be removed from the greenbelt. Existing nongreenbelt land should be developed
1614.	No LRT
1615.	No LRT
1616.	No LRT
1617.	No LRT - we have a great bus system that needs to be expanded to outlying areas
1618.	No LRT and transfer waterdown to Halton
1619.	No LRT in Hamilton
1620.	No LRT No LRT No LRT No LRT No LRT
1621.	No LRT please

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1622.	No LRT, electric buses
1623.	No LRT, please. Or - if you build the LRT - I expect area rating not to change to pay for it!
1624.	No LRT; Better bike routes on the mountain. Clean Coots paradise; more condos for seniors on the mountain
1625.	No matter what the survey says, big developers will go to the provincial gov't and get the changes necessary to build
1626.	No migrant or SJW s
1627.	No money for housing but we have for golf
1628.	No more billion dollar homes no more billion dollar condos all multiple units should be built.
1629.	No more building in Binbrook, too much traffic and lost the core feeling in the country community
1630.	No more building on productive farmlands
1631.	No more building. Hamilton is becoming Toronto. Higher cost for everything: housing, insurance. Too many people. I grew up here and it was a good place to live then, now I can't stand it.
1632.	No more development of greenfields land please. You will destroy good land to sustain the already dense population that current infrastructure cannot adequately support. LRT will not serve the increased population in the extended areas.
1633.	No more development on farmland
1634.	No more expansion in the Winona area
1635.	No more expansion into farm land there are lots of semi derelict buildings in urban areas that could be converted into housing.
1636.	No more expansion into surrounding farmland and greenbelt
1637.	No more expansion on greenfield lands for housing development. Incentive infill on parking lots in urban areas. Go up not out!!
1638.	No more expansion on Hamilton mountain. Revitalize downtown which looks like a dump! Build all highrise/condos downtown!
1639.	No more expansion please. We need greenspaces and farmlands. More expansion means more garbage and more traffic noise.
1640.	No more expansion! We need our greenspaces preserved!
1641.	No more farmland being taken for urban or industrial expansion
1642.	No more farmland to take away!
1643.	No more farmlands sacrificed.
1644.	No more greenfield development. For a big City, Hamilton has way too much space dedicated to surface level parking. Build parkades and redevelop parking lots downtown.
1645.	No more greenspace used - too much used already. Concentrate more on upkeep of existing infrastructure.
1646.	No more greenspace utilize for housing!
1647.	No more impingement on rural properties or green space - utilise brown sites in inner core, reclaim, regenerate, rehabilitate former industrial lands in the North and

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	East end. Be creative and innovative. Current high rises and densification in Hamilton centre and Waterdown are soul less.
1648.	No more infrastructure deficits. No boundary expansion. Who worded this flyer? Seems extremely biased towards developers.
1649.	No more land is being made and this is prime agriculture land that this and future generation need for food etc. Be creative with infill housing
1650.	No more land is being made. Where is food being grown? Import everything? Use some of the parking lots, more users for transit!
1651.	No more land taken from Greenfield land. We have already not enough food because of world disasters and too much land taken for building. Less immigration.
1652.	No more loss of farmland and greenfield - re-develop existing urban areas
1653.	No more loss of the greenbelt to urban sprawl
1654.	No more multistorey condos either! Canada is a big country, let's spread out our population
1655.	No more paving over farmland. No more sprawl.
1656.	No more rural development please; development should occur within city boundary but no greenfield development.
1657.	No more sprawl in Elfrida and Glanbrook, increase density in existing areas. Plan for a "climate emergency."
1658.	No more sprawl in South (East - West) urban. Once you lose greenland space. You never get it back. As I drive through urban sts./rds I see vacant lands 100's ha to be developed before sprawl. S.B. considered. Let's spend our tax \$ on updating our infrastructure, water and sewer that is in need of updating.
1659.	No more sprawl! Fix the urban core first with new building and infrastructure
1660.	No more sprawl! It's too expensive and doesn't make sense.
1661.	No more sprawl! Too expensive to service and lots of available land in current boundary.
1662.	No more sprawl. Intensification within current city limits. Aim for smart growth goals, complete streets, neighbourhood beautification, and affordable housing developments with natural spaces preserved for families within residential areas.
1663.	No more sprawl. Urban boundary should not be extended.
1664.	No more sprawl; the urban boundaries are big enough already. Higher density infill development is a better use of our land. Protect farmland and greenspace.
1665.	No more strip malls! Fill the vacancies first before building new ones. We need more green space!
1666.	No more suburban sprawl. Invest in the shuttered buildings in the city's core.
1667.	No more suburbs. No more car-based development. Build the missing middle. Mandate affordable housing. Make Hamilton liveable and beautiful!
1668.	No more taking away wildlife habitats for building. We are all seeing creatures (wild) more and more as they struggle to survive. They look for new places to live, it gets less and less.
1669.	No more taking farmlands. More control of businesses operating out of rural properties. I.E. farmers renting barns for businesses: becomes industrial, more heavy equipment on rural roads

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1670.	No more taking greenland
1671.	No more urban expansion - we need the farmland to grow food! There are many ways o increase urban density, plan accordingly
1672.	No more urban expansion because only benefit the rich; build more affordable housing and decent shelter for homeless people;
1673.	No more urban sprawl
1674.	No more urban sprawl - we need to preserve our greenfield lands.
1675.	No more using good farmland to build homes
1676.	No more, sprawl! Save agricultural lands from development.
1677.	No more. Farmers feed cities and building more homes take away precious land from farmers and wildlife. Enough, leave the greenspace alone. Please.
1678.	No need for urban boundary expansion and new greenfield development.
1679.	No need for urban boundary expansion at this time
1680.	No need to "pave paradise." Please do not use farmland and rural lands for so-called growth and expansion.
1681.	No need to plow up farmland, plenty of serviced property in the city. Build around LRT.
1682.	No need to take more greenbelt away. Lots of brownfield in Hamilton that can be re-purposed Eramosa Karst property should be used for high density housing. Absolutely no need to protect all that land.
1683.	No new building on farmland and no extension of city boundaries. Respectful, aesthetically appropriate intensification projects plus push for laneway houses.
1684.	NO new commercial / industrial development beyond existing parks and lands. Especially in green belt areas! Respect our Green Belt! Utilize all "brown fields" first!
1685.	No new greenfield neighbourhoods or expansion, we need to maintain and fix what we already have. Build up, not out.
1686.	No new greenfield please build in old Hamilton only. Brownfield only.
1687.	No new houses
1688.	No No No save the farms
1689.	No one needs boxstores anymore - prioritize affordable housing in urban developed areas.
1690.	No paving over farmland.
1691.	No phone number to call in you don't use technology - therefore not an inclusive survey. Discrimination!
1692.	No productive farmland should be used for expansion and no Aboriginal lands should be used for housing expansion or city expansion.
1693.	No property tax raise for a year. Make police disclose their budget and give surplus back. Affordable housing that's nice. Developing the city core and water front according to the plan. Stop letting developers do whatever they want I don't expect my opinion matters, council doesn't listen to what people want/need
1694.	No urban expansion, save what little farmland and greenspace for the health of the people
1695.	No single homes made into apartments. Keep greenbelt, tired of high rises!

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1696.	No sprawl
1697.	No sprawl!
1698.	No sprawl, more affordable housing downtown
1699.	No sprawl, save farmland!
1700.	No sprawl. It is critical that infrastructure be redeveloped in the area between Bay and Sherman and that we work on intensification.
1701.	No support for development of our greenfield lands!
1702.	No to urban expansion! Protect our farmland and Greenbelt! No farms - no food!
1703.	No to urban expansion! Protect our farmland and Greenbelt! No farms - no food!
1704.	No urban boundary - must be able to sustain greenspace for growing produce including our meats, etc.
1705.	No urban boundary expansion - use the plentiful space that sits (existing) empty - build up - lets not use agricultural land - sprawl means increase in commuting - we have a climate emergency - lets do what we can. To restrict expansion of our city.
1706.	No urban boundary expansion farmland is necessary for food and climate change protection!
1707.	No urban boundary expansion! Building subdivisions etc. on farmland/wetland is irresponsible
1708.	No urban boundary expansion! Option 2. All remaining farmland must be protected against development. It must be conserved for food security. Wetlands are off limits too! Thoughtful development must be used for housing using available land within the current urban boundary.
1709.	No urban boundary!!
1710.	No urban expansion into Greenbelt. Leave farmland alone!!
1711.	No urban growth should come at the expense of our greenfield lands, particularly when we are trying to contain climate change!
1712.	No urban sprawl save our green space.
1713.	No urban sprawl, keep lots of land out of city green!
1714.	No urban sprawl, save the greenfields.
1715.	No urban sprawl. Save our farmland.
1716.	No urban sprawl. We don't need to be another Toronto. Lots of land available in the existing serviced areas of the city and attached towns.
1717.	No use of Indigenous land, no use of wetland, no use of conservation land
1718.	No way!!!
1719.	No where (that I see) do you indicate you'll move in the direction of the vote results. Protect farmland - who says we have to prepare for such a growth in population.
1720.	No!
1721.	No! No! Use all vacant properties in the boundary! Stop the Ford Gov'T! Affordable housing! There many, many churches, stores, buildings, factories and other available lands within Hamilton. Areas that are vacant, etc. Stop the landlords/property owners from ripping off apartment rentals Where are their empathies and morals??

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1722.	No! We need to keep the fruit and vegs growing that are wonderful and sacred to our survival here!
1723.	No, stop tearing up and ploughing under great farmland that could produce enough for more than our whole city.
1724.	Not at this time. If the LRT is being built between Eastgate and McMaster focus on re-developing properties along the line to support the investment in the LRT. When it comes time to expand the LRT to the suburbs then and only then the expansion should proceed.
1725.	Not in favour of appropriating farms or wetlands. Am in favour of small or alley homes. LRT is a must - as is clearly Go Service.
1726.	Not on Twenty Rd! Build downtown - tear it up and make it less of an embarrassment! Stay off our farms and forest space on Twenty Road!
1727.	Not so much as 1 food of the greenspaces (greenbelt) (You don't grow food on developed land)
1728.	Not that Hamilton gives a crap what happens on this side of the 403 unless they want casinos or to destroy farmland!
1729.	Now housing developed in and around the light rail project
1730.	Now stadium. Put new housing close to LRT. E.g. Barton - Cannon St. King St. Main St. Eastgate area
1731.	Now that the LRT is on the way we should develop the empty Sears building and empty parking lot facing Queenston Road into condo's and affordable housing also close to the GO Station
1732.	Obvious!
1733.	Once farmland is gone it does not come back. For public transport to be viable you need higher density.
1734.	Once farmland is gone, it will never come back
1735.	Once farmland is gone, it's gone! More \$750,000 - \$1 million homes not needed! Utilize existing spaces for more affordable housing
1736.	Once green space is taken away, it can't / won't be re-instated. We need walkable communities, not dispersed communities.
1737.	Once greenfield lands are gone, there is no way of getting them back
1738.	once greenspace is gone, it is never returned, unless damaged or contaminated - revitalize the existing areas - don't spread.
1739.	Once greenspace is gone, it's gone forever. We're already facing the devastating realities of climate change. As a parent of young children, I'm begging you to not expand into our green areas which are in need of protecting. Please follow the lead of other environmentally focused cities to better utilize urban spaces.
1740.	Once it's paved, farmland/greenspace no longer exist. We need green space to counteract effects of global warming. Build density with green roof capacity. Community gardens!
1741.	Once land has been turned into housing, it can't be farmed again. We need to protect our farmland.
1742.	Once prime farmland disappears - how do ensure 'food security' especially in light of climate change
1743.	Once the greenfield lands are gone, they're gone forever.

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1744.	Once urban farmlands and green spaces are developed, there's no getting them back. We need a 50-100 sustainable year plan, not a knee-jerk "what do we need right now" plan!
1745.	Once we take farm land it is gone forever. Our food sources are dwindling already. We need to maintain them.
1746.	Once you build over farm land, it is gone for ever. You can't eat concrete and bricks.
1747.	Once you give up your farm land you do not get it back. Lets not fall into this trap. Good farmland is not infinite.
1748.	One of the best things about living in Hamilton is how easy it is to get to the country side. This would be lost with expansion into farmland. Also this kind of expansion is very expensive for the city.
1749.	One survey per household? What if there are people living in the house who have different opinions? (3 adults here, all of same opinion - option 2)
1750.	Only 70% intensification rate; make sure Indigenous land rights are respected; medium density housing. Put \$ into refurbishing downtown core and areas within the city that have fallen into decay - create new affordable housing there if small businesses move into refurbished areas have rent controls so people already living in those areas can stay but maybe in renovated house/apt.
1751.	Only allow mid-rise buildings (condos) 3-5 stories
1752.	Only build in Dundas or Ancaster. High rises only, no condos near lake, no condos over 6 floors.
1753.	Only if we get public transit so we can connect with the city and our kids need to be able to work / shop / eat / play etc within our community and Hamilton area
1754.	Only use expansion land when all other options are used. In all planning there still needs to be greenspace in our lovely city. Lets be wise!
1755.	Ontario government asked for infill projects, work with developers to find greener buildings, allow multiple housing in difficult zones. Become a liveable city in truth.
1756.	Ontario is desperate to preserve our green areas. Please thicken development in urban areas.
1757.	Ontario needs farmlands, parkland, wilderness, even on the Niagara Peninsula. Rural areas should be protected, by tax breaks for farmers, if necessary. There are plenty of vacant lots, parking lots, etc in urban Hamilton that can be developed
1758.	Ontario's farms and conservation areas are already threatened
1759.	Opportunity to comment is most appreciated/ maybe we can be heard over the developers!
1760.	Option #2 is actually the more ambitious density option as it makes the most use of current lands w/l our existing urban boundary and will contribute the most to HSR/LRT ridership, commercial tax base and not add more to our infrastructure deficit.
1761.	Option #2 necessary to support "LRT" if Hamilton Council is stupid enough to approve it over electric buses!
1762.	Option #2 once land is used you are removing natural habitat for our wildlife which makes a significant impact on our everyday lives.

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1763.	Option 1 Does not address the long term costs of a huge transportation, sewers, phone services, policing, fire, etc. etc., etc, Also based on short term greed and fast profit for a few people. N.B. Good farmland may be required and necessary to help the increased population in future. Keeping it natural also positive for global environment.
1764.	Option 1 hurts wildlife, destroys wetlands, takes away existing arable farmland. Option 1 is business as usual, taxing the city's inadequate infrastructure.
1765.	Option 1 is not "ambitious," but food hardy! And please make more effort to communicate what these MCR GRIDS words mean. I fear many surveys got trashed.
1766.	Option 1 is poorly worded.
1767.	Option 1 is unaffordable for most middle class people. Let's focus on middle income family living. They can't afford these new housing developments!
1768.	Option 1 offers development and renewal to existing decaying areas, we need more of this.
1769.	Option 1 only favours developers. We need to plan for the future but 30 years ahead is unrealistic! What changes will have occurred by then? Will houses built now be suitable in the future?
1770.	Option 1 plans for 81,520 new units in existing urban areas - build those first! Come back in 20 years and see if urban boundary expansion is necessary.
1771.	Option 1 title is misleading
1772.	Option 1 will likely lead to sprawl based on the developers' preferences. Balanced planning with infrastructure developed in conjunction with construction is unlikely. City's infrastructure is already in place. Use it.
1773.	Option 2
1774.	Option 2 - 33 sq. km is a lot!! City needs affordable housing, not more developers who come here and gentrify our communities by driving up RE prices to the MAX!! Families with \$130 K income cannot afford to buy their real estate! Shameful.
1775.	Option 2 - with a lot of unused buildings in our city it would be good to repurpose/renovate what we already have. Developing into much needed farmland/greenfields should not be an option
1776.	Option 2 and LRT compliment each other. Need to optimize redevelopment within the existing urban area using brownfields and improvements to degraded urban areas. Ongoing consultation with all agencies and public is essential to get it right! The decision has long term impacts.
1777.	Option 2 but with as many low and mid-rise options as possible for intensification and fewer high-rises. I especially don't care for more high-rises along the lakeshore. The lake should stay as visible as possible for all to enjoy.
1778.	Option 2 conserves greenfield lands and thus encourage a cleaner environment; ensure a mix of housing is included i.e. single homes, townhomes, apartments, etc.
1779.	Option 2 is ideal, but it is important that they City work to permit and expedite development approvals, including DC cuts and more CIP's. Urban infill requires municipal support and less NIMBYism.

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1780.	Option 2 is necessary for a) climate change mitigation b) protecting existing biomes/habitats/farmland and c) Hamilton needs to properly commit to real affordable housing - not cater to developers.
1781.	Option 2 is the best choice.
1782.	Option 2 is the best option. Increasing the density in the existing urban area as much as needed is better for the city and its new residents, as well as for the environment than growing the sprawl.
1783.	Option 2 is the only responsible choice from an environmental perspective and for the well-being of the city core - sprawl serves nobody except greedy developers
1784.	Option 2 is the only sustainable option. Let's not allow developers make millions of dollars at the expense of our farmland and greenspace.
1785.	Option 2 is the prudent approach to manage growth if absolutely required.
1786.	Option 2 is the real ambitious density scenario, option 1 weakens the case for Hamilton's LRT
1787.	Option 2 makes more sense as we have so many options to redevelop within the city. Use current properties better!
1788.	Option 2 makes the most sense given the existing developmental trajectory of the city, particularly in terms of the ongoing urban renewal of the lower city.
1789.	Option 2 may be too optimistic, but the city has so many areas which could be redeveloped that, hopefully, expansion land requirements would be minimized
1790.	Option 2 means less of certain types of infrastructure (roads, sidewalks, sewers). Great energy efficiency therefore Climate Friendly. Need more parks.
1791.	Option 2 no further sprawl. We need our farmland and wetlands.
1792.	Option 2 now there is an abundance of room to increase density in the current urban boundaries. Re: look at expansion in the future - (10 years?)
1793.	Option 2 please! We cannot keep expanding into greenspace; need to preserve farmland - can't afford added infrastructure needed for continued expansion.
1794.	Option 2 prevents destruction of farm land. This is my choice.
1795.	Option 2 provides opportunity for improving infrastructure (existing). We need to preserve green space and don't need to make more roads leading to subdivisions
1796.	Option 2 provides: 1. Transit/pedestrian friendly development 2. Better climate and environment protection 3. Lower cost infrastructure.
1797.	Option 2 There a lot of empty and underused buildings in the city that could be repurposed and developed; expanding into valuable farmland would affect our available produce and be a waste of land that has purpose.
1798.	Option 2 will be best for wildlife habitat and forest/wetlands loss.
1799.	Option 2 will be difficult with the height limit. Either define an area for developers to not have any limit (i.e. Upper James or somewhere else) or remove with the LRT look for the restrictions downtown. We cannot pretend we aren't a big city. Transit oriented development ideas!
1800.	Option 2 with (a) better public transit (b) more recreational facilities (c) hospital in East End
1801.	Option 2 without a doubt. Stop urban expansion. Use existing space. Lets build up instead of out.
1802.	Option 2 would seem to reduce overall distances travelled by car.

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1803.	Option 2, thank you
1804.	Option 2.
1805.	Option 2. If you want to keep wild animals out of the city, you need to leave them some place to live! Plant more trees!
1806.	Option 2. It's imperative to protect greenspace. Density increases focused on existing mass transportation routes and systems.
1807.	Option 2. No new development along Lake - only parkland. Allow for more basement/attic rooms/or apts. In existing homes. Med/low rise apts fewer monster high rises - plan development layouts more effectively.
1808.	Options 1 and 2 at top of page are opposite of option 1 and 2 on middle of page. Is that on purpose to confuse? Results will be inaccurate. NO LRT, DO BRT.
1809.	Options 2 as it reads. Expansions into greenfields need to stop for at least the next 5 to 10 years. The Province of Ontario requires this growth. Vote them out.
1810.	Or green space and farms are important. We need to maintain these areas.
1811.	Other cities ended up with the downtown area looking like ghost towns. With abandoned buildings!
1812.	Other countries have high density in all of their cities. No reason to take farmland for housing; plenty of space in cities, use imagination when planning. We need the land to grow food.
1813.	Our city has declared a climate emergency save the farmland! There is enough empty spaces in the current urban area to grow!
1814.	Our city is a good size and should not grow any more in population, the streets and roads are already too congested. In the last 10 years my commuting to work time increased by ~10 min/one way or 20 min both ways I did not change my workplace
1815.	Our city is a mess!
1816.	Our downtown is a disaster, our homeless situation is a disgrace fix the mess you have created before you and the conglomerates you represent destroy our available agricultural and wetlands, natural waterways, etc., etc.,
1817.	Our farm and neighbour's farms are all gobbled up by you - Hamilton! Who will feed your offspring? You only think of \$ not people.
1818.	Our farmland and greenfield are important. Once they are gone, they're gone. Build up not out please.
1819.	Our farmland and greenspaces are precious. Lets try and preserve what we can.
1820.	Our farmland and wildlife is too important to destroy. There are many reusable brown lands in Hamilton.
1821.	Our farmland is a resource that cannot be replaced. It must be saved. We need to grow our own food and feed for livestock.
1822.	Our farmland is precious good quality soil and needs to be preserved. Intensification w/ mixed use planning creates more walkable neighbourhoods which increases health and wellness.
1823.	Our farmland is priceless and should not be used to support sprawl. The City needs more residents in the existing City to pay for and update existing infrastructure. We can not support a massive tax increase to keep pace with infrastructure updating as required

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1824.	Our farmland needs to be protected at all costs, and the city must reaffirm their commitment to address the climate emergency by saying no to urban sprawl.
1825.	Our farmland needs to stay. Its fruits and vegetables are needed to help feed Hamilton and other parts of Ontario
1826.	Our farmland should not be used for housing. We need it for our food security for the future.
1827.	Our farmlands and orchards are quickly disappearing to condo developments, high rises and commercial development. Definitely some necessary but we need to preserve our greenspace as well!
1828.	Our future generations need to experience our beautiful greenfields. Once its gone, its gone forever.
1829.	Our greenfield land needs to be protected. Its our "money in the bank" only to be "spent" when absolutely necessary. Plan the city to be walkable with stores/parks/buses for all. Urban expansion will bring concrete and asphalt but no accessibility. Expand inwards until you can't.
1830.	Our greenfield lands need to stay green. Wetlands and farming areas once destroyed cannot be reinstated. We have to value our future.
1831.	Our greenspace is precious and farmers feed cities. Once developed there is no going back!
1832.	Our greenspace is so valuable and needs to be preserved!
1833.	Our infrastructure cannot handle any additional hydro installations, nor our dated, sewer system, the dated plumbing pipes, the police are 15 minute drive!! And highway/ on-off ramp congestion!
1834.	Our population density is low by any standard. We have a moral obligation to preserve what little remains of our natural environment.
1835.	Our population growth our ability to produce food. Rebuild areas that can be reclaimed for homing needs.
1836.	Our rural land and communities are so important to Hamilton. Sprawl threatens the rural character we love. No to sprawl.
1837.	Our taxes are high enough already. The added infrastructure will just increase my taxes
1838.	Our taxes are very high now we moved away to enjoy country quietness and beautiful nature
1839.	Our un-developed greenspace is valuable. Urban sprawl is a short sighted and damaging method of development. Also - this survey feels heavily biased. The term "ambitious density" is misleading and signals a preference to paving over farmland.
1840.	Our urban boundary preserves for future generations what has too quickly disappeared in the GTA. It is an important (most important! Factor to live in this region to provide quality of life.
1841.	Our urban boundary should not be expanded into any more greenfield lands. It is so sad to see farmland disappearing and being replaced by rows and rows of dwellings.

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1842.	Outdoor greenspace should stay in all areas of growth. Affordable housing to ease homelessness in our city, less condos and less destroying trees. Worry less about more people until we have less homelessness.
1843.	Over the years I have seen farmland converted to urban living. We need farms and animals grazing, which I can occasionally still see in Flamborough. Build upward on the waterfront.
1844.	Parking for apt. buildings should be underground (well lit, cameras) paved over farmland can never be reclaimed. We are in an environmentally crisis. Plant more trees throughout the city.
1845.	Parklands must be preserved and additional parks and green areas should be set up and protected for the people living in the region
1846.	Part of Hamilton's charm is its surrounding nature and farmland. Intensify in available lots, build light and heavy rail transit.
1847.	Pave paradise put up a parking lot
1848.	Paving over more farmland is ridiculous. We are not in the 1970s anymore. That approach failed.
1849.	Paving over the greenbelt would eventually lower the quality of life dramatically
1850.	Pedestrian friendly growth, 4-6 storey mixed use structures along main streets, European style. No high-rises as those give dark, windy, unwelcoming areas. No Meadowland style plazas (not pedestrian or car friendly!)
1851.	Pending the outcome of the survey, infrastructure must be in place before building. Binbrook is a good example of that not being done.
1852.	People don't need grand homes and yard as long as there are parks and trails to use! We need our greenspaces for the environment and food production. Destroying that is showing a lack of planning and foresite. The government keeps talking about revitalizing the downtown core, build there!
1853.	People need food more than more large homes. Nature also needs forested areas. Build 'up' not out.
1854.	People need space not locked up in an anthole
1855.	People need to accept higher density housing options - as in Europe and Bronx, NY. Maximum of ten stories, with 3 +4 bedroom apartments - condo or rental.
1856.	People need to eat - we have lot too much farmland already! Please need more affordable rental units. We have experienced our grown children searching for a place to rent (University and after). Condos are NOT the answer. They can't afford them - nor can most immigrants. Affordable high rise units are needed.
1857.	People need walkable environments, less cars, more community, mixed housing, social housing.
1858.	People, public transport, cycling infrastructure, greenspace, urban gardening. Prioritize people and efficiency.
1859.	Perhaps putting housing on parking lots and golf courses is an option
1860.	Perhaps the City should encourage developers within the City's urban area by pushing owners of vacant land and derelict sites toward appropriate and timely use of that space.
1861.	Plan for more affordable housing. Wait list is way too long.

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1862.	Plan more greenspaces were urban expansion is necessary - current greenspaces are poorly planned.
1863.	Plan only til 2031, later is too uncertain. Severely limit single family, already enough posh highrise condos, 10-12 storey, in underused Mountain, Dundas, Stoney Creek, Ancaster
1864.	Plan the vacant lots and empty houses first. In the current city. Leave farmland for food green space for nature.
1865.	Planners, wake up! Not growth. Sustainable development!
1866.	Plant more trees - please build LRT to have a foundation to build from - then expand; fix - make what we have work! Then expand; How about a major grocery store at John and Charlton or John and Main. High population no grocery store.
1867.	Please - Keep our greenfield lands for needed farming. Also - No LRT!! I wish we could vote re-LRT
1868.	Please - no use of green greenfield. We live in one of the most fertile areas of Canada. Don't destory it!!
1869.	Please "infill" lots of spaces that can be used.
1870.	Please also consider by-laws regarding granny/in-law suits, parking requirements for new developments (not everyone has a car)
1871.	Please be sensitive throughout to neighbours when intensifying land use. Four storey developments should not be imposed adjacent to existing residential homes on small parcels of land as in development near scenic woods, Ancaster.
1872.	Please build up and not out. Infill throughout existing city before considering any expansions!
1873.	Please clean land in the city that are not used, and right now making the city look ugly, and build on that properties instead of destroying new land.
1874.	Please consider all options to revitalize the city core before stealing crop lands.
1875.	Please consider the future, we need biodiverse areas and farmlands for our health and the health of natural habitats, "LRT does not work for me"
1876.	Please consider using city core and a lot of buildings that can be utilized before you move into established areas.
1877.	Please construct the LRT and increase density. Expansion of urban boundaries will just lead to deficit.
1878.	Please continue to focus expansion within existing urban area. We want to limit urban sprawl and protect the surrounding land.
1879.	Please create a vibrant mixed -including missing middle- housing environment downtown and within existing boundaries so people choose to live there, near services and transit.
1880.	Please densify Hamilton downtown areas instead!
1881.	Please do as much as you can to preserve our natural land - we are going to need it. And I believe our population in general overall will continue to decrease.
1882.	Please do more to protect wetlands and preserve biodiversity within our cities urban boundary.
1883.	Please do not allow councillor Lloyd Furguson to be involved. He's on the side of the residential developers.
1884.	Please do not continue to allow development on agricultural lands!

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1885.	Please do not cover any more of our farmland with cement!
1886.	Please do not expand and leave all farm land, wetlands, conservation land intact!
1887.	Please do not expand into parks and greenspaces in the city
1888.	Please do not expand, service what we have
1889.	Please do not increase our climate emergency
1890.	Please do not plan for development on greenfield lands - our farmers need that land and we need to preserve green spaces. Focus intensification in areas that are already urbanized.
1891.	Please do not reduce the amount of greenspace in our region. Plan housing units to best preserve and enhance green in dense urban areas.
1892.	Please do not take our park lands away.
1893.	Please do not touch our farmlands
1894.	Please do not want to live in chicken coops. We want to have our greenland and farms around us.
1895.	Please do something meaningful with the abandoned buildings downtown. Hamilton needs more affordable housing.
1896.	Please don't add to the suburban sprawl!
1897.	Please don't touch what's left of the Greenbelt. We'll have to depend more and more on our existing farmlands and greenspaces for recreation and fresh food access. East Hamilton and Grimsby orchards all long gone. Many people purchased country homes/lots during the pandemic. Before long, it'll just look like the rest of the city - paved over with sidewalks, schools, plazas, etc.
1898.	Please don't destroy our farmland! Use areas already in the city to build affordable housing
1899.	Please don't expand!
1900.	Please don't pave our greenbelt. Please leave our wetlands alone
1901.	Please don't turn Hamilton into Milton!
1902.	Please don't use our wetlands, greenfield, etc. Watch our sewers systems and fresh water supply!
1903.	Please ensure to invest in infrastructure according to the intensification especially expansion and safety of roads, flow of traffic, parking arrangements, etc
1904.	Please exhaust all options for intensification along the proposed LRT route downtown before taking up farm land. The communities recently created on farmland have been low density large homes which will not solve the need for moderately priced housing. Think like Paris and New York.
1905.	Please fill up all the current unused land within City boundaries before encroaching on our much needed farmland to feed us and the new immigrants about to land in our country. COVID-19 is a wakeup call - we are not self sufficient!!
1906.	Please fix the roads while you're at it; more focus on repairing existing infrastructure and adding transit to reduce number of cars.
1907.	Please focus new growth to existing neighbourhoods. We need to protect farmland and fight climate change!

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1908.	Please focus on medium density development along commercial arteries, i.e. Upper James, etc. then on unused/vacant lands within the city urban limits. Thank you.
1909.	Please follow the suggestions at GASP4CHANGE.ORG I expect to see from council a plan to densify the downtown core and to take full advantage of the LRT
1910.	Please for the future
1911.	Please go higher - More sustainable housing
1912.	Please govern, using best science and expert advise. Not lobbying by industry or surveys.
1913.	Please grow sustainable within our means, not through costly urban sprawl.
1914.	Please have more people move into my neighbourhood than opening up farmland! I hope that the new plan focuses on the missing middle, not condo towers, but midrise buildings and secondary dwelling units!
1915.	Please help preserve our existing green and farm space/land.
1916.	Please inform all citizens of these results
1917.	Please intensify the desolate urban areas in town. Tax vacant buildings. Make multi-level housing preferential to single homes. Make Sears store housing units.
1918.	Please keep as much green as possible
1919.	Please keep beautiful land around us
1920.	Please keep councillors Lloyd Ferguson out of the conservation. He is too "pro-development."
1921.	Please keep farmland for farmers not for the developers
1922.	Please keep greenspace for our one Earth!
1923.	Please keep our farmlands and green spaces
1924.	Please keep the beautiful green undeveloped lands green. There is so much that can be done with all the unused dilapidated space and property in the already existing urban area. It will also be good for the LRT's bottom line if more people were here to use it.
1925.	Please keep the green areas around Hamilton, it makes the City very attractive and help to balance the "industrial" areas, the pollution providing wonderful spaces for families to go a walk. Thanks!
1926.	Please leave existing urban (no expansion) areas as they are. Please increase the tax base by developing the present area! (within)
1927.	Please leave greenfield land alone. The city should be built up and inward using existing space that is unused or not used to full potential. Build along and up on LRT corridor. Upper Stoney Creek is already a junk yard of crammed in condos, townhouses and they're still building. It's all about money. They don't care about wildlife, farmland and wetlands. WE DO.
1928.	Please leave Hamilton as green as possible.
1929.	Please leave Lloyd Ferguson out of the conversation. He's too pro-development. Too friendly with developers.
1930.	Please leave our farmland alone
1931.	Please leave the greenspace alone. Once gone it can never be recovered!

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1932.	Please let's save our farmlands and rural spaces. In addition, new developments lack so much character.
1933.	Please listen to climate warnings. The loss of farmland around Hamilton is tragic!! Imported vegetables have lost vitamins and do not taste good.
1934.	Please no hi-rises on the outskirts of the city. Hi-rises in the city, suburbs for single family homes
1935.	Please no more sprawl. I live in Mt Hope (Glanbrook), still do not have sewers! Internet is fragile, Internet service is an essential service.
1936.	Please no more urban sprawl! Work on improving existing infrastructure. No money should be spent on new development. Re-develop the inner city.
1937.	Please no more urban to rural expansion. Let's leave our farmland untouched.
1938.	Please no urban boundary expansion. Protect our farmland.
1939.	Please no urban expansion Keep the intensification rate lower than 50%. Please do not cut anymore trees! For every new housing units through development in the existing area - 110,180 - my request is to plan 110,180 trees or more into the planet! Please help Mother Earth or else Mother Earth won't be able to sustain us for long!
1940.	Please prevent that Ford from destroying our existing greenfields
1941.	Please protect farmland and our food supply.
1942.	Please protect farmlands and greenspace. Any level of urban expansion will not be sustainable if we do not protect farmlands and greenspace from erosion. More erosion causes more home flooding; costing tax payers
1943.	Please protect greenfield land and invest in expanding services/housing availability in our urban areas
1944.	Please protect greenlands as much as possible they are important to our long term survival as a human species for multiple reasons. Urban intensification , if done well, can also improve quality of life.
1945.	Please protect habitat and farm lands
1946.	Please protect our agricultural areas. Definitely prefer Option #2.
1947.	Please protect our agricultural land and stop the sprawl
1948.	Please protect our farmland and greenspaces and focus on increasing density within the existing city boundaries.
1949.	Please protect our farmland. Farmers feed cities. NO farmlands means NO food. Also our roads and highways can't handle more cars.
1950.	Please protect our farmlands from urban sprawl, we need an independent food supply
1951.	Please protect our green space
1952.	Please protect our green space.
1953.	Please protect our greenspace
1954.	Please protect our greenspace.
1955.	Please protect our greenspace.
1956.	Please protect our limited farmland and build within the City where its most needed and beneficial for our people
1957.	Please protect our tree canopies!

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1958.	Please protect the excellent agricultural lands to feed, and the dwindling natural lands to nurture our growing population within existing urban area
1959.	Please reduce condos - they are [the fees] expensive. I love going to farmers markets and eating our local food. Thank you!
1960.	Please rejuvenate the downtown area, so it would be nicer, more comfortable and beautiful.
1961.	Please remove the SJAM statue
1962.	Please respect the greenspace and farmland in the urban areas
1963.	Please save our farmland do not develop in green spaces
1964.	Please save our farmlands! Every family doesn't need a big house on an acre of land.
1965.	Please save our greenspace! Hopefully the 110, 180 new housing units will provide homes for those who need it..
1966.	Please save our precious food producing farmland/agriculture
1967.	Please save the farmland from development. Please plan on using all the empty spaces in our current urban area to erect affordable housing, so much need for it!
1968.	Please slow down or stop urban expansion. We would like to protect as much local farmland as possible
1969.	Please spend tax dollars to improve options/services/housing within present boundaries
1970.	Please stick to original plans for development. Stop developers from changing them.
1971.	Please stop building on environmentally sensitive areas (ESA) including community beach. The land bordering Grays, Frances, Drakes, and the North Service Rd is of particular concern as it is a swamp containing endangered species such as turtles. It would also pose traffic and drainage issues in flood prone location.
1972.	Please stop destroying farmland and green spaces for sake of development. It is do detrimental to persons livelihood and environment.
1973.	Please stop developing precious farm land!
1974.	Please stop giving away our farms for housing! Build where you can now
1975.	Please stop letting developers within our greenfields for their profit. Use existing urba space i.e. repurpose derelict properties and green the city
1976.	Please stop plowing under farmland. Just because open land in the city isn't the most desirable location(s) for infill doesn't mean it should not be used for it.
1977.	Please stop the growth of urban expansion into 'rural' areas. Waterdown is no longer a village. The current infrastructure doesn't fit the growth! There is no longer any green spaces!
1978.	Please stop the overly aggressive urban expansion! We need our greenspace and agricultural land - not more housing and pavement.
1979.	Please stop the sprawl! We need our farmland and open spaces within easy access of City boundary. There are plenty of derelict sites to build on.
1980.	Please stop the spread and sprawl. We need farm land and natural spaces to combat climate change.

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1981.	Please stop wetland building! Just because it's urban doesn't mean you can kill everything within the "urban boundary"
1982.	Please stop! Our infrastructure can't handle it. Invest in more police instead, please.
1983.	Please think about the future for our children and grandchild, we need our farmland and greenspace!
1984.	Please think of how natural environment is vital to the population and should be within reach - not 20 miles away.
1985.	Please think of the environment and climate change when considering your decision. This will impact future generations.
1986.	Please think of the future for our children!
1987.	Please use all unused land in the city. It is going to look nice and cleaner. Save the land until there are no other options.
1988.	Please use existing areas. Please preserve the countryside.
1989.	Please use existing land within the urban boundary. Maybe incentives could be given to developers to clean up and use brownfield areas
1990.	Please use existing urban area and improve and upgrade existing infrastructure.
1991.	Please use the lands within the city limits. This will help to clean up the blight within and cost less than building new amenities. No tall towers.
1992.	Please use unused existing land. Repurpose.
1993.	Please we do not need anymore of our greenspace being covered with concrete. The planet is suffering! We are losing our farm land - don't bow to developers
1994.	Please! Absolutely no new growth into greenfield lands or the farming community in Hamilton!
1995.	Please, no development (private) for huge houses for 2 persons - no development on rural and farming land. Thanks!
1996.	Please, please, please don't take our farmland! Use existing boarded up properties (Barton St., Kenilworth, etc.)
1997.	Please. Enough is enough! Stop filling every open space with construction! Leave us some meadows, fields, forests, and farmland.
1998.	Plenty of derelict bldgs right here in town to replace.
1999.	Plenty of existing space that can be used to address needs. In many cases current structures can be repurposed (Get more flights into Airport!)
2000.	Plenty of land available in current urban boundary for development and redevelopment. Preserve greenspace and make better use of existing infrastructure.
2001.	Plenty of land is available -- leave greenfields alone --
2002.	Plenty of places in the lower city to build, or infill. How about along the LRT line? No need to destroy more greenspace!
2003.	Please keep the parks, greenspace, greenbelt and protected areas. Do more for bicycles and more routes.
2004.	Please refocus growth efforts on infill measures like missing-middle SDU, laneway and parking lot redevelopments across the city.
2005.	Please save our farmland! Not just for the farmers, but for everyone who loves hiking, walking, and enjoying the farmland!

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2006.	Poorly designed survey Shannon article in the Spec captures it.
2007.	Population growth = more consumption, more cars, more pollution, etc.. We do not need to diminish our greenfield lands! Make sure new housing units are affordable!
2008.	Possible smart city international outreach to obtain more ideas and suggestions. Please keep our greenfields as is. Planning permission can be reassessed after for truly outstanding and innovative projects.
2009.	Precious agriculture land rich in good soil already has been used too much. Mostly in Greensville, Waterdown, Winona, Ancaster. Food is increasing and we want it local. Local farming used correct practices
2010.	Prefer efforts to go to intensification encouraging mixed housing forms.
2011.	Prefer mid-rise to high-rise but we need to develop all the empty/parking lots in the City before encroaching on our farmland. What about mixed commercial/professional/residential buildings?
2012.	Prefer new housing in existing urban area as we planned for LRT for it. We should benefit the urban area to make commute to work more efficient by public transit.
2013.	Preferably, intensify housing in the current urban area without interfering with the public's access to the lake and bay shores.
2014.	Present and future taxpayers certainly don't need more infrastructure to pay for. Build up the future LRT neighbouring lands for much needed users
2015.	Preservation of existing rural land must continue. Focus on urban intensification and maintain and upgrade infrastructure to support this
2016.	Preservation of our local farmlands must be maintained and we cannot continue sacrificing arable food-producing acreage to unchecked urban sprawl in Hamilton.
2017.	Preserve agricultural land. Allow secondary units, laneway homes, "bunkies," focus on improving downtown Hamilton/brownfields with housing along LRT.
2018.	Preserve and expand urban green spaces
2019.	Preserve farm and rural areas; no greenbelt development!
2020.	Preserve farmland and accessible rural areas! Make the city centre more vibrant, liveable, attractive to residents and visitors!
2021.	Preserve farmland and environmentally sensitive land. We must save the environment!
2022.	Preserve farmland and wilderness tracts. Make Hamilton a walkable city. Create more bicycle lanes and city parks. Make the city a desirable place to live. Install more permeable paving. Promote the growing of food for food security for humans and native species.
2023.	Preserve farmland at all costs
2024.	Preserve farmland! It's essential to feed us and it's local. Preserve greenfield lands to serve the environment.
2025.	Preserve farmland. Stop urban sprawl. Ignore developers!
2026.	Preserve food producing farmland reclaim urban brownfield first
2027.	Preserve greenfield lands and agricultural land, once it has been developed, we will never get it back. Part of what makes Hamilton beautiful is the greenspace! Local farming is sustainable but needs agricultural land to maintain for future generations.

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2028.	Preserve heritage buildings. Develop downtown, brownfields. Preserve greenspace, parks, get the LRT built ASAP. Also museum of Hamilton needed.
2029.	Preserve our area farmland, conversation areas, escarpment. Infill and intensify within current urban boundaries
2030.	Preserve our farmland once it's been developed, its gone forever. We shouldn't rely on imported food.
2031.	Preserve our farmland, keep the city dense and efficient
2032.	Preserve our farmland, preserve our wildlife, protect our climate. Expropriate vacant properties in the City. End condo development. Affordable housing now!
2033.	Preserve the green space and farmland. There are enough vacant lots, parking lots from buildings and brownfields to be used up. Protect our wetlands!
2034.	Preserve the green space for farming, beauty, environmental and traffic / highway capacity
2035.	Preserve what farmland we still have.
2036.	Preserving greenspace should be priority in Hamilton. Redeveloping older neighbourhoods - including brownfields - can meet our needs.
2037.	Pretty sure there is a lot of area(s) existing specifically in downtown area (and surrounding) that could be developed before more greenspace is used and never to be green again...
2038.	Prevent environmental destruction. Keep valuable farmland, waterways, wetlands intact! Out of developers hands - they don't care the longterm effects. Utilize urban space with good design keeping areas as 'communities' with greenspace, shops, play areas. Learn from good cities and countries. Hamilton needs a makeover especially North and East.
2039.	Preventing sprawl and maintaining greenspaces are key in preserving our clean air and water
2040.	Prime farmland is being cemented over. In order to feed our people and not depend on foreign countries, we must be able to feed our population ourselves!
2041.	Prioritize food security and green space. Build in the "missing middle" within our present boundaries.
2042.	Prioritize food security and greenspace. Climate action. Build on the space available within the present boundaries.
2043.	Priority for 30% or more of new units reserved for "affordable housing"
2044.	Priority in my mind would be affordable housing - that's where this city and so many more is lacking. Building on further urban areas will only be for the "haves". Time to think about the haven'ts. They need to be near transportation.
2045.	Priority to sustainable housing, use development fees to fund development of property by city for long term sustainable and affordable use. Don't rely on market forces
2046.	Produce at home
2047.	Prohibit politicians from taking \$ or favours from developers either directly or indirectly or they'll destory what used to be Flamborough, Dundas, etc.
2048.	Projected growth is nonsense. It would require over 1% increase per year, which was only that high in 2000. Average over 30 years is .5% to .8%. High projections are due to lobbying of developers.

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2049.	Promote and support alley housing. Hamilton has an available existing stock of very well built empty industrial buildings that could be re-fitted for a variety of housing needs.
2050.	Promote gentle densification in single-family residence areas. Permit/promote multi-generational housing arrangements, granny suites, laneway housing, conversion of houses to legal apartments. Climate change is already causing widespread crop failures. Canada is dependent on foreign countries for much of our food and will not be first in line in case of shortages. We must protect our remaining farmland.
2051.	Promote walkable communities with access to public transit
2052.	Property taxes are out of control
2053.	Property taxes area already too high and we do not need another old fashioned street railway either!
2054.	Protect agriculture and natural areas. Densify under developed areas, and vacant properties
2055.	Protect all existing greenspce and farmland. More places like Eramosa Karst. There is too much traffic already outside of the urban areas.
2056.	Protect all existing wet lands within current boundaries
2057.	Protect and retain existing farmland/ undeveloped land
2058.	Protect and save our farmlands, our foodlands and our wetlands.
2059.	Protect farm land (climate change will impact future production); build up with condos/apartments along LRT line; young people can't afford houses that would be built in expanded land area.
2060.	Protect farmland and greenspace. Follow the lead of European cities and bring new life and vitality to existing, tired neighbourhoods. Clean up King and Main street east. Make them places people want to live and visit.
2061.	Protect farmland and natural areas, enhance and restore wetlands, meadows, woodlands, waterways and prioritize affordable housing, not luxury homes
2062.	Protect farmland! Densify within current boundary.
2063.	Protect farmland! The development along Rymal Road East is disgusting! Three story towns, such high density - just roofs, concrete and asphalt - no rees - minimal grass
2064.	Protect farmland/greenspace
2065.	Protect farmlands and the environment
2066.	Protect green spaces and parklands.
2067.	Protect greenbelt, greenspace and natural by intensifying existing housing in urban core.
2068.	Protect greenfields form further urban development
2069.	Protect natural wetland, forests, farmland, decrease urban sprawl; support local businesses
2070.	Protect our farmlands and greenspace! Protect our nature and wildlife!
2071.	Protect our farmlands and greenspaces

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2072.	Protect our farmlands and the nutrient rich land and soil the provides high yielding crops; fruit, vegetables, etc. We need them to feed the increasing population. Focus on high density developments.
2073.	Protect our farmlands.
2074.	Protect our green and farmlands
2075.	Protect our greenfield lands - they are what make Hamilton such a desirable place to live. Don't take that away from our future generations!
2076.	Protect our greenspace. Consider the future for generations to come.
2077.	Protect our Greenspaces! Please follow the example of London ON, they have had, for decades, a bylaw where 25% of their townhomes and new builds must be accessible units instead of all 3 and 4 storey townhomes. The end units are all small bungalows, suitable for seniors and disabled.
2078.	Protect our greenspcaes for habitat and ecodiversity and agriculture. Where possible retrofit buildings for housing.
2079.	Protect our wetlands, Hamilton has lost too many.
2080.	Protect surrounding farmland and build within the current urban boundary on under-utilized land first. We need more people friendly neighbourhoods, not car-dependent sprawl. Let's build the best place to raise children to age successfully.
2081.	Protect the greenfield, protect the character of existing neighbourhoods, build high density near GO and transit
2082.	Protect the greenlands and wildlife
2083.	Protect wetlands and conservation areas. - Fight Ford if we have to.
2084.	Protect wetlands, forests, agricultural lands. Smaller lots and smaller houses. More low rise type homes.
2085.	Protect wild life and precious eco systems!
2086.	Protecting farmland and greenspace is vital, and should be at the forefront of this discussion. The city should not encroach any further on Indigenous land.
2087.	Protecting our greenspace is important and taking over protected greenspace for housing is not okay.
2088.	Protecting our wildlife diversity should be priority
2089.	Provide services to current areas and reduce emissions. Bikelanes. Intensify housing in current areas
2090.	Provincial framework is not accurate enough. Focused growth plans are too ambitious. Boundary expansion must be minimized as much as possible. Affordable housing in high rises is needed.
2091.	Provincial projections for population increase in Hamilton are flawed. This climate emergency needs more attention and funding.
2092.	Pull down old structures in the North End and replace with mixed use housing and more greenspace. Mixed housing on the new LRT line.
2093.	Purchase more vacant land for future municipal parks, open former Ottawa Street landfill for recreation
2094.	Purposely postpone this decision for two years. This decision must have proper discussion / study / with in person public meetings and reasoned public written submissions. This would compensate for lost 1.5 years due to Covid-19 Lockdown conditions.

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2095.	Pursue option #2
2096.	Put new housing on vacant former industrial land (e.g. North and Central urban areas) - no more high rise developments in Dundas and Ancaster (or limit to 3-4 stories).
2097.	Put people where the services already are
2098.	Put small family housing in the old industrial areas that are sitting vacant.
2099.	Q: In the last 30 years Hamilton's population grew almost 100%. What was the growth in capacity of the waste water treatment plant at the same time?
2100.	Quality of life matters. Lowering the intensification rate, lowering the density rate is the answer
2101.	Question: what % of low income units will be available within the 110,180 new housing units?
2102.	Questions in intro are opposites to Options! Will probably confuse some responses!
2103.	Quit listening to greedy builders
2104.	Quit paving over necessary farmland, if you must expand build where the soil is the poorest
2105.	Quit turning greenspace into concrete jungles
2106.	Quit using precious greenspace for housing, there was a law for green space to be untouched for a reason.
2107.	Raise height limits for condos and apartments with 100% accommodation for parking
2108.	Rapid transit on wheels only
2109.	Rather see re-purposing buildings, use of infill sites, etc. Existing infrastructure in older neighbourhoods need updating anyway so spend the money improving and increasing the capacity of existing infrastructure and build within the urban boundaries.
2110.	Rather than building condos or houses, which no one can afford now, please build lots of nice, affordable rental units and co-ops! And more RGI units!
2111.	Read Hamilton Spectator Editorial by Don McLean Wed June 23, 2021, Page A13, says it all! Same day - full page ad from Ham Home Builders Ass. Young people can't afford these new builds. Who are they kidding
2112.	Really?? In this day and age, why is Option 1 even an option? We need to do better!!
2113.	Reasonable increased density, mainly in area needing redevelopment.
2114.	Rebuild downtown core. We need to keep our valuable farmland!
2115.	Rebuild new on Barton, Cannon, Main and King from downtown to East Hamilton
2116.	Rebuild our core centre
2117.	Rebuild the current urban area! Save the closing schools and businesses in these areas because there is fewer residents living there save our farmland! Why risk food security by paving over farmland!
2118.	Recently drove along Barton Street, old boarded up buildings for decades! If developers want to build, the community should advocate rebuilding in these areas first where infrastructure exists. Also, be careful with intensification. I think we are

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	destroying the urban forest rapidly with this undefined approach. In my area alone, probably 1000+ trees have been cut down in the last 5 years to clear lots. Let's be the city that can brag about its farmland / greenspace / preservation!
2119.	Reclaim and decontaminate brownfield for housing. Also revitalize derelict commercial buildings by converting them to housing. Save greenspace!
2120.	Reclaim vacant industrial and commercial properties. Replace existing older multiple dwelling buildings with higher density housing. Preserve agricultural lands / food producing properties.
2121.	Recommend consultation / education re: intensification to reduce local opposition by "not in my backyard" crowd. Also, recommend the city consider a strategy for intensification. Create a process whereby cumulative redevelopment can be assessed rather than one of studies.
2122.	Redesign/use empty factories and lands no longer used by former industries.
2123.	Re-develop "brown space" off Burlington Street - no industries are moving here. Leave greenfield lands alone!
2124.	Redevelop and remediate existing urban areas only. Covid-19 demonstrated that greenspace is valued and should be protected and expanded.
2125.	Re-develop and upgrade brown space throughout Hamilton for housing development. Infrastructure already exists.
2126.	Re-develop Barton st, get the GO Train to Toronto more often - What a waste get in term limits - 8 year max - new people, fresh ideas, stop wasting time moving forward, install the LRT, Clear ur dirt up, the stupid placement of ivor wynne
2127.	Redevelop downtown and vacant buildings with condos and more importantly: rental housing people can afford. Densification is a must.
2128.	Redevelop downtown, many people can live there
2129.	Redevelop existing buildings. Leave trees and nature undeveloped. No greenspace development
2130.	Redevelop existing urban areas and incorporate "green spaces", structures that can withstand a rooftop greenhouse or green area / community space. Shift from grey to green.
2131.	Re-develop existing urban areas in order to make the City of Hamilton a desirable place to live.
2132.	Redevelop existing urban centres, especially all the abandoned commercial areas all over the city.
2133.	Redevelop lower city
2134.	Redevelop old areas into mutli-housing
2135.	Redevelop old areas within city
2136.	Redevelop parking lots and use these to build new developments
2137.	Redevelop property and buildings not maintained or are vacant. There is plenty of it!
2138.	Re-develop the East/North end of Hamilton. Tear down the old dilapidated buildings.
2139.	Redevelop the Hamilton Central and East downtown areas, tear down old buildings to build mid-rise and high-rise ones. Also get rid of the US steel company to use the land for tourist attraction development.

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2140.	Redevelopment of brownfield and under-utilized commercial properties (since industrial base is decreasing)
2141.	Reduce barriers to multidwelling houses i.e. bylaw against 2 front facing doors. Allow smaller property sizes.
2142.	Reduce immigration. Allow the Canadian economy to recover from many losses that the pandemic incurred.
2143.	Reduce LPAT powers and use of minister's zoning orders. They have too much power to by pass local plans. They are out of control
2144.	Reduce urban sprawl. Focus on in-fill and neighbourhood rejuvenation. Protect our greenspaces and agriculture
2145.	Reform municipal election financing law to prevent councillor's from being in pocket of developers
2146.	Refurbish lower city, may increase LRT ridership if people live downtown
2147.	Refurbish old schools, factories, churches etc into apartments, instead of tearing down.
2148.	Regenerate those parts of the downtown core that have yet to see much investment. Densification has to be used to address climate issues
2149.	Rehabilitate areas like Barton St.
2150.	Remediate and build on brownfields, not greenfields
2151.	Remediate brownfields. Stop building single family mansions on greenbelt exempt airport lands (Wilson and Shaver)
2152.	Remember farmers feed people monster home not needed
2153.	Remember to hire more inspectors to maintain property standards
2154.	Remove derelict structures in inner city and rebuild on recovered lands
2155.	Remove minimum parking requirements on new builds. Remove downtown height limit and focus on complete neighbourhoods with transit, walkability, cycling and strong retail options
2156.	Remove the 30-storey height limit and build Hamilton's downtown UP! Height limits decentivize builders.
2157.	Renew the city along the LRT
2158.	Renewal of brownfields and old industrial sites
2159.	Renovate exiting buildings or remove and build vertically
2160.	Replacement housing on re-purposed industrial lands and commercial properties should talso include features of affordable entry level housing as part of developments
2161.	Re-purpose all empty buildings - so many just sitting there!
2162.	Repurpose and develop in city. Leave greenspaces undisturbed for immediate future. Look at areas where businesses are boarded up.
2163.	Repurpose brownlands and below escarpment. Hate the country, or is on the take; why else would the best soil in Canada have been covered and contaminated for tract houses?
2164.	Re-purpose/re-use/re-build as much of the vacant, boarded up current infrastructure and buildings first before eating up more land.

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2165.	Request 50% of new housing units to be affordable housing!! - Also need modest-sized units/houses for low-middle income
2166.	Requires big sacrifices to do successfully. I believe that those sacrifices are a better option than sacrificing further farmland.
2167.	Residential density must be targeted toward the LRT corridor in order to bring ridership to economical and sustainable levels
2168.	Respect greenland and natural areas and farmlands. Improve existing transit options and routes.
2169.	Respect the Greenbelt Protect the Greenbelt Stop urban sprawl!
2170.	Retain the farmlands and wetlands. They are productive and sustaining. Construction upsets the ecology too much.
2171.	Retaining our remaining urban land is important.
2172.	Reuse abandoned buildings (Barton Street)
2173.	Re-use and re-purpose what we have. Stop the sprawl and protect our environment/greenfields.
2174.	Reuse existing urban areas - take down the old buildings and build new ones. Everything is already there
2175.	Reuse land and buildings and schools. We need our farms.
2176.	Reuse land that is vacant and parking lots and tax vacant houses.
2177.	Review existing zoning laws and where possible adjusting them to make medium density development more feasible in existing Hamilton neighbourhoods
2178.	Revise by-law to remove "zero lotline" setbacks on commercially zoned properties within the city limits/ urban boundary.
2179.	Revitalization of city areas already zoned for housing but not successfully used as well as rezoning of unused urban lands to allow for new housing in forms of townhomes and apartments etc
2180.	Revitalize and build skyscrapers downtown which will provide concentrated housing. Upgrade transportation and infrastructure to accommodate increasing population.
2181.	Revitalize and support areas in Hamilton such as Barton and Kenilworth North
2182.	Revitalize current existing urban area. We need to protect our greenspaces and wet lands for future generations. Urban sprawl is destroying our planet.
2183.	Revitalize downtown and rehabilitate old portions of the City. There is lots of opportunity. We need land for farming!
2184.	Revitalize the core, nice family flats and condos with parkettes sprinkled in
2185.	Revitalize the lower city!
2186.	Revolt against Ontario with a renvenge. Hamilton is high strung for hospital services, for schools and more of all for police services. Crime has increased 200% at least. Our young people of all ages are not being supported. Food banks still cannot alleviate hunger. Jobs are insecure. Drugs are on our streets and citizens are in ill-health, especially seniors and young families. Churches see mental health increasing, and the general citizens are high strung. The laws mean little.
2187.	Rezoned and use old industrial lands, build apartment blocks.

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2188.	Roads and services are still lacking in areas that had new housing 30+ years ago. We need these fixed before any additional expansion as costs are never paid by developers!
2189.	Rural and agricultural areas should be protected. Intensify urban areas, making complete communities, and shift the dependency on cars towards walking, cycling and transit.
2190.	Save the farmland!!
2191.	Save and rebuild run-down areas which are MANY in Hamilton. Build affordable living options for those in need. Don't start over on farmland!
2192.	Save any greenspace left for agriculture - not cement over - climate change is here now!
2193.	Save farm land
2194.	Save farm land
2195.	Save farm land!
2196.	Save farmland to preserve the ability to feed ourselves locally, increase density in areas already within boundary.
2197.	Save farmland. Give incentives to grow food crops. Give incentives to farmers who sell their produce within the city. Inner city deserves access to local produce.
2198.	Save greenfield and farmland
2199.	Save greenspace - we need to breathe!
2200.	Save growing local food
2201.	Save local farmland. There is many opportunities to develop within the current urban boundaries and existing communities. No urban expansion!
2202.	Save our farm lands
2203.	Save our farmland
2204.	Save our farmland
2205.	Save our farmland
2206.	Save our farmland and build complete climate resilient urban neighbourhoods please!
2207.	Save our farmland and greenspace!
2208.	Save our farmland and greenspace.
2209.	Save our farmland as much as we can build within the city boundary build higher not wider
2210.	Save our farmland!
2211.	Save our farmland!
2212.	Save our farmland!
2213.	Save our farmland!
2214.	Save our farmland!
2215.	Save our farmland! Protect our greenspaces!
2216.	Save our farmland! We will need it more than ever in the next few decades. Plan wisely.
2217.	Save our farmland, green space and wetlands.
2218.	Save our farmland. We need farmers to feed us.

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2219.	Save our farmland. We use existing developed areas. Our infrastructure spending is in a great deficit. Fix what we have, not add more to build out.
2220.	Save our farmlands and waterways; stop growth - why is this option never considered? Modify, replace - but do not add to by outward expansion.
2221.	Save our farmlands from development. Redevelop existing areas within current urban boundaries to utilize current infrastructure.
2222.	Save our farmlands. One day you are going to need them.
2223.	Save our farms!
2224.	Save our green land, help the environment, don't let developers run the government and region
2225.	Save our green spaces!
2226.	Save our greenbelt lands. LRT will service all users living inside the city of Hamilton. Stop investors from buying up homes.
2227.	Save our greenbelt. We need to protect what is left of our farmland to be sustainable Just ask the experts.
2228.	Save our greenfield lands and 'clean up' the lower city
2229.	Save our greenfield lands, we are losing to many of them to new houses. We need farmer to grow our food and not have it shipped in all the time.
2230.	Save our greenspace
2231.	Save our greenspace and farmland
2232.	Save our greenspace clean up the boarded up store fronts and vacant areas downtown - so many old areas to fix and turn into new housing and affordable housing.
2233.	Save our greenspaces
2234.	Save our natural resources
2235.	Save our valuable farmland
2236.	Save our wetlands
2237.	Save our wetlands and greenlands! Disappointed in amount of buildings in areas beyond urban boundary. Want new building to happen within urban boundary
2238.	Save our wildlife and their habitat! Farm land is vital to agriculture growth and economy. Do not destory our rural communities.
2239.	Save the environment, save farmland higher density
2240.	Save the farmland
2241.	Save the farmland
2242.	Save the farmland - keep the schools in business that we already have.
2243.	Save the farmland and put buildings on existing core land. Put people where services are.
2244.	Save the farmland before its all gone!
2245.	Save the farmland! We need more social housing ASAP
2246.	Save the farmland, restrict development No LRT too costly
2247.	Save the farmland. Stop further expansion, replace boarded up and vacant buildings.

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2248.	Save the farmland/wetland's ("wildlife") save beach front, no more towers/daily water checks complete Go Station Centennial Pkway for service every day.
2249.	Save the farmlands!!
2250.	Save the farms! Stop the sprawl!
2251.	Save the farms.
2252.	Save the green for the next generation
2253.	Save the greenbelt!
2254.	Save the greenfield and protect the farmland!
2255.	Save the greenfields to save the planet.
2256.	Save the greenspace and build a vibrant city core! Let this be our legacy.
2257.	Save the greenspace and farmland. Don't become Milton and Brampton. Be the better balanced city we love. There are plenty of unused urban sites.
2258.	Save the greenspace we have left.
2259.	Save the greenspace, utilize existing infrastructure, help eliminate cars on the road.
2260.	Save the greenspace. Density and renewal downtown. Clean up brownfields and build
2261.	Save the greenspace and agricultural land
2262.	Save the land for food growth. Referendum on LRT
2263.	Save the land please! Less cars, more buses too!
2264.	Save the land to grow food
2265.	Save the natural land - doesn't improve air, paving over farmland doesn't prevent our taxes from rising. So why should I support urban sprawl. (no way)
2266.	Save the tax payers some money on water and sewers, garbage pick up and policing and fine department services and depots/stations
2267.	Save valuable farmland for growing crops. No urban boundary expansion.
2268.	Saving greenspace is important! Avoiding urban sprawl is essential! Think of the future of the world and its resources.
2269.	Schools that have closed down not in use use the land to build housing, etc. We need the Greenbelt for food from the farmers
2270.	Scrap LRT - Replace with BRT. Put back the affordable housing that was taken out of service.
2271.	Scrap plans for LRT eliminate heavy truck on the LINC and Red Hill PKWY
2272.	Second units and renovate garage for little houses..
2273.	Secure irreplaceable farmland
2274.	Secure water supply as droughts increase in length, location important to preserve land where our food can grow = preserve farmland and wetlands
2275.	See if you can revitalize certain areas of Hamilton first before expanding! If we do expand, minimize the monster homes!
2276.	Seeing article in Spectator July 15, 2021 "How Hamilton Can Grow Boldly Within Boundaries". I AGREE COMPLETELY! Don't use our good farmland for homes and businesses.

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2277.	Seeing what is happening in the west with drought and climate change, think long and hard about our land use and land protection
2278.	Seems counter productive to increase population while reducing area to feed them resulting in even greater dependence on foreign food sources.
2279.	Seems like the developers are making the decisions. Farms feed people. You can't eat shingles!
2280.	Seems to me that option 1 is erroneously billed as "ambitious," when Option 2 calls for 28,660 more units. What gives..false advertising?! $110,180 - 81,520 = 281,660$ fewer units.
2281.	Sell, teardown, rebuild on unused parking lots, etc. sitting empty for "years." Many unused, abandoned yrs ago i.e. alleyways, sever these to adjoining households to perhaps use for mini-homes if they wish for there seniors to live in for example; cottage homes. Be way of future condo's (skyscrapers) to be built at waterfront. Re-evaluate extra space on golf courses, parks. Why aren't buildings i.e. S.J.H. H Care built closer to the street, don't allow builders permits to add more floors after original height was acceptable by whom? For whom wins?? There should be a time limit when a speculator can buy a property and build on it. I'm sure many farms and agricultural soil has been bought up many years ago. Sorry for the quick note sprawls. Doing it at table near a coffee shop. I'm 89 yrs old still handing on. Too late for me to run for office but keep active when I can. Thanks for listening.
2282.	
2283.	Send the west end homebuilders to ____ and let them build their ____ off. Developers and speculators do not build, buy or sell to make housing more affordable, period!
2284.	Set limits on City resident numbers! Stop destroying rural lands, stop destroying trees and animals environments, keep greenspace! There are so many apartment buildings in Hamilton that need to be destroyed and rebuilt.
2285.	Several areas of city can be redeveloped. No need to take farmland away from food production. Thank you for letting me have a say.
2286.	Sewer gate anyone?
2287.	Should be incentives from city to achieve the change to existing properties, such as tax deferrals, locals, grants, and to prevent absentee landlord problems. Have the owner live on the property.
2288.	Should build around new LRT area. People live in rural areas to avoid crammed housing areas.
2289.	Should have released a similar survey for LRT
2290.	Should improve the look of the city by filling empty spaces and empty buildings. Should add numbers of riders on LRT much less likely from more rural/outlying areas.
2291.	Should not take away greenspaces and farms for over population of city how can this council plan for 30 years away when they cannot make present day decision. City has to keep green spaces.
2292.	Show us how you determine the need for more space. Increase development fees to pay for our short funded and crumbling infrastructure.

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2293.	Showing people the lower numbers of houses vs. higher might be misleading. If, for example you wanted no development you might opt for 60% thinking it's the lesser of two evils. I would love to see old factories turned into dwellings and derelict buildings razed that are not worth fixing.
2294.	Since developers are adept at circum-navigating zoning bylaws, I would put effort into creating more retirement villages with green space to promote downsizing and therefore effectively rotating the existing available housing stock.
2295.	Slow down development! We need our farmlands and greenspaces!
2296.	Small amount of land expansion
2297.	Small apartment buildings and small laneway homes sound attractive.
2298.	Small communities with food stores, eliminating need for transportation (cars and buses). Electric vehicles preferred or bicycles
2299.	Small outlying towns are needed not everyone wants to live in a densely populated area aka "city"
2300.	Small, row housing downtown instead of high rises. No condo fees. Low interest loans and mortgages for young people.
2301.	Smart intensification. Reuse brownfield tracts in downtown.
2302.	Smart urban development is what we need - = retain our agriculture lands, green and open spaces.
2303.	Smart, sustainable, energy efficient urban planning! Climate first!! Preserve nature and farming. Promote vital, liveable downtown communities. Plan better!
2304.	So glad you're seeking community input - not just that of developers!
2305.	So many abandoned buildings and lots. Clean up the city, tear these places down and rebuild.
2306.	So many empty buildings and commercial spaces in the east end, would benefit from a more dense population to support small businesses.
2307.	So many slummy/empty buildings downtown. With proper planning, it could be an exciting place to live!
2308.	So many vacant buildings that look ugly and could be replaced with housing or schools
2309.	So much of the city is sitting derelict, build new on the existing parts and leave the greenfield alone!!
2310.	So much space in our city isn't being used as all/up to its full potential. Make what we already have the best it can be before considering expanding the urban boundary.
2311.	So much under-utilized land, especially downtown and east end. Convert things to lowrise! The infrastructure is lacking to expand the boundary. Too expensive!
2312.	So much urban growth already. Where is our food going to come from?
2313.	So sad to see this beautiful productive farmland being paved over.
2314.	Some greenspaces have less value (no need to be kept as it) Air port area near hiway 6 could use development. Good for business development.
2315.	Some intensification in existing urban core
2316.	Some much dead space in Hamilton. Use it for housing.

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2317.	Some of the best land in the city is in the Binbrook area being covered up with houses. Also all the fruit land in Winona and Fruitlands is slated for housing
2318.	Some of the land from old schools are ideal. Nursing homes, apartments, townhomes. I find maintaining existing infrastructure is far from ideal let alone extending the borders and adding to problems we have.
2319.	Some rent geared to income housing must be included in the 110, 180 units. Also amending bylaws to permit homes in alleys and tiny homes.
2320.	Soon there will be no farms between Hamilton and Niagara Falls, lower farmers taxes to keep growing fruit and veggie.
2321.	Southern Ontario is home to some of the best growing soil in the entire world. We need to protect it, not pave it over, to stay prosperous and competitive!
2322.	Southern Ontario is some of the most fertile land in Canada, we can't afford to pave more of it over. Better to remain within urban boundaries, building new housing and updating the old.
2323.	Space must be kept for other spaces for farmland.
2324.	Spectator article, July 15, 2021.
2325.	Spend money on renewing inner city instead!
2326.	Sprawl costs the city more. Expansion will lead to too many commutes by car - too much land take up for car parking, loss of any nature is too much during a climate crisis, more people living closer in city will lead to more people taking public transit, walking, cycling.
2327.	Sprawl is bad for the environment. It's better to use under-utilized existing urban space, and increase transportation, etc. within the existing city limits.
2328.	Sprawl is both environmentally costly and unsustainable for the environment. We can't afford to build out.
2329.	Sprawl is driving climate change and only benefits developers. Keeping greenfield lands is essential for future generations. We can't keep growing and expanding endlessly.
2330.	Sprawl is expensive in the long run. We will need all the farmland that we have.
2331.	Sprawl is not the answer. Build the LRT to facilitate more density in the downtown.
2332.	Sprawl is terrible. It requires more sanitation, police, fire and EMS have further and further to patrol density is the way to go. I am very opposed to any further expansion
2333.	Spread this expansion throughout - no downtown concrete tower jungles only - use dilapidated areas along Barton St and use Stoney Creek and the Mountain as well
2334.	Staff recommendation should be just that. Recommendation not a fair accomplis. They should be vigoursly debated.
2335.	Start building up the downtown local housing - especially with LRT coming, helping businesses turn downtown into a place to visit rather than avoid!
2336.	Start filling up the empty buildings in Hamilton. Stop giving them a tax break (if they get one) more affordable housing!!
2337.	Start making choices that show you care about the environment.
2338.	Start there 1st. We have lots of unoccupied lands (eg. 2 # buildings on Wentworth, Studebaker property) Why not use these for housing. Besides isn't that the reason for LRT population density.

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2339.	Start using all the vacant land in the lower city first. Intensify where you intend to build the LRT.
2340.	Stay away from Wellington County (Puslinch in particular) in fact stay out of Flamborough!
2341.	Stay in city bounds. Stoney Creek farms are being destroyed for housing.
2342.	Stay in the city
2343.	Stay out of Elfrida.
2344.	Stay out of the country side. You have ruined it enough. Price for farm land is way too high.
2345.	Stay out of the green areas!
2346.	Stay within current city limits. Tear down old buildings and unoccupied old properties and build homes there. Greenfield land is desperately needed to maintain a balance in nature and ecology. Wildlife needs to survive and our future population will still need to breathe!
2347.	Steps to take before expanding: Eliminate single-family zoning, greatly reduce lot setbacks, incentivize brownfield development, tax vacant commercial properties, consolidate surface parking into structures..
2348.	Stop allowing development of "Smart Centres" and start encouraging mixed multi-use development (residential/commercial - pedestrian friendly spaces) "Smart Centre" development wastes huge swaths of land that are not pedestrian friendly thereby encouraging vehicle use. Contributing to global warming with large paved surfaces. Why not build residential on top of commercial?
2349.	Stop approving ghetto clusters like on quigley road. Greedy brutality of developers are creating eyesores.
2350.	Stop attacking the environment! Stay within the current boundaries. Utilize the existing empty office towers and other vacant facilities for high / low density.
2351.	Stop building in Ancaster on farmland
2352.	Stop building monster homes on small lots. Consider secondary units/granny flats. Build up with roof greenspace/incorporated greenspace.
2353.	Stop building monster houses
2354.	Stop building on farm land!!
2355.	Stop building on farmland!! Food is already too expensive!!
2356.	Stop buildings useless plazas and build houses on the property instead. Stop using and destroying beautiful land and forests!
2357.	Stop car focused urban development. Intensify what we have, focus on alternate (i.e. not cars) modes of transportation.
2358.	Stop cow-towing to developers and listen to more knowledgeable urban planners. Also make developers pay more fees!
2359.	Stop creating cemeteries on school sites, build affordable multiuse homes instead. Expansion means less farms, greenspace - we are in a climate change crisis. We need affordable housing in areas that are close to services, we have many parking lots downtown that could easily have apartments, condos on top.
2360.	Stop destroying greenspace Revelop the older run down areas
2361.	Stop destroying farmland!

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2362.	Stop destroying natural areas and farmland!
2363.	Stop destroying our green space. No green space, no oxygen, no oxygen, we die!
2364.	Stop developers from holding onto urban land and preventing it from being farmed. These people are no less a virus than Covid-19.
2365.	Stop developing farmland! Farmers feed cities. We are building the LRT - intensify development so that it is actually used.
2366.	Stop developing green space.
2367.	Stop development of new greenfield lands beyond current urban boundary
2368.	Stop encroaching on farm and natural land. Build up - not out! Use existing unused patches of land for development.
2369.	Stop expanding outward. We need affordable housing near services for those in need.
2370.	Stop expanding the urban boundary! Accommodate growth within the existing build up areas. Stop sprawl! Save forests, wetland, and farmland!
2371.	Stop expanding urban boundary - accommodate future growth within existing built up area. Maintain existing infrastructure.
2372.	Stop Ford or at least slow him down. We need greenspace!
2373.	Stop further expansion into rural areas. Save our farmlands. Be smart and come up with alternative solutions. Improve urban areas.
2374.	Stop getting rid of our farmlands everything's being concreted over. Fix up the houses that have been boarded up and rent them to low income tenants.
2375.	Stop growth. Reduce people in population. Stop financially supporting families having over 2-3 children.
2376.	Stop housing expansion on green space! Develop within current urban area, a mix of housing - affordable and attracting more people to live in the City.
2377.	Stop jamming townhouses on every scrap of land possible near the highways. No more tower condos.
2378.	Stop land developers from purchasing and building/developing to their own plans the existing greenfield and wetland areas. Stop it now leave the wetlands and farms alone! Do not allow it not.
2379.	Stop letting construction companies dictate to the City. Ruining our once beautiful city. _____, City Councillors, and Govern!!
2380.	Stop LRT. Make buses electric. Expand number of north-south / east-west bus runs = benefits the entire city. Build up, not out on the miles and miles of land expropriated for LRT construction between Stoney Creek and Westdale. DO NOT build over farm land!
2381.	Stop paving farmland!
2382.	Stop paving farmland, stop catering to developers who exacerbate sprawl.
2383.	Stop paving farms!
2384.	Stop paving over every last blade of grass. Concentrate on already developed urban areas and let the earth live! Wetlands are important
2385.	Stop paving over foodlands no building on swamps. The human race need water/oxygen/food to survive.

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2386.	Stop paving over valuable farmland. Develop abandoned land within the city first.
2387.	Stop paving over wetlands, farmlands, etc.
2388.	Stop paving the farmlands, where do you think we can grow our food?
2389.	Stop pollution of our waterways
2390.	Stop putting high rise buildings in Ancaster. Expansion onto greenfield land Hwy #53/Rymal has made Ancaster feel like a city not a small town (buses, cars, etc.) The Hamilton airport has ruined Ancaster (noise pollution).
2391.	Stop putting poor, unemployed, elderly, physically challenged citizens out on the street in favour of slum landlords. The rich are getting richer.
2392.	Stop putting town houses and high rise bldgs right on the main traffic routes. Makes every neighbourhood feel like you're driving through a "tunnel" - walls on both sides of street - very depressing. Put single dwelling homes at street level and the rest behind them. Space out high rise bldgs, so sunlight, views, etc not obliterated.
2393.	Stop ridiculous zoning bylaws that prevent converting single family to multi-family units
2394.	Stop ruining small towns with uncontrolled growth and no infrastructure. No forethought! No greenfields is killing the environment!
2395.	Stop sprawl
2396.	Stop selling off our greenspace and destroying our farmlands.
2397.	Stop selling out our precious land to these cookie cutter developers. You want Hamilton to grow? Redevelop our core and bring life and businesses back to the city. Sprawling outward will just make the city even more lifeless. Long term solutions, not short term thinking!
2398.	Stop sprawl and ensure new units and development includes affordable housing. The rent is too high. Sprawl is just for rich suburbanites.
2399.	Stop sprawl! Protect Hamilton's agricultural land and build more/increase density downtown and on the mountain.
2400.	Stop stealing farmland, farmers feed cities
2401.	Stop taking agricultural and green space land. No more.
2402.	Stop taking away farm land! Farmers feed cities. The human psyche needs green space, trees and land to be healthy, not more buildings/pavement
2403.	Stop taking farmland and greenspace. You want us to buy local, how can we if you keep taking that land.
2404.	Stop taking farmland for housing / retail / industrial uses
2405.	Stop taking farmland for subdivisions or greenspaces for subdivisions
2406.	Stop taking farmland to build condos and town home so developers get rich. Increase urban density in Hamilton's core (downtown).
2407.	Stop taking good farmland to build on. Soon we won't be able to grow anything to eat.
2408.	Stop taking greenspace! Winona does not need further development!
2409.	Stop taking up valuable farmland. People need to accept they don't need giant houses.
2410.	Stop the _____ of "Mother Nature." Save what quality farmland that is left in the Greater Hamilton area PLEASE!

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2411.	Stop the big secret about Hamilton's great top farming area.
2412.	Stop the big secret about how much great farmland Hamilton has got that grow huge amounts of food
2413.	Stop the devastation of farmland and eroding communities
2414.	Stop the expansion, especially into the greenbelt. Keep commercial growth to reclaimed brownfields. Grants to develop housing units within buildings.
2415.	Stop the LRT. Not in support of this transit system. Waste of federal, provincial and municipal tax payer money.
2416.	Stop the nonsense about taller then the escarpment. It won't take long before agriculture gets choked out.
2417.	Stop the renovictions! Housing is in crisis! Affordable housing needs to be a right for everyone. Investors should not be allowed to buy housing stock making it unavailable for families. Vacant building need to be taxed! That may provide an incentive to actually use available housing stock. My grandchildren will be lucky to get an apartment at the rate we are going.
2418.	Stop the sprawl - leave our farmlands and forest alone! Fill in the gaps before spreading out.
2419.	Stop the sprawl!
2420.	Stop the sprawl! 20 yr resident and growth is already too much - bought rural for quiet! (use to be rural)
2421.	Stop the sprawl! Revitalize downtown. LRT will lead to less demand for downtown parking. Use existing parking lots to build high / low rise apartments. Downtown Hamlton in 1960's was the heart of the city and now is a dump for way too long. Pioneer for change and change the stigma back to a vibrant downtown core. Do your research by exploring other cities. Hire architects to design a concept. Incorporate modern mixed with old facade. Make it environmental.
2422.	Stop the sprawl, focus on existing boundaries and work within them
2423.	Stop the sprawl, save our farms!
2424.	Stop the sprawl, Save the Greenbelt
2425.	Stop the sprawl, we don't need suburbia
2426.	Stop the sprawl.
2427.	Stop the spread! Look t the Niagara Area. Where have all the orchards gone? We can't let this happen all over ontario.
2428.	Stop the urban sprawl save our green lands. Time we put money into rejuvenating older areas. No green lands = no birds, wildlife, flowers, trees. The circle of wild and green life will stop!
2429.	Stop the useless spending - LRT! No!
2430.	Stop the waste of land.
2431.	Stop Toronto developers coming to Hamilton and jacking up the price of homes. Our greenspace is precious and should be saved. Once taken, it will never return. Climate change is real.
2432.	Stop urban expansion and the increase in infrastructure maintenance costs
2433.	Stop urban sprawl
2434.	Stop urban sprawl

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2435.	Stop urban sprawl and vote for protecting the green areas. Create more parks and larger green spaces. Need better air quality. More highrise buildings downtown.
2436.	Stop urban sprawl!
2437.	Stop urban sprawl!
2438.	Stop urban sprawl!
2439.	Stop urban sprawl!
2440.	Stop urban sprawl, save farmland and green space!
2441.	Stop urban sprawl, we need rural farmland for food production. Also put a cap on the height of apartment/condo buildings.
2442.	Stop urban sprawl. Build up on the current urban areas. Build up, not out.
2443.	Stop urban sprawl. More high dens, inner city dwellings and develop. There is (or seem to be) lots of empty/dilapidated structures and seedy light industrial (under utilized) land in existing urban areas.
2444.	Stop urban sprawl. Save farms and farmers.
2445.	Stop urbanization stop killing trees planted by ancestors and nature
2446.	Stop using farmland for housing developments. We need that land for fruit trees, grapes and food. Buy local and Canadian.
2447.	Stop using fertile land of farms, for housing
2448.	Stop using good farmland
2449.	Stop using up food farmland. Will we have to import all to feed us??
2450.	Stop using valuable farmland for house developments. We have some of the most fertile land (greenbelt) and it is being re-zoned. It is destroying the future landscape and economy.
2451.	Stop widespread takeover of greenspace and farmlands and wildlife habitats
2452.	Stop!! Stop destroying prime farmland! Stop Toronto from pushing Hamiltonians out of their own homes! Prices have sky rocketed because of this - we cannot afford to live in our own city anymore! This is killing our Hamilton!
2453.	Strongly suggest further intensification in existing urban area with definitely NO new development on green field lands beyond current boundaries
2454.	Studies suggest green spaces will be essential for mitigating heat island effects, protecting water sheds and creating resilient food systems. Option 2 protects this,
2455.	Substantial tracks of farmland have already been lost to developers over the past 30 years in Ancaster and other surrounding communities. Once lost they will never come back and we look more and more like Mississauga every year with every new cookie-cutter development.
2456.	Suburban and rural housing expansion cost much more to the city's budget and provide much less tax returns than urban intensification.
2457.	Suburban areas are forced to drive due to lack of public transit that is efficient/close. Residential streets here are not capable of accommodating much more traffic. Narrow, 1 lane arterial roads. Downtown is getting the LRT, expansion should focus on LRT serviced areas, as complimentary service/use needs.
2458.	Suggest "urban renewal", resulting abandoned areas to build new housing and help refurbish unsightly parts of this city; infrastructure would already exist (city transit, shopping, schools, etc!)

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2459.	Suggest more 3-4-5 story height buildings but not out. Vertical town houses - but with an elevator - and large single storey flats, rental, condo or freehold - with large open air patios or balconies - seen especially in Quebec and Europe and less to none existent in Ontario.
2460.	Support farmers, they feed cities. Get the vacant and abandoned buildings in the city up to residential conditions, this way you can increase your tax base and affordable housing at the same time.
2461.	Survey looked like junk mail, poorly done.
2462.	Survey will miss a lot of people
2463.	Take a good look at Rymal Rd (Garner Rd) at all the high density townhouses which in 20 years will be slums. The City allowed developers to buy up farmland which we will never get back! Hamilton is now "The City of Townhouses". Shame on City Council. Developers are in complete control and City Council lets it continue.
2464.	Take a ride out Governor's road and look at those crowded monster house where once I hiked and saw my first snowy owl. No more monster house suburbs!!!
2465.	Take a stand against Ford's anti-conservationist policies.
2466.	Taking away greenspace cannot be undone Greenfield lands will be even more crucial with a growing population, particularly with the climate crisis that exists in Hamilton
2467.	Taking care of the environment is our #1 priority. There is so much usable space in the city w run down houses and vacant lots. Just make sure infrastructure for drivers is put in place to avoid more traffic in the core.
2468.	Tall buildings should be built near other tall buildings, not in the middle of single family home neighbourhoods.
2469.	Tall towers in LRT - New Transportation area (Street Cars). Live local and work local. This will not increase road traffic. More intensification and higher density. Tall towers!
2470.	Tax revenue needs to be sufficient to maintain infrastructure. Increasing density without expanding infrastructure. Redeveloped land increases tax revenue, without burdening existing residents
2471.	Taxes are too high now cannot afford any increase in taxes
2472.	Taylor growth to fit existing infrastructure. Develop downtown Hamilton by building more lo-rise accommodation along the LRT route.
2473.	Tear down abandoned properties downtown and build affordable rental apartment buildings. Not all people can afford the condo prices developers are charging.
2474.	Tear down and clean up all those old industrial sites in the city and build there. Too much of the best agricultural land in Canada is covered in houses.
2475.	Tear down and rebuild in north Hamilton. Less intensification. Save the farmlands and greenspace. There is a lot of unused and ill used space along King Street and North Hamilton
2476.	Tear down many old buildings not being used - use the land they are on.
2477.	Tear down neglected buildings force owners of these properties to clean them up!
2478.	Tear down old and not used buildings along Barton. Great for green space. Stop building on our needed farmland. We need smaller, affordable homes.

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2479.	Tear down outdated housing - much space is present - eg. Mountain, Flamborough, St. Creek.
2480.	Tear down the many dilapidated buildings with no historical value and reuse these lands for new development - housing and equal green areas.
2481.	Tear down the vacated / unused factory space and use it for development!
2482.	Teardown and build new and better. Inner city expansion only with the help of the planned street railroad. Leave greenfield lands alone.
2483.	Tell Ford to stay out of the Greenbelt. It belongs to future generations.
2484.	Tell government of Ontario to go "jump in the lake" - we can't accommodate 236,000 people increase! (and we don't want to)!!
2485.	Tell Ottawa there is no room for Expansion. Leave farmland and green spaces alone. The LRT is ridiculous.
2486.	Tell province no more expansion in or out of city boundary
2487.	Tell the City counsellors to get their heads out of their _____ and get the LRT built! We are way behind other municipalities!
2488.	Tell the province you wish to grow (or not) at the rate the city decides and can afford
2489.	Tell the provincial government and ask them to tell the federal government to stop pushing our cities to become bigger and bigger. Too much immigration!
2490.	Tell the provincial government to stop ordering intensification! Let us decide
2491.	Telling that there is no mention of brownfield development/intensification. The City doesn't adequately fund our existing urban boundary!
2492.	Thank you :)
2493.	Thank you for asking for input. Proper and sustainable land use and conservation efforts are very important for us all!
2494.	Thank you for asking our opinion. I truly value Hamilton's rural lands. We have the best growing food and the best climate. It must be protected!
2495.	Thank you for asking. As the global population grows, it is increasingly important for us to preserve greenspace for all to enjoy. & for future generations.
2496.	Thank you for giving us a voice. Please plant more trees in the city parks. We can no longer keep pouring concrete to enable urban sprawl.
2497.	Thank you for the opportunity to provide input.
2498.	Thank you for this survey. Hamilton has plenty of urban land already connected to infrastructure. I hope our input is taken into account.
2499.	Thank you very much for asking!
2500.	Thank you.
2501.	Thanks for asking for our opinion!
2502.	Thanks for doing this. Hamilton is a great city and we need to have this framework. Need to: max value from LRT, plan for affordable housing, prepare for technology jobs, allow space for traditional manufacturing!
2503.	Thanks!
2504.	That LRT is a stupidity that will cost 50 million to run by 2026 when its done - what are you doing for me here on the Mountain – morons
2505.	The "ambitious density" is a misleading name and shows a bias!

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2506.	The addition of local stores and additional housing have been beneficial in upper Stoney Creek but it needs to stop now. Let's focus on what we have. Preserve our air / water. More common outdoor areas for young and old. Need more cafes, more shops like James Street North.
2507.	The big issue in Hamilton is traffic. Improvement of public transit and expanding of highways are very important and essential
2508.	The boarded up townhouse units on James N. need to be made into low income housing. There is a major housing crisis in Hamilton. People cannot afford to rent! Take care of needy!
2509.	The choices are worded in such a way that a 1 more or less uninformed person would 2. choose option #1 because, on the surface, it looks like only 3. 1 in 4 new houses would impact greenfields, which would 4. appear, superficially, to be an acceptable compromise 5. It does not address the ramifications of paving over 3,300 6. acres of greenfield. Bottom line: The question is not objectively worded.
2510.	The city also needs to stop the destruction of heritage homes and properties in favour of high rise and condos! The City's track record is a disgrace!
2511.	The city benefits from a vibrant downtown instead of suburbs.
2512.	The city cannot maintain the infrastructure that already exists. Why make it bigger. No farmland means no food. Why build LRT if no vertical density in downtown area?
2513.	The city cannot take care of what we have now
2514.	The City core is in desperate need of revitalization. Continued expansion into current greenspace will have a negative impact on the environment and further erode the city core.
2515.	The city declared climate emergency, so option 2 should be the obvious choice!
2516.	The city has implemented numerous studies in the city: "Barton Kenilworth" "Janes Street North Mobility Hub" "Barton Tiffany" the list is long. Time to implement these in a timely manner into real development.
2517.	The city has more than enough land available. Besides our substantial brownfields and seas of parking lots, the current boundary can suffice, not to mention that the provinces pop. Projections for Hamilton are always way off.
2518.	The city has to concern itself with the environment in an expedient way. Time is running out and our environment will cause devastation if you don't act. You've done far too much already to destroy our environment please stop
2519.	The city has vast amount of underutilized space within the current boundary.
2520.	The City is already absurdly sprawling. Also, Hamilton needs to develop infrastructure along w/ intensification, which is neglected.
2521.	The city is already behind with projects to maintain sewers and water, creating new infrastructure outside current boundaries will increase those problems
2522.	The city is turning into Detroit. Fix it!
2523.	The city must stop financing itself through development fees on greenfield development. It is unsustainable
2524.	The City need to redevelop existing properties specifically in the cities downtown core into high rise buildings. Transition to a modern city.

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2525.	The City needs more affordable housing not large individual houses on large acreages.
2526.	The city needs more housing but not at the expense of losing our greenspaces.
2527.	The city needs to approve planning for alley homes, garage conversions, etc
2528.	The city needs to clean up all of the decrepit properties downtown and make some into affordable homes for the low income people. Downtown looks like a dump.
2529.	The city needs to intensify within the current boundary to make the public transit feasible. One problem is the provisions of the Condo Act which means many people stay away from condos.
2530.	The City needs to protect tenants against renovictions with better rent control.
2531.	The city needs to safeguard surrounding natural spaces and farmlands. Existing buildings should be retrofit for housing. Urban greenspace to be expanded. Make adaptations now for the climate crisis!
2532.	The City of Hamilton can't look after the roads and sewers now! You want people down town build down town. Use vacant land and old un-used buildings for condos and housing.
2533.	The City of waterfalls needs to maintain as much greenspace as possible.
2534.	The city should challenge the provincial government and growth predictions. Do we not have the right to reject their numbers?
2535.	The City should direct all efforts to making dense urban areas more liveable rather supporting more sprawl. Institute a vacant property tax that increases every year to free up building for affordable housing. Support infill housing. For any new development force developers to create or maintain a relative area of green space (e.g. community garden). Defund HPS and use to aggressively plant trees in the lower city.
2536.	The city should increase density and affordability of housing.
2537.	The city should not be cementing over good fertile land which could and should be used for FOOD. Too much traffic and gridlock now. STOP the spread.
2538.	The city should stop sprawl, prioritize affordable housing, and density in the core.
2539.	The city simply can't afford expansion of infrastructure with the current deficit in infrastructure maintenance and renewal
2540.	The city, and the suburbs, should be more amenable to second dwelling units, especially to accommodate elderly parents and handicapped family members.
2541.	The city's infrastructure short fall is unsustainable and unaffordable for taxpayers. Development must be kept within existing city boundaries. Intensification could happen along the LRT route and have built in ridership. The city core contains so many shoddy houses/buildings that would benefit from removal/renovation and provide many opportunities for intensification. Stop handing over large farm areas to developers and save the viable farmland for farming!
2542.	The city's urban core extending to the east end needs affordable options for secure housing
2543.	The climate catastrophe is not going to be prevented through urban expansion! The greed and corruption of development is a disease of the mind. Land back now.

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2544.	The climate crisis needs to be prioritized when we look at growth. We need to prioritize preserving agricultural lands, wetlands, forests, creeks and wildlife habitats. We need accessible and affordable housing. We need fewer cars, less traffic and less pollution. Our current roads, sewers and waterpipes are currently in need of repair and upgrading. New taxes need to cover these projects not additional sprawling neighbourhoods.
2545.	The complexes that are being built now are too congested. There isn't room to breathe and grow. Roads are too narrow to get out of garage.
2546.	The continuance of creating laneway homes is an excellent option for growth, plus we have many buildings lying dormant, run down and boarded up that can be demolished and that property can be utilized for townhouses, condos, apartment dwellings. Hamilton has the ability to go forward without going "outwards".
2547.	The core city has scope for intensification and, presumably, this option meshes with possible LRT.
2548.	The cost of sprawl to tax payers and the loss of invaluable soil to grow food are paramount concerns.
2549.	The current property tax rates cannot support the existing infra in the city. Density needs to go up, or rates need to (not a fan of higher tax rates).
2550.	The destruction of farmland and wildlife habitats must stop now!
2551.	The developers are controlling the decisions at City Hall and that's not good business practice. We have laws and by-laws in Hamilton - Don't bend the rules!!
2552.	The development of existing urban areas is an important concept for my family as is the protection of greenfield lands.
2553.	The downtown core and north and east areas of Hamilton need revitalizing and have plenty of area for urbanization
2554.	The endless sprawl of Mississauga guides my choice.
2555.	The environment is our #1 priority
2556.	The extraordinary value of prime farmland and life sustaining, biodiverse natural habitats infinitely outweighs the "perceived" benefit of costly suburban sprawl. How about training youth in trade through the adaptive re-use of heritage properties that can become affordable housing, not-for-profit daycares and seniors care?
2557.	The fact you would even consider option 1 is shortsighted and, frankly, insane! Hamilton has so much undeveloped areas within our city. Just drive around and see it! We need food security if we have new people coming in. Rolling over growing land is never a good option.
2558.	The farther out we spread the less nature there is, more congestion. Density should be moved up not out for the next 10 years at most!
2559.	The great thing about Hamilton is that it takes little time to drive out of the city to enter rural areas. I would hate to see Hamilton because a soulless city like Mississauga where it's building upon building and survey upon survey.
2560.	The green areas are what help make Hamilton a pretty city. Build up.. That's the answer. Leave our green belts alone! It's where we go to find some peace, quietness, beauty, and get back to nature. Besides that, we need the oxygen from green belts.
2561.	The greenbelt is sacred. Give developers an inch and they will take a mile!

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2562.	The greenfield land does not need to be developed when there are areas of our city - especially the downtown core area that can be redeveloped and made more attractive to encourage new growth/population in those areas
2563.	The greenspace is a HUGE reason we live in Hamilton, and honestly one of the main reasons we are staying.
2564.	The infrastructure cannot handle more expansion. Suggestions to Federal government to reduce immigration inflated numbers.
2565.	The land is precious and vital
2566.	The land outside our city boundary is incredible farmland that we can't afford to sacrifice.
2567.	The language in these options is laden with judgement that appears in favour of option 1. Not neutral language. I read an article that that decision was already made so does this survey even count???
2568.	The last thing we need is to develop greenfield lands. Leave them as green spaces or farmland and intensify
2569.	The less green space we have, the worse our environment will get. We need to increase our density for sure.
2570.	The limited amount of farmland in the area needs to be preserved.
2571.	The loss of rural lands, farmlands, and green canopy is unacceptable. Further urban expansion must stop! Increasing tree canopy aggressively, LRT, and seeking/implementing creative to solutions to population growth is essential.
2572.	The marketing of this pamphlet was extremely disappointing.
2573.	The need to reduce expansion and development of subdivisions will allow for public transit to keep pace and reduce the need for 1 or 2 vehicles per household. This intensified new housing must include low and mid income housing, not just expensive condos.
2574.	The needed intensification can be achieved within the current boundary, and in such a way that observes good urban planning principles and keeps our city livable, with mostly low and medium density, and high density - taller towers - only where they don't infringe on existing, established residential areas, ie the downtown core
2575.	The new Hamilton began and was billed as a city of many communities and was popular because of its balance of lifestyles; don't destroy it
2576.	The Niagara Escarpment greenspace is precious and needs to be protected. No new buildings around Dundas or Bruce Trail.
2577.	The Niagara Green Belt is one of our most admired and talked about green spaces in the province/country. Leave it alone!!
2578.	The North End and existing structures in the lower city should be developed and re-invigorated so that they tie into new and existing transportation infrastructure.
2579.	The only expansion should be on lands of no environmental or agricultural value
2580.	The only thing motivating the developers who want to expand the boundaries is GREED. The only green they care about is the 'greenback dollar'. Drive along Mud Street and see the monochromatic tenements they want to build. Horrible

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2581.	The pandemic has shown us how important our green spaces are for our mental health. Not to mention the unique soil that we have here for the production of food. No urban boundary expansion!!
2582.	
2583.	The postal code is Halton post office but we are in rural Hamilton's boundaries. Cities must stop sprawling to preserve both agriculture and environmental ecosystems services.
2584.	The previous amalgamation of Hamilton created a sprawling city. Future growth should intensify within current occupied boundaries to facilitate economic service provision, urban renewal and walkable communities.
2585.	The problem is that the pandemic has shown people don't want to live in high density areas. Some people want a more rural setting. There is no easy answer.
2586.	The projection sounds wildly insufficient. If COVID-19 has taught us anything about development, it's that we are too shortsighted and unprepared for the sprawl that is the growing GTA. Also our downtown is an embarrassment.
2587.	The proliferation of new home builds in rural Hamilton is already a major contributor to urban expansion and greenspace development.
2588.	The provincial framework I planned. Growth projections are inflated. Market base mix requirement is wrong. While some boundary expansion might be needed it should be small.
2589.	The reality is that it will develop as a hybrid of the two. However, it is important to start with a "plan" to look first inside present city to develop housing, especially along LRT line of the city core will die. The developers will do fine, they always do!
2590.	The reuse of homes that are teardowns or empty lots are better to do than using land that could be used to grow food.
2591.	The roads, pipes and other infrastructure in parts of this city are falling apart. The City has allowed this state of disrepair to exist for years. We are now 3.8 billion in the hole for infrastructure repair. No more new infrastructure! Can't afford it!
2592.	The rural areas are already semi-decimated!
2593.	The sprawl I've seen in my life 60 years in Hamilton is astounding! Farmland is a precious resource. Medium density not sprawl
2594.	The usual course for developers is to take "good" farm land instead of rocky unfarmable land so reuse some city land - old plaza's, factories, school properties.
2595.	The way the response options are posed is extremely biased towards option 1
2596.	The wetlands in Ancaster was very recently at risk of development and with community coming on board to prevent it, this was halted for now.
2597.	The whitebelt areas south of Twenty Rd. between Upper James and Glanaster should be employment areas, not residential.
2598.	The whole point of the ill-conceived LRT project is to intensify urban/downtown area so stick with that.
2599.	The wording of this survey leaves a lot to be desired. Was It meant to confuse? Do not allow anyone to gobble up more farmland!
2600.	The wording of this survey seems to display an enormous bias for option 1
2601.	The wording of this survey shows the city's bias towards stealing more land!!
2602.	The wording was confusing and misleading.

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2603.	There are a number of vacant (empty) schools and churches that have parking and surrounding green space that should be used for housing.
2604.	There are acres and acres of vacant downtown land and mostly parking lots - which are serviced and could be developed with creative mixed use commercial and residential and density without massive high rises! Also many areas of poorly used commercial and residential - i.e. on Barton St. E. King St. E, Mary St. E. Etc.
2605.	There are already too many areas of the (suburbs) city with no busing etc., forcing people to own 2 cars just to get around. Fix this before trying for more expansion!
2606.	There are brownfield sites, infill sites and other options available to meet growth targets. 3,300ac is a lot of farmland / greenspace / conversation land that is vital to the community environment.
2607.	There are currently many parking lots and vacant buildings that can be redeveloped for new housing intensification rather than taking valuable greenfield lands. Hamilton can be a leader in climate change adaptation if we make better decisions regarding land use.
2608.	There are dozens, if not hundred of empty sites/derelict buildings available within the urban boundary with which to intensify development in our city. The Greenfield/Greenbelt lands must be protected at all costs!
2609.	There are endless amounts of unused properties in Hamilton and boarded up old buildings. Let's make good use of it all before plowing over fertile land, using farmland should be last resort!!
2610.	There are enough areas within city limits to build up, Mohawk and Upper Sherman just one example, Fennel and Upper Ottawa, build where services are already
2611.	There are homes and empty lots uptown and lots being kept by contractors that can be used
2612.	There are literally thousands of old homes throughout Hamilton that could be completely remodeled top to bottom with new heating, plumbing, electric, efficiently done to make use of climate control standards and each home as a legal one or two bedroom apartment to rent out and the other has a source of revenue to help with the mortgage and provides a clean, health space for tenants and provides for people needing apartment space
2613.	There are lots of areas in the city that could be revitalized. Concentrate efforts here first.
2614.	There are lots of empty buildings that should be repurposed and cleared up before over expanding into greenspace.
2615.	There are lots of infill opportunities in Hamilton for higher density homes without the need for more communities like Binbrook. Keep the farmland and keep the countryside accessible!
2616.	There are lots of small areas all over the city that could be developed into housing.
2617.	There are lots of undeveloped areas throughout the city that should be developed or redeveloped before any expansion or the urban boundary.
2618.	There are many abandoned and vacant areas in Hamilton that can be used instead of expanding into greenspace.
2619.	There are many areas in Hamilton where housing units with parkettes could be created. This would do much to beautify some ugly areas in town.

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2620.	There are many areas in the central and east of Hamilton that are rundown and in poor condition. These areas should be targeted for new builds to help revitalize the city. Our greenfields need to be protected.
2621.	There are many areas in the city that could be used for housing. Barton street is long overdue for a facelift. So many boarded up buildings and unsafe buildings.
2622.	There are many areas in the city where businesses have closed. We need to use them before we start building on greenland. Brownlands need to be used first.
2623.	There are many areas in the core of Hamilton and other areas which could be used for additional construction or development. Unused buildings, etc. Do not widen the city.
2624.	There are many areas of Hamilton that can be torn down to build housing for people requiring a decent place to live.
2625.	There are many buildings (empty) that can be converted to lofts or replaced with affordable housing.
2626.	There are many delick buildings downtown that could be torn down and build high rises, that way they would have access to LRT
2627.	There are many empty and open lots in the city and empty buildings that can be developed before expanding out.
2628.	There are many empty buildings in the city - all kinds of them on King, Barton and other streets. Use these empty spaces, amongst others to develop housing. There may be more empty buildings if not all offices reopen after the pandemic. Remote work will continue for many.
2629.	There are many empty land and building already in the city.
2630.	There are many empty parcels of land and brownfields to be remediated within the existing urban boundary, and underperforming lands. Use what we got better, takes more thought but is worth it for generations to come!
2631.	There are many existing areas where they are buildings/structures that could be torn down and replaced within condo towers or smaller size apt. buildings.
2632.	There are many opportunities to intensify within Hamilton's current boundary; we urge the city to avoid expanding into valuable environmental habitats. Thank you for the survey.
2633.	There are many sites within existing boundaries that can be developed. Stop gobbling up farmland.
2634.	There are many surface area parking lots and open spaces in the lower city that should be redeveloped first and proposed LRT route should be an area for redevelopment for new high rise development
2635.	There are many vacant and abandoned homes, warehouses, buildings, etc within city limits that need to be dealt with to make way for new and affordable housing.
2636.	There are many vacant buildings in Hamilton, study the land that is not being used! We cannot keep taking more and more farmland. Our children need land for food that is not imported
2637.	There are many warehouses, schools, etc that can be converted to condos.
2638.	There are numerous stores closed on King St., Cannon St., Barton St., etc. Can these not be converted into affordable housing?

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2639.	There are open spaces along York Road in Dundas, part of a continuum from the escarpment to Cootes Paradise. Please - do not allow development there.
2640.	There are plenty of abandoned and derelict buildings in rundown parts of the city where the land could be repurposed.
2641.	There are plenty of areas in Hamilton that need revitalizing. Farmland is essential and greenspace shouldn't be taken for granted.
2642.	There are plenty of areas ready for redevelopment. Greenspace is important for everybody's health. Too much added infrastructure.
2643.	There are plenty of empty and abandoned lots within the city that could be used, which would help local businesses too
2644.	There are plenty of empty lots within the current boundary, let's be effective and use these those empty lots.
2645.	There are plenty of eyesore/abandoned lots/buildings etc. within the city that should be razed and developed.
2646.	There are plenty of opportunities to grow within our existing urban boundaries. With thoughtful planning and creativity, we can provide a mix of detached, townhouses, apartments and condos.
2647.	There are plenty of places to infill within the current boundary!
2648.	There are plenty of unused parking lots, vacant land, and boarded up buildings in the core which can be utilized!
2649.	There are plenty of vacant buildings and lots in Hamilton to be utilized, especially in East Hamilton which needs revitalization anyway!
2650.	There are several dilapidated buildings downtown that should be repaired and repurposed into apartment buildings.
2651.	There are several neighborhoods nearby that could perhaps be rezoned from commercial to residential and be renovated / restored.
2652.	There are so many abandoned buildings in Hamilton which could easily be used for intensification. Go after absentee landlords who let buildings fall into a dreadful state. i.e. s.w. side of James and Cannon - disgusting
2653.	There are so many areas in the lower city that are in desperate need of urban renewal. Cheaper to update the existing infrastructure. Lets preserve the green belt.
2654.	There are so many areas that can be repurposed and/or redeveloped. Be mindful of the character or existing communities, no need for huge homes to be built in older neighbourhoods, and leave historical sites alone. Stop poaching agricultural and environmental lands.
2655.	There are so many boarded up and abandoned buildings within existing boundary that could be used for intensification
2656.	There are so many empty lots and buildings that are eyesores in the city that should be used for housing. This in turn will increase the usage of the LRT, which will in turn help with the carbon footprint and help to beautify the city. You start expanding and there will be a need for more cars which makes affordable housing out of reach.
2657.	There are so many empty lots in Hamilton. Let's build on them.

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2658.	There are too many empty buildings - derelict industrial / mfg / warehouses etc - in the North end and elsewhere. Clean up this City, and leave the countryside / farmland for our children and grandchildren.
2659.	There are too many empty buildings and under-utilized parking lots in the city. Find a way to use those before expanding.
2660.	There are too many single story commercial properties (like strip malls) and there is a huge potential to build up on these properties
2661.	There are too many vacant buildings and empty lots within our current city boundaries. Let's use them.
2662.	There are unbuilt areas in our existing urban boundary already. We feel its better to not expand the boundary to limit sprawl, encourage density and improve existing infrastructure.
2663.	There are vast areas of empty lots, brownfields and under utilized parking spaces, not to mention very little high density housing in our urban core. Lets focus on that and avoid a donut.
2664.	There has to be a better way. Housing and rent is not affordable. We pay more taxes and for what. Old buildings not in use make affordable units. Try using what is there. Leave farmland and greenspace alone. The animals need their home too. NO LRT.
2665.	There has to be some middle ground
2666.	There is a general consensus in the community that Council green light developers for housing which gives the developers what they want, but when house hungry buyers move in, they have to travel miles to get groceries and services, which in turn leads to increased air pollution.
2667.	There is a lot of abandoned or vacant industrial land to be developed within the boundaries
2668.	There is a lot of empty lands within city boundaries. (i.e. near Bayfront train yards). Also lots of empty "units" above existing storefronts in the core.
2669.	There is a lot of people who have never seen farmland or country living.
2670.	There is a lot of room for density in the downtown area which is cheaper to service than new builds far away.
2671.	There is a lot of underdeveloped land, empty buildings, former stores, schools, factories, etc and their surrounding land to accommodate housing needs. Stop building where roads and expensive infrastructure is required.
2672.	There is a lot of under-utilized property in Hamilton. Mixing multi-unit buildings in neighbourhoods is GREAT (ex: 366 Bay St. N). Vehicle noise (esp. from modified mufflers) and factory smell drive families out of the city.
2673.	there is a lot of wasted space in this city that can use a plan to increase new housing by approx. 40,000. Option A spend 10 cents to make 5 cents
2674.	There is already lots of available space within the existing boundary. Expanding beyond it doesn't make sense from an environmental or economic standpoint. Hamilton could be a great city; there is already enough suburban wasteland.
2675.	There is already much growth in area!! Streets much busier and LINC!!
2676.	There is ample space within the existing urban boundaries of Hamilton. Make it easier for people to do infill projects. Also, intensify more along major corridors.

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	Increase the availability of condo living, give people options for their housing. Use existing spaces to intensify because even if you expand the urban boundary there will be so many people crammed together and far away from shopping and services, it won't be worthwhile and you would just contribute to urban sprawl, which is not what we want.
2677.	There is an excessive amount of abandoned properties in Hamilton. Please utilize that space first. It will make Hamilton safer and healthier.
2678.	There is enough brownfield available for both single-family homes and high density condos
2679.	There is enough destruction of farmlands and rural property in Southern Ontario!
2680.	There is enough 'sprawl' now! Come up with creative ways to use the land in the core now. Build smaller affordable housing.
2681.	There is enough unused buildings, parking lots, factories, etc to accommodate the necessary growth. Leave farm and greenfield areas alone!
2682.	There is immense potential to build housing to meet real needs within the existing urban boundary better using existing infrastructure
2683.	There is less infrastructure costs through intensification for already existing services, expanding urban only helps developers
2684.	There is lots of infrastructure in place in the "old" city to support a significant expansion of housing units!
2685.	There is lots of land and buildings under utilized. More density will favor LRT use and cost less in pipes and cables to the city. And we need to protect local farmers
2686.	There is lots of land within our existing urban boundary to develop that will cost less in future infrastructure costs. Also we need to preserve our farms.
2687.	There is lots of room for redevelopment within the borders.
2688.	There is lots of space to build within the existing city boundary.
2689.	There is more than enough vacant land in Hamilton. Use the existing lots to build housing and leave the farms alone. No farms means no food!
2690.	There is much brownfield in all areas of Hamilton. Do the right thing's build on it. But no 27 storey hi-rise; instead a 4 to 6 (maybe 8) level build in the inner city. We need farmland more than suburbs!
2691.	There is much land within the boundaries of the City of Hamilton to build on over the next 30 years. Let's not allow precious farmland to be eaten up by urban sprawl.
2692.	There is much land within the city limits that could be redeveloped
2693.	There is no need to convert farmland into urban sprawl. Build up, intensify, convert parking lots into downtown communities.
2694.	There is no need to expand, we have lots of infill and tower potential
2695.	There is no need to pave farmland and no fix if we do
2696.	There is no need to take anymore of our surrounding wetlands or greenspaces - our habitat and wildfire have suffered enough!
2697.	There is no R.O.I. from urban expansion (aka sprawl), and it is financially unsustainable. Fed/Prov. Gov's have shifted from funding highways (1950's-2000's) to funding public transit projects. Follow the money!

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2698.	There is no way to get farmland back, after urbanization. And with growing populations, we will need more food, hence, more farmland.
2699.	There is obvious demand and need for medium density development in our lower city. Binbrook, Stoney Creek, Acaster and Mount Hope do not need to be bigger?
2700.	There is plentiful open space within the city. A well managed plan leaving greenspace is most beneficial. Both high rise and low rise can be well managed without a wall to wall urban build up density.
2701.	There is plenty of areas in the inner city to gentrify. This must be a priority. Love farmlands!
2702.	There is plenty of available space to build within current urban boundary. Leave the greenfield lands alone!
2703.	There is plenty of developable land in the city that can built on. We need to focus on cleaning up abandoned properties, not paving green space.
2704.	There is plenty of land in the existing city. Stop letting speculators sit on it at a low cost!
2705.	There is plenty of land within boundaries - we must develop new strategies to make it work for all of us.
2706.	There is plenty of opportunity within the boundary of Hamilton to meet the need required. Remove the obstacles and govern with intent!
2707.	There is plenty of room for units to be build on existing "brownfields" downtown. Build up the Barton St. neighbourhood with modern building and townhouses - plenty of money has been spent on revamping that area. There is room on mountain also.
2708.	There is plenty of room to grow within our existing boundaries without going into the greenfield lands. LRT, which we support, is going downtown, but you are proposing adding to the suburban population.
2709.	There is plenty of space and opportunity to increase housing density within the city core. Denser cities increase property tax revenue for the city, make the city a more walkable place and decrease need for expanded infrastructure.
2710.	There is plenty of spaces available for building or rebuilding within the city limits. We have already destroyed enough arable land. We need to start re-purposing land and building
2711.	There is plenty of underdeveloped land and surface parking lots in lower city plus potential for intensification on the mountain - do not build greenfield lands in climate crisis!!
2712.	There is plenty of vacant developable land in the existing urban boundary, focus on intensification rather than sprawl.
2713.	There is plenty under-utilized space in the city core. This needs to be redeveloped rather than sprawling across farmland. Focus on the downtown and revive the city!
2714.	There is so much empty or under utilized land in Hamilton. Let's build walkable vibrant neighbourhoods before more unsustainable sprawl!
2715.	There is so much of the city's core that can be renewed. We need to keep our greenspace.

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2716.	There is so much opportunity for new growth through intensification and smart redevelopment, including adaptive reuse that makes use of existing infrastructure without contributing to ____
2717.	There is so much unoccupied space and down space within the urban boundary that can be used first. The greenspace is needed for wildlife, trees, shrubs for air quality. Greenspace and rural makes a livable city.
2718.	There is so much unused or under used. Urban land right now! No more urban sprawl. Protect our greenbelt!
2719.	There is so much unused space and many vacant lots within Hamilton. Lets use that space up before considering expanding outward!
2720.	There is still land in Hamilton for growth. Many properties lie vacant. No urban expansion, it would ultimately result in using lands purposely designated greenbelt. This must not happen.
2721.	There is too much congestion and not the proper traffic stops/light or side walks to handle any further residential units here!
2722.	There is too much stress on well system and adding more new housing in urban area will make this worse. We need our land!
2723.	There is too much wasted space in the downtown area. We need to spend \$ on beautification, development, to make it more attractive. Stop the sprawl
2724.	There must be a way to remediate brownfield sites and repurpose empty lots and buildings before we take other greenbelt and lands
2725.	There must be brownfield property within Hamilton available for urban expansion!
2726.	There needs to be much more thought and community input into what development in the urban areas looks like. We need more creative solutions than highrise development.
2727.	There should be no greenfield development while there is still a possibility of brownfield development and intensification. I believe Hamilton could accommodate growth with just these
2728.	There should be penalties for inefficient land use, and incentives for builds that meet certain density targets
2729.	There should be zoning changes and more infill of 5-10 story residential buildings on Hamilton Mountain
2730.	There should have been a referendum on the LRT. Since City Hall insists on this raised rail multi-billion dollar transportation service, future high density development best be along it and taxes from those neighbourhood should maintain it.
2731.	There will always come a time to limit growth. That time is now.
2732.	There's a lot of vacant land that is not currently developed within the actual boundaries of the city.
2733.	There's so many giant parking lots all over and abandoned buildings. Start there. Bury parking underground.
2734.	There's still lots of growth potential within our current boundaries
2735.	There's too much development in Binbrook
2736.	These are two extremes. I hope we can maintain and protect farmland.
2737.	They should have one of these for the "LRT" NO to LRT

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2738.	They should take Montreal as example and subsidize home density and improvement project. Stop the sprawl. Save our farmlands and agriculture, and our greenspaces that make Hamilton special.
2739.	Think before you dig
2740.	Think future generations; Watersheds and biodiversity demand we stay within present urban boundaries. We already pay too much tax money for urban sprawl!
2741.	Think of climate implications. We have to densify or use our massive amount of brownfield for development. No more sprawl.
2742.	Think of wildlife
2743.	This arrived in my mailbox on July 25/21. Does the gov't have a particular strategy for sanding this form so late.
2744.	This City cannot have a 30 yr land use plan without including the need for farmland! If we are expecting a larger population then we need our farms to grow food.
2745.	This city cannot manage itself now - Chedoke Creek, the Red Hill Parkway, the LRT and the dream of more development. It's all crazy. What is so magical about getting bigger? We need to stop being a 'wannabe' city and take care of the basics. You've already admitted that the City loses money on new residential growth. So why pursue it? Traffic congestion, pollution we don't need!
2746.	This city has lots of brownfields not being used. Use first! Only reason you want to expand, is it will bring more tax dollars with witch you will just waste. This city is big enough!
2747.	This development opportunity should focus on renewing Hamilton's existing infrastructure. My property taxes should not be funding amenities in new areas I have no access to while my own neighbourhood is under-maintained.
2748.	This expansion plan will destory the natural life that is established
2749.	This has a background of green, we need to work harder at preventing global warming and climate change
2750.	This is a food security issue for our whole country. We need unity of this issue. Once farmland is gone, it's gone forever. Southwestern Ontario has the best farmland in Canada.
2751.	This is a major issue. This method of survey (by mail) does not feel appropriate - most will toss this with the junk mail. We need a referendum.
2752.	This is a moot point until the city addressed poverty (particularly in the downtown core)
2753.	This is a photocopy of the original as the City of Hamilton failed to provide more than one response form to each home where there may be multiple respondents. Do you really want public input?
2754.	This is a terribly written survey, should be simpler.
2755.	This is a very important decision requiring ongoing input from citizens. Keep us involved.
2756.	This is farmland we feed you.
2757.	This is not a vote to support a concrete jungle. Reasonable building heights, repurpose existing buildings.
2758.	This is one small step to protect our greenspace and protect the planet

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2759.	This is poor survey if stark choices. Where are mid point options? Hamilton should focus on smart growth rather than sprawl. This will better enable the city to maximize efficiency of infrastructure and transit, schools and health facilities.
2760.	This is the only option which can ensure that our children and grandchildren have a safe and affordable city to live in. Climate safe option.
2761.	This is very important. Please do not be swayed by land speculators like the ones who try to benefit by destroying the integrity of the Green Belt. "Stick to your guns!" as they used to say.
2762.	This isn't a survey - it is a ballot, it has two choices - bad and worse.
2763.	This option 2 should have been used beginning 2010, or earlier. This will bring back the beauty of the city.
2764.	This option allows for better utilization of public transportation.
2765.	This option best have affordable low income housing to get people off the streets.
2766.	This option combined with an aggressive investment in public transportation and district healing should be the city's primary objective.
2767.	This option will further our efforts against climate change
2768.	This option, coupled with the building of the LRT, should focus creative energy for the best solution for housing development as well as transportation and economic development.
2769.	This plan must support local affordable housing.
2770.	This policy should support planned LRT and improvement in existing city with more vibrant communities already in place and allow for as much farmland as possible to stay. There is plenty of intensification already existing.
2771.	This should be accomplished by using existing land within city boundaries that is unoccupied, not by splitting current lots and putting another house or mutli-unit building on it. This destroys neighbourhoods!
2772.	This survey is flawed. A report on where expansion is needed, and why, and long term costs to taxpayers is required, before an informed decision can be made.
2773.	This will harm the City not help it. We currently cannot afford the existing infrastructure and are way behind in fixing it as well as the roads.
2774.	This will help clean up the urban core
2775.	This will help climate change, less cars travelling, more bus routes, stores, shopping that is already here. Save greenspace and farmland. It is our future, climate change is real!
2776.	This will protect our green space and farm lands.
2777.	Those 110,180 new housing units must be for public housing for the poor and those most in need.
2778.	Time for the homebuilders to put on their big boy pants and build within the existing limits!
2779.	Time to go
2780.	Tired of developers running the city, of councillors who can't make a decision except in their own interest.
2781.	To cool down housing prices, we need to increase supply. Any new unit is a good one, but in general, building up is better than building out.

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2782.	To ensure efficient and economical local services we need greater urban density. Compare the density of European and North American cities.
2783.	To expand into greenspace would further invade the wildlife habitat and would decrease the area for locally sourced food. Why rely on imports when can grow our own. Also think about the planet and global warming.
2784.	To expand the border onto valuable nonreplaceable farmland is foolish, expensive, and causes more congestion.
2785.	To have a green economy it is necessary to infill rather than expand. Built communities - Hamilton already cannot keep up infrastructure let alone expand.
2786.	To prevent flooding down fill, do not asphalt over very fertile farm lands.
2787.	To retain farmland and wild green spaces, we must reduce the "urban sprawl" to house the G.T.A. as a dormitory community. Retaining green space is a necessity to help reserve climate change.
2788.	To support intensification, requirement for things like number of parking spaces need reconsideration. Transit and bike lanes need continued support to reduce car dependence.
2789.	Too big a portion of taxes from residential - corporations not paying fair share of taxes, urban - crumbling lower city infrastructure priority - can afford LRT/ common wealth games
2790.	Too densely populated now, with too few arteries to sustain further growth!!
2791.	Too little green space already
2792.	Too many acres of Prime Orchard land plus, plus, have already been turned into housing. Go up not out.
2793.	Too many buildings now
2794.	Too many condos. Need more single family houses. Stop building two storey houses and huge houses where 1 house should be built.
2795.	Too many heritage designations! These hold up good developments by being picky/picky! Too much [City Hall] red tape - years of building are wasted.
2796.	Too many people and too much traffic already plus more pollution. Also, why destroy so many trees, etc. in your expansion plans. Just look at the City proper - crowded and dirty air.
2797.	Too many secrets.
2798.	Too many vacant houses. There are parking lots empty. We need farmland, don't want to depend on other countries for some of our food.
2799.	Too much farm land already taken up for urban expansion, For healthy city/urban limits - requires lots of greenfield lands!
2800.	Too much farmland and greenland has been used up already
2801.	Too much farmland has been gobbled up already. There is much brownfield land that can accommodate a lot of the need.
2802.	Too much farmland is already being used by the city. If people want to live in the city, then go up. Leave farmland alone.
2803.	Too much green space has already been destroyed by short-sighted development. The cognitive dissonance of always growing infinite world is maddening!!
2804.	Too much growth already!

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2805.	Too much growth already! ..especially in Glanbrook. Brutal!
2806.	Too much infrastructure that costs money we don't have
2807.	Too much land is being used for housing, hurting the environment and the wildlife. Once land is gone you won't be able to change it back!
2808.	Too much loss of good agricultural farm land has already happened. Road infrastructure can barely handle all the recent expansion which is still ongoing. Glanbrook and Elfrida. My tax dollars should be spent on redevelopment in the current urban areas which are in desperate need of upgrading infrastructure. If continued development of Green Land is allowed where will the wild life live? Where will their food supply come from? Farmers are being blamed for declining bee numbers, ever think that maybe their food supply is disappearing due to urban sprawl?
2809.	Too much of our food producing land has already been claimed for development! No more!
2810.	Too much of our Green Belt area has been taken already. If you are expecting more people to the area, where do you think you will get the food and produce to feed them if you take more of the Green Belt.
2811.	Too much productive land has already been taken up with housing. This land will never be able to produce food again. Will we have to eat phony, manufactured food.
2812.	Too much rural land is being destroying with new development. We don't need to pave everything to be successful.
2813.	Too much urban sprawl already. We need to keep our farmland to be self-sufficient if necessary.
2814.	Too much valuable farmland all over Ontario is taken up by developers to build million dollar plus homes. Meanwhile people in downtown Hamilton cannot find adequate housing.
2815.	Town of Dundas - lots of room for intensification and more density here, but vertical intensity should not exceed 6 stories.
2816.	Townhomes, laneway homes, mid-high to high-rises are preferable by far to using up even more of our precious farmland.
2817.	Transit, transit - LRT E/W sprawl will served by what transit keep to current boundary
2818.	Triple the development fees for any new developments beyond the existing boundary and reduce them for those within the existing boundary, encourage development within currant boundaries with other incentives
2819.	Try remediating brown lands and intensifying through redeveloping parking lots into mixed use multi-family buildings.
2820.	Try to encourage builders to build smaller, more affordable homes - bungalows, etc.
2821.	Try to get CUPI under control, they are grossly overpaid for what they do
2822.	Trying to please everyone will be please no one. Let next election candidate make proposals and let the electorate endorse them. Then get on with it!
2823.	Turn store fronts into low level apartments. (Add two stories).

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2824.	Two questions: when historic growth according to stats Can is 46,000/15 yrs how can Province justify 236,000 increase in just about 30 yrs? Second: What happens to local planning when Prov. Govt changes hands as it inevitably will?
2825.	UBE should have stopped 15 yrs ago change zoning to allow duplexes and triplex conversions nobody can afford these SF homes now anyway
2826.	Under no circumstances should expansion take place beyond our current urban boundary. The rural lands and farmland are far too important to our future.
2827.	Under no circumstances should lose any of our farmland, to be sold or expropriated. No way
2828.	Underused industrial land must be recovered and reused. No more new industrial parks. Higher densities in new and old areas.
2829.	Undeveloped and underused existing space should be consumed 1st. Including properties sitting idle.
2830.	Unless you want to continue food insecurity in Ontario than NO to paving 3,000+ acres of farmland! Take a tip from older, more developed countries and build vertically. Tons undeveloped land in lower city.
2831.	Until it is absolutely necessary, let's stay within the urban boundary and avoid sprawl!
2832.	Until we can adequately pay for municipal services we have we should not expand. Not to mention encroaching on land that might be better undeveloped in the long run.
2833.	Update and fix existing housing and roads. Create new parking spaces for homeowners who don't have driveways. Also washrooms should be in all parks all years!
2834.	Upgrade roads before adding houses. When you have added houses in Binbrook and mount hope road will not handle traffic.
2835.	Upper Stoney Creek is too over populated for the lack of infrastructure
2836.	Urban boundary expansion would discourage the renovation and upgrading of properties within the existing boundaries resulting in the deterioration and a lessening of property values within these boundaries i.e. the doughnut effect. Nor do I want a proliferation of 30-35 storey apartments and condo towers within the current boundaries
2837.	Urban boundary should not be expanded. We need to preserve our greenland, farms, forests, streams. Density can be expanded along LRT route and redevelopment of vacant lots throughout city.
2838.	Urban densification with LRT is best.
2839.	Urban density creates more opportunity for local business growth, less motor vehicle useage, as long as housing aim is affordable, not luxury.
2840.	Urban density is not an urgent problem. There are more highly dense communities in the world that benefit from higher density.
2841.	Urban expansion creates more problems than it resolves. Loss of valuable farm land, more cars/pollution, zero impact on climate crisis, and more roads/ infrastructure.
2842.	Urban expansion is already overwhelming. We need some greenspace.

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2843.	Urban expansion leads to car-dependent living which leads to carbon emissions. Valuable farm land lost, wildlife habitat destroyed. The city needs to repurpose land that was once used for industrial purposes, schools that have closed etc.
2844.	Urban expansion makes climate change worse by reducing green space and making people more reliant on their cars. It also raises the risk of flooding by paving vital flood lands.
2845.	Urban expansion means prime farmlands/future food sources are gone forever. It would create more traffic, pollution, infrastructure expenses. Additional asphalt and less green space will contribute to global warming/heat island. Improve/develop the downtown core so people can/want to live/visit Hamilton.
2846.	Urban expansion requires new roads and services that money can be used to upgrade the existing city - and save wetland
2847.	Urban intensification adds value (more ridership) to LRT. Greenspace should be conserved as a precious resource.
2848.	Urban intensification is far more cost effective and socially positive Hamilton's downtown used to be full of people, busy, healthy and safe.
2849.	Urban intensification must include green space. We don't want a New York style concrete ghetto.
2850.	Urban sprawl adds costs to city and only benefits developers. Also contributes to climate change. We don't have to grow our population..
2851.	Urban sprawl brings much less economic activity and character than higher density build.
2852.	Urban sprawl brings neglect to the downtown and established neighbourhoods.
2853.	Urban sprawl causes taxes to increase.
2854.	Urban sprawl has already affected rural Flamborough enough. Our farmlands must be protected. More over, a denser urban centre creates closer amenities, use of the \$\$\$ LRT. Walkable cities (lead to better health outcomes) and less traffic congestion in downtown. Please consider rural Hamiltonians and keep urban sprawl out of Flamborough. Thank you.
2855.	Urban sprawl has gotten way out of hand and is extremely expensive both in cost to buy and cost to rent.
2856.	Urban sprawl has to be avoided at any cost. The city has plenty of space to be redeveloped within its boundary. Any other option will create problems with transportation, less green space needed for the city to breathe and longer distances for commuting. Reinvent Hamilton, it has plenty of opportunities
2857.	Urban sprawl increases climate heating - green spaces must be protected.
2858.	Urban sprawl is already evident in Mount Hope, but space is poorly utilized. Use existing developed and developing space better to provide more housing and services,
2859.	Urban sprawl is encroaching on farmland. We must preserve our valuable agricultural land.
2860.	Urban sprawl is not good, let's preserve what greenspace we have!
2861.	Urban sprawl is not sustainable. It leads to traffic congestion, more carbon from more cars, and destroys precious farmland and wildland. Build up, not out!

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2862.	Destroying our farmland and essential ecosystems is short sighted and prioritizes making more money for the rich while taxpayers foot the bill for expanded infrastructure rather than considering the importance of local produce and climate change. We need to minimize our carbon footprint, not expand it.
2863.	Urban sprawl is out of control.
2864.	Urban sprawl makes for ugly cities! Think Mississauga! Do not let this happen to Hamilton!
2865.	Urban sprawl must STOP. Also stop monster homes on 10 acre lots, destroys farms.
2866.	Urban sprawl needs to stop. Protect the land and species we have. Make use of existing urban space and brownspace. Make LRT to support density.
2867.	Urban sprawl reduces farmland
2868.	Urban sprawl should be actively planned against in order for there to be a better, more sustainable future for your children
2869.	Urban sprawl taking up greenbelt and farmland is not the answer. Rural property owners pay huge municipal tax bills and get few services. Find another solution.
2870.	Urbanites complain wildlife entering their backyards. What happened to their habitat and food source (disappeared with all this new housing construction) its time to say no to this disgusting land grab. And time to control idiots slaughtering innocent animals with no where left to hide between the houses.
2871.	Use all empty parking lots, unused churches
2872.	Use and clean up the brown space downtown - a lot of the areas look like bombsites! Do not use good farm land etc.
2873.	Use brownspace in downtown area. Use MacDonald H.S. as salvation army / homeless / help building. Multipurpose. Keep our wetlands and farm areas! Don't allow greedy developers to pave over greenspaces that once built on, we can never get back
2874.	Use brown-space lands - lower city. Don't waste any more previous farmland.
2875.	Use current vacant properties for housing, no need to expand boundaries.. Enough space available within current boundaries
2876.	Use development charges to retro existing infrastructure, stop creating false tax base. Clean up core by forcing developers to reno instead of easy farmland.
2877.	Use empty city properties that have utilities and infrastructures already in place - not farm land/greenspaces - which would cost a fortune to install infrastructure
2878.	Use empty spaces and deteriorating building to build up instead of out, and provide green space too. I do not see how using fertile farmland (or wetlands) benefits anyone but the developers. Carried to the extreme - everyone would starve.
2879.	Use existing area with new complexes. We need farmland to supply us and fresh food, vegetables and fruit.
2880.	Use existing buildings/lands etc. to re-purpose for housing. How about turning all of those LRT properties into affordable housing?
2881.	Use existing dwellings and buildings in Hamilton area that are abandoned or empty for development. Keep our farmland and existing eco systems thriving. "Farmers feed the world"

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2882.	Use existing greenfield lands for growing food only - or recreational purposes
2883.	Use existing infrastructure and repurpose existing land. Current property taxes are already high and don't cut existing infrastructure backlog. Mere sprawl exacerbates the problem, so repurpose and reuse existing land.
2884.	Use existing infrastructure don't destroy farmland and natural surrounding areas.
2885.	Use existing space please! Hamilton's downtown core in the 80's, 90's was vibrant and a place a people wanted to spend time in. Now it's a dump of parking lots and boarded up stores. Save our green spaces.
2886.	Use existing urban lands - redevelop and incorporate heritage buildings. Reward/incentive-ize creative inner city development. Ensure low-income housing is a part of every development.
2887.	Use ground set aside for LRT, also parcels which are vacant for affordable housing. Also no LRT, not needed, too costly.
2888.	Use Hamilton as a model for other cities. Build infrastructure. For all socio-economic levels. Don't let developers decide.
2889.	Use inner city for growth instead! Rebuild and repurpose inner city! P.s. no LRT! Unless bus services expanded to areas up here. As owners of 20+ years in this area, All current greenfields 'must' be protected - people chose this area because of its properties and we have paid more taxes after amalgamation into Hamilton!
2890.	Use land you have more efficiently, stop taking easy route and killing off land and wildlife
2891.	Use open spaces in city (parking lots, abandoned houses) and improve infrastructure in city proper. This way developers can pay for improved infrastructure.
2892.	Use parking lots, other empty lots. We need to keep land for farming. Soon because of terrible development, vegetables and fruit etc will become scarce.
2893.	Use pre-existing / vacant buildings to address the growth. We need to protect our Earth and land otherwise there will be nothing left for our children.
2894.	Use some of the "Brown" lots that make Hamilton's north end look like a ghetto!
2895.	Use some of the empty buildings that are decaying all over Hamilton. Little houses in Alleys? Alleys are just what they are - Alleys.
2896.	Use the 1340ha for farmland and greenhouses
2897.	Use the current infrastructure
2898.	Use the current vacant land that exist in the downtown area. Do not destroy the beautiful urban areas - to appease the developers.
2899.	Use the downtown core - lots of empty buildings that would be excellent low-medium income housing!
2900.	Use the empty spaces and brown lands. There is a lot of space in the City now that should be used. We need farmlands to eat
2901.	Use the empty unused brownspce in the inner city around the waterfront for condos, then Hamilton can have a nice waterfront.
2902.	Use the existing brownfields and other underutilized areas Hamilton currently has. Allow for more intensification in current dwellings - change zoning if needed to allow for this!

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2903.	Use the existing urban areas for intensification clean up brownfields and save our land for vegetation and agriculture
2904.	Use the infrastructure and land that currently exists
2905.	Use the infrastructure you have and increase high density housing in the city. Please leave our farmlands and wetlands alone. Human beings need as much greenspace as we can get!
2906.	Use the land and improve the infrastructure already available
2907.	Use the land in Hamilton city that is currently vacant. We have a good city and cleaning and clearing unused land first would make so much more sense than using valuable farmland for expansion. Then people coming here won't be travelling so far to get to places and we can still grow our own local food. Don't listen to developers.
2908.	Use the land we have!
2909.	Use the land we have, redevelop old areas
2910.	Use the many brownfield sites in Hamilton for development before considering farmlands.
2911.	Use the many empty parking lots within the City of Hamilton
2912.	Use the money to improve current infrastructure and keep farmlands green. There is a lot of unused space within city boundaries
2913.	Use the older areas that are serviced and available to improve inner city without destroying wetlands and taking out more trees. Curb highrises with no parking.
2914.	Use up lands within the existing boundary
2915.	Use urban-retrofitting to optimize use of underdeveloped, less dense areas within existing urban boundaries. Build upwards, not outwards! Consider laneway homes, tiny homes, "coach houses" (second dwellings) growth before expansion outward.
2916.	Use vacant land in the city for new housing
2917.	Use what is already there! Too many empty buildings in the city waiting for use
2918.	Use what we have - improve the over all city! Fix what we have! We need farms for our future; Keep green space, farmland; There are enough areas within our city to re-imagine into positive spaces for housing - Create neighbourhood hubs - so people don't have to drive for groceries - create positive neighbourhoods - community gardens
2919.	Use what we have better. City has already declared a Climate Emergency. How does expansion help with addressing those issues. It does not.
2920.	Use what you have already boarded up!
2921.	Use what you have, the Royal Oak Dairy property is a good example. Offer buyouts for properties at a fair market price. Expand public transportation to outer areas of the city.
2922.	Using "Ambitious" [for option 1] makes it seem a lofty goal vs the easiest of 1 and 2. And the most neg of the two to the greenfield lands so, not ambitious to do. *A map would have been helpful to include to show the urban boundary and the greenfield areas. [Option 2] = most difficult to achieve but best to try! - so it is the ambitious option! As nicely laid out as this document is, it is very confusing! We highly recommend any future flyer/communication be vetted thoroughly to be cleaner in its purpose and messaging. It looks like an ad vs a City survey!

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2923.	Using Highrise buildings in the core area of Downtown Hamilton - Midrise with max 3 stories in Ancaster, Waterdown, Dundas, Stoney Creek as appropriate
2924.	Using the LRT route!
2925.	Utilize and fill all vacant brown area of lower city - only then will LRT fly ok.
2926.	Utilize inner city brownfield site for midrise housing
2927.	Utilize old buildings, empty land. However, new developments should be spacious with larger plots of land.
2928.	Utilize vacant and derelict properties within urban boundary - upgrade existing infrastructure to accommodate the increased use - gentrify existing areas with medium density housing.
2929.	Utilizing as much "brown" space and repurposing vacant properties where possible.
2930.	Vacant land is vital for proper drainage and flood control
2931.	Vertical expansion is preferred, but with reasonable building height limits (ie 12 stories)
2932.	Viable farmland must be maintained.
2933.	Want to protect Greenbelt. Attend all Greenbelt commission meetings and farmland is our food basket.
2934.	Want to retain our green space
2935.	Was the survey designed to look like junk mail on purpose? I would assume most people threw these out.
2936.	Wasting taxpayer's time and money with this useless survey
2937.	Waterdown has changed significantly and not for the better. Not only are we not maintaining our precious farm lands and natural green spaces, we are having major developments without the infrastructure or service to support it.
2938.	Waterdown has grown without take into account infrastructure developments, that should have preceded any development - frequent power outages, congested roads, low water pressure, not enough park spaces, too many high density homes looking down over single family homes..
2939.	Waterdown has growth to big, to fast, traffic is to heavy through town. To many trucks.
2940.	Waterdown is completely spoiled by new housing and development.
2941.	Watershed needs protecting
2942.	We 'all' have to get 'old' Thanks
2943.	We already have initiatives trying to combat lack of greenspace, why ruin more of it? Work with what we have now to help save what nature and greenspace we have left
2944.	We already have too much sprawl. Farmland will be needed in the future. Use existing lands within the city and derelict property for new housing. If built, the LRT will be put to good use
2945.	We also need better public transit and walkable neighbourhoods. No more parking lots! Lots more housing units.

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2946.	We appreciate the opportunity to have our voice heard in this important conversation and trust the results of the survey will be shared and listened to by Council.
2947.	We are a green and beautiful city, let's keep it that way. We need to grow but we can't take away the greenfields that we have. We need to grow and develop, but our city has the particularity of having a lot of greenfields and that's very important not to lose
2948.	We are also 90 so really doesn't much matter to us for the future
2949.	We are blessed with the Bruce Trail and the best farmland - let's protect it
2950.	We are building the LRT so lets use it
2951.	We are designated as a climate crisis in Hamilton so why would we take away draw down land/land that is not paved, etc. 100% No.
2952.	We are destroying hundreds of acres of some of the best farmland in Canada. We need to build housing within city limits.
2953.	We are getting the LRT, isn't that the point of getting transportation of this kind, it's to allow more people to use it?
2954.	We are getting very poor paying huge taxes to housing, LRT and other useless projects. We need to stop paving the best farmland in Canada
2955.	We are going to need all the farmland and nature (woods, marines...) that we can keep, in order to sustain us (foodwise and healthwise)
2956.	We are going to run out of farms that feed the present city!
2957.	We are guardians of the land and need to preserve our ability to grow food. Ecological and climate minded decisions must prevail
2958.	We are in a climate emergency and can't afford urban sprawl. Stop pandering to developers; they are evil. We can't even maintain the infrastructure we currently have.
2959.	We are in a climate emergency. We cannot keep expanding.
2960.	We are losing all our farmland to greedy developers without any regard of how rural communities will handle heavy traffic, addition of strip malls and unnecessary buildings.
2961.	We are losing too much agriculture land. Soon will be no place to grow foods or animals. Result, we starve!
2962.	We are losing too much of our farmland already, land needed to produce food and protect wetlands and wildlife.
2963.	We are not completely opposed to option 1, however, if we need to expand beyond our current urban boundaries it must be done wisely. Do not use prime productive farm land or land that will affect our watershed or wildlife. Sadly we feel you will cave to the requests of the large developers who have deep pockets and very strong political influence. Basically, this survey has no real substance. Your mind is made up ie. LRT
2964.	We are opposed to use of agricultural land for development.
2965.	We are strongly for option 2 but proactive measures need to be in place for those affected by gentrification, rising living costs downtown.

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2966.	We are surrounded by some of the most valuable and richest farmland in Ontario. We cannot afford to put any more of it under development if we want to be a food secure community in Hamilton
2967.	We are worried about the sustainability of option 1 or any option that uses more greenfield lands
2968.	We as a city have expanded more than enough. Further expansion is not needed!
2969.	We believe that farm land and rural lands should not be developed for housing. There are areas in the city's existing land that could be used. These should be family suitable, medium density attractive units.
2970.	We believe that there are enough redevelopment opportunities to accommodate 110,820 units over the next 30 years without encroaching on our agricultural and greenspaces.
2971.	We better support LRT and downtown development
2972.	We can accommodate our growing population within the existing urban boundary, increasing density in existing low density areas with secondary suites and low-rise apartments along main roads and pre-zoning vacant land for needed density. If we allow the 3,300 acre expansion, that land will be lost to agriculture forever, we need it to remain farmland or natural areas for resilience in an increasingly perilous world.
2973.	We can always build more towers, we can never rebuild farmland once it is gone. Every acre of farmland should be seen as a priceless treasure to be passed on to my generation.
2974.	We can barely afford repairs on present infrastructure, why should we add more thereby reducing arable land to feed us.
2975.	We can build a better city by using the land we've already paved over. The result: higher-quality, more liveable places. The tools to do this: higher-order transit corridors, zoning reform, updates to secondary plans that actually apply to an amalgamated city of many communities.
2976.	We can not afford to lose any more farmland or greenspace to housing developments! Option 1 is not ambitious it's greedy.
2977.	We can not lose more farmland - will future generations depend on for our food other countries? This is a very scary possibility
2978.	We cannot afford expansion of public services, bus water sewer, library, etc. Increase housing on present land.
2979.	We cannot afford the increased taxes to service new lands. Freeze the boundaries and increase development fees.
2980.	We cannot afford to lose anymore farmland to sprawl. Do not pave over the remaining farmland - protect wetlands and biodiversity. Food security must be priority and climate action.
2981.	We cannot afford to pay for repairs to our current infrastructure - we need to build upwards - not outwards
2982.	We cannot allow lazy development to pave over our farmland as our food becomes more insecure as climate change accelerates. We have enough land in our existing urban boundary. Developers will just have to work a little harder.

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	Increasing suburban sprawl as advocated in option 1 will only increase costs for all Hamiltonians, as it costs more to service sprawl areas.
2983.	We cannot and should not keep building on farmland, wetlands and flood plains.
2984.	We cannot and should not, morally, ethically, economically, and sustainably, use anymore greenfields or farmland. LRT and better connections to Guelph would be good. Do not block public access and views to riversides.
2985.	We cannot continue the sprawl and encroach on greenbelt and farmlands. We need to infill areas within city with high density residential options.
2986.	We cannot continue to expand into rural areas in order to satisfy our urban needs.
2987.	We cannot continue to transfer farmland to urban development. In a few years, California won't be able to supply us with food.
2988.	We cannot eat houses. We are lucky to have a micro climate zone that can feed us. We have already lost too much farm land.
2989.	We cannot expand into prime ag land! Let intensify our urban centre, corridors and gentle density.
2990.	We cannot give up good farmland for single family housing, which would require more cars, more roads and a dangerously high carbon footprint
2991.	We cannot justify paving over our farmland and wetlands until we have repurposed the numerous downtown parking lots for apartment buildings and condos so seniors can relocate, releasing single family homes for young families. One storey buildings along King and Main St. should be replaced by multi storey buildings.
2992.	We cannot keep doing the same thing over and over again and expect a different result. Courageous change is necessary.
2993.	We cannot keep expanding into farmland. People need to eat!
2994.	We cannot keep paving over and building on prime farm land.
2995.	We cannot keep taking prime agricultural land out of production and turning it into sub-divisions. Use abandoned inner city lots and redevelop.
2996.	We cannot pay for the infrastructure needed for option #1 which is a ridiculous one. Definitely option 2. Developers have way too much influence on government!
2997.	We cannot raise taxes to expand for building when there is usable buildings and land within the already serviced boundary!
2998.	We cannot support the infrastructure we currently have, much less make more!
2999.	We cannot use up any more farmland for housing! Build on brownfields in downtown Hamilton. Help reduce climate change and our carbon footprint will perish
3000.	We can't afford our current infrastructure. We don't need more. Many other intensification options.
3001.	We can't afford to grow out as we have. We must intensify to protect farmland and use exist. Infrastructure.
3002.	We can't afford to lose any more greenspace or farmlands.
3003.	We can't afford to lose more good agricultural land.
3004.	We can't afford to maintain our current infrastructure, no need to expand the boundary and needlessly waste farmland. More density is needed.
3005.	We can't grow food for people on asphalt or cement more people should work and shop from home. Stop building on farmland and golf courses.

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3006.	We can't just keep eating up our farmland and green spaces forever! We out it to future generations to be more creative in housing solutions
3007.	We can't keep encroaching onto farmland and natural areas. Intensify within the current urban boundary and make better use of existing tax supported infrastructure. Burlington is doing this!
3008.	We can't keep losing good farmland and greenspaces to people who want to be over-housed (living in houses that exceed needs)
3009.	We can't keep sacrificing farm land in favour of housing. Growing our own food should be priority #1.
3010.	We can't maintain existing infrastructure. Need to add assessment within existing infrastructure. Food needs local supply.
3011.	We can't maintain our current infrastructure now, why expand and add more. Concentrate growth along the LRT route.
3012.	We can't pave over our bread basket.
3013.	We desperately need all of our wetlands, not profits for builders
3014.	We desperately need Greenspace and so many dead areas of Hamilton need revival and can increase density. Don't expand the urban boundary.
3015.	We do not need anymore trees destroyed. Might someday have a shortage of land for growing crops. More cities created crime. Thank you to allow input.
3016.	We do not need more pipes, sewers and roads to let go to ruin. We need to fix and make better use of the infrastructure already in place. Also, Twenty Road is unsafe now; don't add more cars to it.
3017.	We do not need more suburban sprawl. Real cities are densely populated in the middle, gentrifying life, business development, and a place worth living in. As it is now, Hamilton is dead.
3018.	We do not need to cram anymore houses (mostly townhouses) into Ancaster. It has lost it's small town charm. Too overcrowded.
3019.	We do not need to develop anymore farm land. Let's keep growing our own food - not import food.
3020.	We do not need to expand current urban boundaries!
3021.	We do not need to pave over farm land while the inner city crumbles and decays. Infill is needed not sprawl!
3022.	We do not need to ruin any more agricultural land to build homes. Keep the city in the city.
3023.	We do not need, and cannot afford, more urban sprawl. It is not ambitious to cave into developer's demands. Take the effort to infill properly and make good use of existing infrastructure.
3024.	We do not support urban expansion. Our communities are too dense, without the infrastructure to support it. Wild life and natural space is critical
3025.	We do not want any new development in Ancaster
3026.	We do not want further development of farm lands for housing/industry - and we don't need these huge houses with 4 and 5 bathrooms for smaller families and we do need protection of conservation areas and farming land.
3027.	We do not want to be a concrete jungle or city like Toronto

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3028.	We do not want to see large amounts of fertile farm land turned into subdivisions. Improving infrastructure required.
3029.	We don't have money for useless projects e.g. Pan Am
3030.	We don't need anymore people piled on top of one another. With no room for parks or playgrounds. If they want to live that close, put them in the city with the LRT.
3031.	We don't need more farmland eaten up by developers. The newest neighbourhoods are built to get the most money and no greenspace.
3032.	We don't need more sprawl! We need more density and less NIMBISM for development!
3033.	We don't need more sprawl. We need intensification and affordable housing options.
3034.	We don't need more urban sprawl which eliminates precious farmland, destroys wetlands, and contributes to the further dependence on fossil fuel industry.
3035.	We don't need to be expanding the boundaries when there's lots of brownland available.
3036.	We don't need to expand our boundaries. I believe our growth projections are inflated. Also, we have so much available medium density space that can already be used. No more sprawl!
3037.	We don't need to look like Toronto - all you see are tall buildings. Think of the animals and our greenspace is very important!
3038.	We don't need to turn more greenlands into subdivisions! There are enough parking lots and underutilized areas in the downtown core that are ripe for re-development
3039.	We don't want intensification at the rates projected
3040.	We don't want to lose more farmlands.
3041.	We enjoy living in the country, particularly for the super low density and do not wish to be encroached upon, although the city of Hamilton could do a better job at servicing its more rural areas.
3042.	We had to protect our green spaces; and prevent people from driving long distances
3043.	We have a lot of land within the city that could be repurposed and redeveloped.
3044.	We have a responsibility to protect our green space. Thank you for creating Option 2! You are responsible to educate the members of our society...#2 is #1!
3045.	We have allowed urban sprawl for over 60 years. With climate change consequences barreling down upon us, it's time to change this way of thinking.
3046.	We have already expanded too much. We must preserve our valuable agricultural land. Old buildings should be renovated or removed to build new affordable housing.
3047.	We have already lost too much agricultural land. Intensification is the only way to deal with this. The City should also look to why they approve these monster homes which use valuable land!
3048.	We have already used up prime farmland for housing development. I would not like to see us dependent on food from China, for example. Quite a bit comes from there now.

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3049.	We have buses, no need for LRT.
3050.	We have encroached enough on the greenfields. Already people complain about seeing beautiful wildlife, this will make it worse.
3051.	We have enough areas in City to be redeveloped we need our own farmland as COVID has shown us we have resources already in place use what we have!
3052.	We have enough brownlands to develop no urban expansion!
3053.	We have enough car fumes and driving is getting frustrating due to, too many cars and people. Would love more parks like Gage Park with flowers and serenity.
3054.	We have enough housing, save the farmland from housing. Quit making developers rich!
3055.	We have enough lands throughout the city and surround areas that can be developed or redeveloped over the next 30 years.
3056.	We have large areas that have vacant properties in lower city. Much needed housing developments in these areas, good use of vacant spaces.
3057.	We have lived here in the country, on this road, for seven years. Once surrounded by beautiful farmland on a country road. Urban spread has turned our quiet road into a freeway. ENOUGH with the real estate prospering. Leave the boundaries alone!
3058.	We have lots of boarded up buildings and empty houses, perhaps you should start there and house all the people currently needing housing before we cram 236,000 others in by 2051
3059.	We have lots of empty areas in the city which could be developed.
3060.	We have lots of opportunities for development within the city.
3061.	We have lots of options to expand within our current city! When population increases, we will need greenfields for our food supply and nature reserves, etc.
3062.	We have lots of room to grow effectively within the boundary. It costs too much to expand and we need to consider farmland and food production.
3063.	We have lots of undeveloped land in the urban boundary that could and should be used first
3064.	We have lots of vacant and unused land in the city - please do not expand and use the land in the suburbs for fruit and veg growth as we are going to need it
3065.	We have lots of vacant space (parking lots, abandoned lots and buildings) we can use before land that can never be returned to production once it has monster houses on it.
3066.	We have no shortage of ways to encourage increased density within the existing urban boundary. There is no need to use more greenfield land.
3067.	We have plenty employment land already and potential housing land already. Make public how many square kilometres farmland of high quality are in this city.
3068.	We have plenty of empty buildings currently standing, convert these. It will help improve areas and utilize existing infrastructure
3069.	We have plenty of unoccupied lands and buildings that can be used for housing. Start there first! Isn't the reason for the LRT population density?
3070.	We have plenty of unused / under used properties which can be converted to housing without encroaching on greenfield lands.

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3071.	We have so many empty places and land - old factories or building that have been sitting for years - use there fix areas - like Barton St. Kenilworth Ave. other cities have revamped areas for housing.
3072.	We have so much abandoned land in our city that needs development and revitalization - build within - preserve greenspace
3073.	We have so much property that is uninhabitated that can be torn down/updated. We need our farmland
3074.	We have so much unused old factories and wasted space in the city. We should be using that before destroying farmland.
3075.	We have so much unused space (empty lots, brownfields) that we should develop first.
3076.	We have so much usable space for housing w/in our current urban boundaries and we need to keep and protect our farmland!
3077.	We have so much wasted non-useful/poorly maintained space w/n City boundary. Intensify! Stoney Creek esp.
3078.	We have some of the best farm land in Canada, once you pave it over, it never comes back. Food security is important.
3079.	We have some of the best soil in Canada along with good climate, rainfall, etc. - It should not be covered with housing, warehouses, parking lots, etc. We all need for produced here!
3080.	We have some of the most fertile condos for agriculture. We need to eat! Expansion means more cars, more Cos, more infrastructure. We need to invest in transit, and good built environment in current boundaries!
3081.	We have some of the most productive and versatile farmland in Canada. We need to be more reliant on ourselves. Once used for buildings, it's gone.
3082.	We have the best farmland in the province and people need to eat more than they need to live in fancy homes.
3083.	We have thousands of acres of first class farmland that we hardly know about, more public info on this please.
3084.	We have to eat
3085.	We have to protect greenfield. Option B is a perfect solution.
3086.	We have to protect our Greenbelt and our farmers future!
3087.	We have to replace or repair aging infrastructure in the urban core. A combination of high-rise, mid rise on public transit routes would mitigate urban sprawl.
3088.	We have to stop building on farmland, we have to provide our own food.
3089.	We have to stop building on green spaces and new developments within the city should include green spaces
3090.	We have to stop building on greenspace while being careful not to cover too much land with impermeable surfaces. That means going up. Too much of recently built housing has drainage problems and flooding.
3091.	We have to stop the takeover of farmland and greenspace from housing.
3092.	We have too many run down buildings and dumpy houses in this city plus many homeless people pitching tents which devalues the city. Fix up existing houses first, take people off the street, and stop destroying homes for wildlife. It causes

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	animals to come to our homes, sometimes hurt people or pets, and sometimes results in the animal being killed.
3093.	We have too many vacant buildings in the city, turn them into affordable housing.
3094.	We have too much abandoned land and buildings in the city to justify spreading out and paving over farmland that would feed new people, or destroying the greenspaces that make life worth living.
3095.	We have very little arable land left - where will our food come from when it is gone??
3096.	We have yet to see how much land remains underdeveloped in serviced and unserviced areas within current boundaries.
3097.	We live in Glanbrook and we don't want our "Greenspace" taken up with more development!!! Coty people want country life with city living!! No, no, no.
3098.	We lose more agriculture land then what will next generation eat (building, material) and become 3rd world country
3099.	We love our green space. Plenty of room downtown to grow already.
3100.	We moved here 30 years ago for the country, and peace and quiet. We now have urban sprawl all the way to Elfrida. We have constant truck traffic illegal land fill dumping which has caused problems with all our septics. There are empty rail stations, lots, 9 blocks of empty buildings downtown where the condos that everyone seems to want to could very easily be built to further fatten developers wallets and everyone could be close to the "wonderful" but not needed LRT. Leave our greenlands alone!
3101.	We moved here because of the small town feel. We like greenery and nature.
3102.	We moved out of the City to get away from this "density" expansion. STOP ruining our green field lands for profit!
3103.	We moved to Hamilton because of its greenfield land. As much as possible please maintain its existing green land, Hamilton is beautiful
3104.	We moved to Waterdown 25 years ago because of it's country-like setting. There are plenty of apartment buildings and big box stores elsewhere. No more building!
3105.	We much protect our greenfield lands and capitalize on revitalizing urban areas for families.
3106.	We must avoid any further development on land beyond our current urban boundary.
3107.	We must be smart thinking with regards to expansion into our irreplaceable farmland. With global warming here it isn't farfetched to believe that there could become a day when food from beyond our borders will not be available on affordable forms. We must preserve this valuable greenspace and farmland for growing locally. No more sprawl! This is NOT progress!
3108.	We must build up on parking lots and retail/commercial space. But developers must take care to ensure proper insulation, heat pumps, etc to provide comfort and backup systems because of climate change.
3109.	We must increase density along public transit routes to accommodate more people without adding more vehicles.
3110.	We must keep as much farmland as possible.

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3111.	We must maintain and protect our greenspace! There are plenty of available brownfields and other city spaces.
3112.	We must not continue eating up our good farm land. We depend on other countries to supply us enough as it is. We need our farm land to help us be independent as much as we can. Why do we need to be such a big city? Who wants to be another Toronto?
3113.	We must not deplete our greenspace as it is essential for farming, wildlife and good health in general. Expanding the housing for the population growth can only result by building upward in the downtown area
3114.	We must not destroy some of the best farmland in Canada forcing us to import more of our food. Build up not out!
3115.	We must not expand the boundary. They need services like transportation, schools, etc. No increased expenses and unnecessary climate change risks.
3116.	We must preserve any farmland that is under option 1 for the purpose of growing food, not houses. Use lands within our current boundary for homes, businesses, etc.!!
3117.	We must preserve greenspace, habitats, air cleaning, stress relief, farming
3118.	We must preserve our green space for future generations
3119.	We must preserve our greenfield lands. Any sprawl has to be upwards.
3120.	We must preserve the fertile land. Hamilton has enough urban space that can and should be cleaned up and reused for housing.
3121.	We must prioritize farmland and greenspace in order to survive locally, country wide and or a species
3122.	We must prioritize our natural surroundings. LRT is not conducive to urban sprawl. Choose LRT, not urban sprawl.
3123.	We must protect agricultural land. We cannot unpave land to feed our future citizens. Infill, rejuvenate brownfields, allow laneway homes, etc.
3124.	We must protect farmland and current greenspace. A better/more dense city will bring people, investors, tourism, etc. I have a degree in planning (Mplan at Waterloo) We should be intensifying our downtown!!
3125.	We must protect our environment, greenspaces, and climate. This is the only responsible option for the long-term wellbeing of Hamiltonians.
3126.	We must protect our farmland for future generations
3127.	We must protect our greenspace, trees, forest, farmland and soil!! We are settlers on native land - we must be excellent caretakers of the land. Thank you!
3128.	We must protect our wonderful farmland and orchards. We have lost too many already.
3129.	We must save and protect our unique and precious Ontario farmland that produces the food for our survival. Build affordable housing and provide affordable rentals for all the young people anxious to start their lives and have a home that ultimately will contribute to a sustainable future benefitting everyone it can be done. End the greed, give light to our future.
3130.	We must save precious farmland and wetlands. The developers are in the pockets of the provincial government. Tear down and use the existing land. (Barton Street) Where all the old buildings are. urban growth = more CO2 in the air.

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3131.	We must stop encroaching onto natural/agricultural lands
3132.	We must stop using up our 'green' land, if the planet is to survive!
3133.	We must take care not to destroy more farmland. European cities have understood the need for intensification for sometime. We are so wasteful in this country.
3134.	We must take responsibility to live within our means and stop stealing the greenbelt that sustains. If not now, when will it end?
3135.	We need to reinvigorate within our existing bounds. Urban renewal is crucial to sustaining a vibrant city.
3136.	We need a balance in housing! Families and lower wage earners need decent, clean and affordable homes.
3137.	We need affordable housing for Hamiltonian not to force to leave or move out because of housing high prices that lead to high rent prices
3138.	We need agricultural land more than ever as population grows
3139.	We need all of the greenfield lands we can keep. God ain't making more of it!
3140.	We need all the available farm land to grow food
3141.	We need as much greenspace as possible to maintain our health. This is an opportunity to create a vibrant urban environment and robust economy utilizing and improving Hamilton's existing brownfield.
3142.	We need better and more ways to move people up and down the mountain.
3143.	We need bordering greenspace for mental health and wellbeing without having to drive to cottage country three hours away
3144.	We need clean water and air our current sewage problem (Cootes) in the West End fixed. Lets work for the current residents of Hamilton.
3145.	We need deeply affordable, rent-geared-to-income housing within the existing urban boundary
3146.	We need farm land to provide our food. Tear down and rebuild the core of the city.
3147.	We need farm land!
3148.	We need farmers and farms
3149.	We need farmland
3150.	We need farmland and farmers, keep people living where the services are. Keep developers out of council's pocket.
3151.	We need farmland and greenspace - go up not out!
3152.	We need farmland and we have options to build up within the city
3153.	We need farmland and wet lands protected first and foremost
3154.	We need farmland and 'wild' land more than we need oversized single family dwellings.
3155.	We need farmland for crops (food) and greenspace. Use up homes and lands in older parts of the City.
3156.	We need farmland for food an climate change. We are smart enough to infill so we can have a more inclusive liveable city.
3157.	We need farmland to avoid being beholden on other nations for our food. Local produce also lowers climate issues.
3158.	We need farmland to be able to shop local and rely on community owned for our needs (food, etc)

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3159.	We need farmland We do not need more highway traffic
3160.	We need farms. They sustain us. It's common sense. Once gone, they will never return.
3161.	We need food more than big houses. We have lots of unused land downtown that can be used.
3162.	We need green belts and the wetlands.
3163.	We need green space and farm lands. Do we want to become another Toronto?
3164.	We need greenfield land for crops, wildlife habitat, not development
3165.	We need greenfield land in the future. We need farmland for growing food and having farms to raise cattle, pigs, chickens, etc for food.
3166.	We need greenfield lands for food production and landscape beauty.
3167.	We need greenspace for food production and to support wildlife. London England has already done this (no urban boundary) - take a look at their example
3168.	We need greenspace to counteract air pollution and noise
3169.	We need greenspace, both for our health and wellbeing - as well as maintaining locally grown food. At least 10% of the new housing should provide affordable homes.
3170.	We need greenspace.
3171.	We need greenspaces to be protected.
3172.	We need housing - not urban sprawl
3173.	We need infill lots and more urban density. The cost of running water/sewage even further makes no sense. Improve existing infrastructure, bus routes first. No more suburbs! P.s. we all know big developers will lobby Ontario and win anyways.
3174.	We need infill, LRT will keep more people living in the city. No new expansion of boundaries
3175.	We need infilling in urban areas, but building huge towers (Green Rd and N. Service Road) with already limited street parking and little green areas for absorbing heavy rains is not the solution. Our city planners are thinking of a truck route too!! Impossible!
3176.	We need land to eat from and to enjoy the beautiful environment.
3177.	We need land to grow food on - we should not rely on other for our supply. We also need open spaces/fields/natural areas. We have to think of the future for our children.
3178.	We need land to grow local food. People can't afford to pay the cost of food now let alone imported food that has no regulations on pesticides and the likes.
3179.	We need low income housing alternatives or help so as a widow I can stay I can stay in my home where I am
3180.	We need more affordable high rise rentals within the City. Keep the farmland for farming.
3181.	We need more affordable housing and to consider a foreign buyers tax or vacancy tax. We need more than just housing units but a more sustainable community.
3182.	We need more affordable housing! i.e. laneway housing, tiny homes, co-op housing

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3183.	We need more affordable smaller houses for people that are single or families with no kids (like two bed house, no condo fees). Everything is way too expensive.
3184.	We need more apartments and affordable housing for both young and old alike.
3185.	We need more farmland and green space. We lost a lot of growth in Binbrook, Winona and the Red Hill already. We have flooding as a result.
3186.	We need more farmland not more condos. Re-build the houses and businesses bought or torndown for LRT.
3187.	We need more green space and farmland to mitigate climate change.
3188.	We need more green space, not less! Save our farmland, conservation lands, natural fawn and flora!
3189.	We need more greenery, not less!
3190.	We need more greenspaces in Hamilton and we should keep the ones we have.
3191.	We need more greenspaces not less! Rent control and buildings. Hands off greenspace!
3192.	We need more parks, more green spaces.
3193.	We need more urban intensification with the right kinds of high-density housing. Lots of under-utilized space in our city. Let's use what we've got.
3194.	We need our existing greenspace. We don't have enough of it as it is. No development beyond our current boundary. Leave our farmland and rural land.
3195.	We need our farmland . For food not pot production. Affordable housing is a must. Too many homes are bought for investment purposes. Families want to own their homes not rent.
3196.	We need our farmland and forests for the animals its their home.
3197.	We need our farmland and wetlands and cannot continue to pave over them. I say no to urban sprawl.
3198.	We need our farmland and woodlands. We don't need more development on farmland with its costly infrastructure. Build in city core!
3199.	We need our farmland to stay as farmland. There are many unused and poorly used plots of land in our urban areas to be put to better use.
3200.	We need our farmland to support us. We need to support our agricultural industry and respect our waterways and support our indigenous partners
3201.	We need our farmland!
3202.	We need our farmland!
3203.	We need our farmland. The City will make more money thru taxes by buildup from the city centre. Medium rise and affordable housing.
3204.	We need our farmland. We need to buy locally grown food, not food shipped hundreds of miles to get here.
3205.	We need our farmlands and greenspace
3206.	We need our farmlands for food! Rebuild and/or renovate on/in existing old housing, we the EARTH needs green space!
3207.	We need our farmlands to ensure food sustainability for all.
3208.	We need our farmlands to grow food, to feed Hamilton area, and we need to protect our wetlands for nature and climate change
3209.	We need our farmlands!

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3210.	We need our farms and forests to sustain a growing population. They're also part of what makes Hamilton great!
3211.	We need our farms. We have learned we cannot depend on other countries to feed us. This is just greedy developers pushing this agenda. Put the people where the services are
3212.	We need our green and farm land! Rethink the downtown - lots of empty buildings
3213.	We need our green areas (productive farmland)
3214.	We need our green space for our children and grandchildren. We need our farms for our food, not houses. Use the space where old homes have been, rebuild apartments with stores on the bottom
3215.	We need our green space. Redevelop existing neighbourhoods, revitalize factories and warehouses, vacant urban lots.
3216.	We need our green spaces for farm, clean are, etc. Rebuild old empty building and shopping plazas into homes
3217.	We need our greenbelt when we mix population in different zone then we won't have very poor areas and very rich areas. Give a poor person a chance to live in a rich area by giving them housing.
3218.	We need our greenspace and farmland. If we take away our growing lands we won't have food!
3219.	We need our greenspace fix the downtown area to a people place
3220.	We need our greenspace for food and careful use of available urban spaces can be mixed with beautiful park areas.
3221.	We need our greenspace to remain intact
3222.	We need our trees and our farmlands (for food). We need more small houses and apartments to house people who are starting out.
3223.	We need our trees and woods to lean our air. Please save our trees!
3224.	We need out farmland for food!
3225.	We need small bungalows for seniors! We need our greenspaces for farming and recreation. Existing urban areas have a water supply and sewage treatment facilities - country green space doesn't.
3226.	We need sustainable, responsible development that serves the needs of people and not developers
3227.	We need that ground for food and for future food. Stop now! Look what you did to Binbrook! Timer running out.
3228.	We need the "greenfield land" to breathe and keep our air clean and avoid more pollution.
3229.	We need the farmland to feed the City!
3230.	We need the farmland to feed us and our protein sources
3231.	We need the farmland to feed us. Consider basement apts. And allowing large lots to become built either with second floor or teardown and rebuild, with parking on lot for each unit.
3232.	We need the farmland to stay farmland!
3233.	We need the farmland.

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3234.	We need the greenbelt areas, so we have to build high. No more suburbi-urbi-urbias!
3235.	We need the greenlands! We do not need 'slums' - rebuild the lower city. Urban sprawl only makes \$ for developers, costs the rest (services, climate change, etc.).
3236.	We need the greenspace to grow food!
3237.	We need the land for food, the trees for oxygen and the plants to filter our water.
3238.	We need the Marshland as a path for our ground water and land that we can grow food on as there will be a huge food shortage in the future and climate change is a big factor
3239.	We need the trees and wildlife habitat
3240.	We need thoughtful intensification in the city w rejuvenation before expanding outward and letting our core die. Do the right thing #YESLRT
3241.	We need to be able to grow our own produce - to provide for ourselves rather than depend on U.S.A. produce - Save our Farms
3242.	We need to be considering climate change and not removing more fertile farm land. There are plenty of areas where intensification can be increased, and so I don't think we should expand.
3243.	We need to be food secure! Save greenspace! Smart mixed use until developments! We need a home depot / rona and housing in barton west. Bring back the passenger rail - link it to housing!
3244.	We need to be rezoning areas and building up. Mixed-use residential, commercial on street level, housing and offices above. Too many parking lots and unused space downtown. We can do this if we do it right.
3245.	We need to be self sufficient. Food is a necessity, we must rely on ourselves
3246.	We need to become more self sufficient and not depend on other countries for our food - save our farmland and greenspaces.
3247.	We need to become progressively more independent for food production from other counties and we need our agricultural land and green space.
3248.	We need to bring people back into the city in order to be sustainable development. The infrastructure is already there, so use it! No more urban sprawl.
3249.	We need to build up in areas we have now, not outwards into greenfield lands. No to urban sprawl, we need to preserve what greenspace we have left.
3250.	We need to build up not out! Keep the green space
3251.	We need to build up not out. Protect our wetlands is #1 goal. Thank you for asking us all!
3252.	We need to carefully choose developers doing urban development. Aesthetics are very important.
3253.	We need to clean up and re-invest within our city limits first before we expand our use of urban lands.
3254.	We need to conserve our environment; please do not continue developing by expanding. Consider intensification.
3255.	We need to conserve the amount of farmland and natural areas. Developers will develop within current boundaries if they have no other choice.
3256.	We need to conserve the farmland we have left. Developers should not be allowed to make profits from decisions we taxpayers end up paying for over and over!

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3257.	We need to correct urban sprawl
3258.	We need to cut down on urban sprawl and development and preserve our green spaces. Build up, not out.
3259.	We need to do everything we can to protect the future of this land, including putting a stop to paving over agricultural land and wasteful gigantic homes taking up too much space
3260.	We need to evaluate the under developed existing areas within our boundaries
3261.	We need to farmland. Hamilton is a beautiful city but it needs attention
3262.	We need to figure out how to balance necessary growth with protection of one of Canada's best agricultural land. Agri business is an important industry!!
3263.	We need to focus on our inner city core rebuild downtown!
3264.	We need to focus our energy on the future. The future is condensed population with walkable cities. Hamilton has updated Gore Park with this in mind and needs to continue this type of growth.
3265.	We need to give incentives for more rentals especially multi residential high rises.
3266.	We need to have farmland and greenspace. We need to grow our own food. We need natural areas. Developers do not need to be richer! Restore, reclaim, intensify.
3267.	We need to have land untouched to be able to breathe, build up but not out and make it affordable
3268.	We need to help our citizens that have thrived; lived; paid; lost; prospered; that have already been here before and as well as welcoming the new - there should be less homelessness before opening access to everyone else. Let's look at this truth: my brother lived at the YMCA - poverty, H1N1 died of the flu/pneumonia before covid. We need to value and respect what we have.. what sword has gov't had held to it's throat? Peace.
3269.	We need to house Hamiltonians before people from the GTA
3270.	We need to improve Hamilton's sustainability. Develop within current urban boundaries and make small changes within those boundaries, environmentally sound planting, defined green spaces, etc.
3271.	We need to improve our city instead of using more greenfield lands beyond our current urban boundary.
3272.	We need to improve the city centre before we expand.
3273.	We need to increase density in the current urban boundaries.
3274.	We need to infill housing on land available in the city. There is land around here. No urban expansion. We could have more housing density.
3275.	We need to intensify, we cannot afford to sprawl or lose our prime farmland
3276.	We need to keep all our green space and more.
3277.	We need to keep all the green space and farm land we have for future generations
3278.	We need to keep as much greenspace as possible to prevent more global warming!
3279.	We need to keep farm land stop the building of more surveys
3280.	We need to keep farmland. Farmers feed familys. grow our own instead of imported.

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3281.	We need to keep green fields to maintain the environment!
3282.	We need to keep green space and farmers to work the lands. It is disturbing to see the outer regions of Hamilton being used for housing.
3283.	We need to keep greenfield lands to produce food, and to fight climate change. There are not enough trees, and greenspaces around for citizens to enjoy. i.e. parks, community gardens to grow vegetables.
3284.	We need to keep greenspaces
3285.	We need to keep nature, animals and forest land for ground stability, upcoming generations to enjoy and to prevent extinctions of species
3286.	We need to keep our existing farmland and wetlands.
3287.	We need to keep our farmland and green spaces - remember Climate Change? How about townhouse co-ops? People are having fewer children - Don't need big houses!
3288.	We need to keep our farmland and greenspaces as is. There is lots of vacant land within the urban boundary to develop.
3289.	We need to keep our farmland for farming, not new homes
3290.	We need to keep our farmland, there has been enough urban sprawl
3291.	We need to keep our farmlands and our rural areas for crops and as a destination for families to get out into nature, pollinators. We need basement apartments, grannie suites and laneway homes.
3292.	We need to keep our farmlands for food.
3293.	We need to keep our farmlands for food. Greenfield lands are necessary for recreation and relaxation - mental and health!
3294.	We need to keep our farmlands in agriculture. Too many developers are stockpiling farmland with the intent of getting rich by developing it.
3295.	We need to keep our farmlands, parks and green areas. They were our refuge during the pandemic, we need more parks and more green areas
3296.	We need to keep our farms and greenspace for producing food/parks and recreation for our residents - now and future! Please don't let "developers" get this land to make money!
3297.	We need to keep our farms and rural areas protected. It is vital to our future.
3298.	We need to keep our greenfield land to grow food!!
3299.	We need to keep our greenlands. Environmentally and socio-economically it makes better sense to keep new housing urban. We need to rethink housing.
3300.	We need to keep our remaining farmland, forests and wetlands. They are precious!
3301.	We need to keep the "Greenfield Land" just that - green free from the congestion of people.
3302.	We need to keep the green space we have. Farmland is vital to our community! Not looking to live in a concrete jungle; like Toronto! Thank you
3303.	We need to keep the greenfield lands undeveloped
3304.	We need to keep what farmland we have
3305.	We need to kept the greenbelt and the Conservation areas as they are now.
3306.	We need to leave as much of the greenbelt intact as possible

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3307.	We need to leave some area for the animals and for the environment. We have future generations to think about. Build up, not out.
3308.	We need to leave some natural environment as is. Not only does the natural beauty help to promote a feeling of well being and calm for us, we need to leave the habitat alone so animals can remain in their homes. We've uprooted too many already. Give nature a chance to remain for future generations.
3309.	We need to look to how European countries have controlled urban sprawl. Once it's gone, it's gone
3310.	We need to maintain farmland on which to grow food locally. This has been clearly emphasized during COVID. Shipping everything from U.S. + beyond is unnecessary. Keep Greenbelt intact.
3311.	We need to maintain our farmlands and greenspace. Slow down urban sprawl. Improve mass transport and protect our water.
3312.	We need to maintain our green spaces and farmland!
3313.	We need to maintain our green spaces and farms!
3314.	We need to make greenspace and wild areas a priority for the health of all humans and wildlife. Urban sprawl reduces wildlife habitat and corridor, to say nothing of reducing space to grow our food.
3315.	We need to make maximum use of existing infrastructure. No expansion.
3316.	We need to make use of all the wasted urban core space and not further exploit outer areas.
3317.	We need to preserve farm land to feed ourselves and future generations
3318.	We need to preserve green space! We need creative housing projects that are attractive and enjoyable, we can do this without sprawl
3319.	We need to preserve greenspace and farmland and this type of growth is very expensive in terms of infrastructure, both capital and operating costs.
3320.	We need to preserve land for growing trees for fresh air - for food, fruit, vegetables and raising animals - not houses.
3321.	We need to preserve our farmland - not developing it!! Who's going to feed Canadians when we run out of farms? Hamilton has already lost many dairy farms - no more!!
3322.	We need to preserve our farmland.
3323.	We need to preserve our farmland. We can't have unsustainable development. We've already lost too much precious farmland
3324.	We need to preserve our farmland. We must make Canada self-sufficient. If we don't, we will pay the price.
3325.	We need to preserve our farmlands and rural area for the benefit of the environment
3326.	We need to preserve our green spaces. Ancaster, in particular, has seen exponential growth. Please no more urban expansion!
3327.	We need to preserve our greenfield lands - for future generations, for the planets sake. Allow for backland housing, etc.
3328.	We need to preserve our land and stop developing on farmland, open spaces and the greenbelt in general

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3329.	We need to preserve our land for our health - grow fruit, vegetables, for our use not rely on imports.
3330.	We need to preserve our urban land that provides fertile soil for growing. Once it's gone, we can't get it back!
3331.	We need to preserve precious farmland for future generations. No urban sprawl!
3332.	We need to preserve the farm lands
3333.	We need to preserve what little green spaces we have left
3334.	We need to prioritize the climate now! Destroying prime agriculture land for housing, or greenhouse gas emissions caused by vehicle dependent developed is not the answer.
3335.	We need to protect and preserve all remaining wetlands, forests, greenfields, for clean water and clean air for our grandchildren.
3336.	We need to protect farm land to grow food. Pandemic and climate change has shown us that. We need to use some of the urban "brownfields" for development (like Dundas did).
3337.	We need to protect farmland and green space!
3338.	We need to protect farmland and green spaces for the production of good and giving the Earth a place to breathe. We need places to help clean the air we breathe. Not option #1.
3339.	We need to protect farmland to feed our residences. To also save ecological features for climate change and species.
3340.	We need to protect greenfields and prioritize climate change mitigation!
3341.	We need to protect greenlands and farms for sustainable care of our world and food supply.
3342.	We need to protect more greenfield lands and invest in intensification. Turn office buildings into affordable housing.
3343.	We need to protect our agricultural lands to ensure food security. Agricultural and wetlands also help to control flooding which is becoming an increasing problem as big storms get more forecast and we continue to pave our greenspace.
3344.	We need to protect our agriculture land/space. Especially for food consumption, we already have acres of serviced land sitting idle and an eye sore.
3345.	We need to protect our environment. Please focus more for townhouse. Thks.
3346.	We need to protect our farmers a farmland. At all costs
3347.	We need to protect our farmland in order to feed the increase in our population.
3348.	We need to protect our farmland we cannot feed our people if there is no land to grow food on. Stop the developers from swallowing up the farmland.
3349.	We need to protect our farmland!
3350.	We need to protect our farmland. And increase the density of the housing in our urban areas. Especially lower income, affordable homes. The type of housing is disappearing and it's a big problem!
3351.	We need to protect our farmland. The effects of climate change will alter growing seasons worldwide, so we need to have a local source. Long commutes increases air pollution.
3352.	We need to protect our farmlands and green space!

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3353.	We need to protect our farmlands and greenspace!
3354.	We need to protect our greenfield lands as much as possible! Once developed, they are gone forever. Thanks!
3355.	We need to protect our greenspace and farming fields.
3356.	We need to protect our greenspace for future generations.
3357.	We need to protect our greenspace, farmland, wildlife, conservation areas and nature!
3358.	We need to protect our greenspaces: we urban folk depend on them as a break from the city
3359.	We need to protect our rural and farmland boundaries for quality of life and environmental biodiversity in Hamilton and areas
3360.	We need to protect the farm land and the environment
3361.	We need to put a top to urban sprawl and build "missing middle" affordable housing on underutilized land within the existing city limits.
3362.	We need to refrain from our farmland. We need to keep our wetlands.
3363.	We need to rejuvenate the land that is already developed that is not being used
3364.	We need to repair/upgrade our current infrastructure and increase population density. Protect the farmland from urban sprawl!
3365.	We need to respect our greenspace. There are lots of expansion possibilities within our current boundaries. Stay away from farmland
3366.	We need to retain our farmlands and greenspace. Too much of this as been built up in Southern Ontario already.
3367.	We need to reuse property that is already paved over - where will we grow produce and raise cattle at affordable prices?! Leave pure soil alone!
3368.	We need to save and protect farmlands to secure our foodsource.
3369.	We need to save our farmland and greenfield lands. We need to go up, no out
3370.	We need to save the farm lands.
3371.	We need to save the farmland for farms! Once it is paved or cemented it is too late. There is enough unused space within the boundary.
3372.	We need to save this world! There is lots of land within the existing boundary needing re-development. No need to expand.
3373.	We need to stop building homes on farmland and start redeveloping the space that is underutilized in the city. Sprawl (expansion) is only going to increase traffic and reliance on cars.
3374.	We need to stop building on farmland and greenspace
3375.	We need to stop destroying greenfield lands for environmental reason and make use of the existing areas if we care about our future and that of our children
3376.	We need to stop population growth everywhere and reach a sustainable steady state.
3377.	We need to stop thinking of the choice as being between single family sprawl and 30 storey condos - there is a middle ground and we need to build on it.
3378.	We need to take a start now to restrict sprawl into our valuable farmlands and environmentally important areas.

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3379.	We need to take the climate emergency seriously and protect our greenspaces. Investing in improving existing urban spaces will benefit us in the long run.
3380.	We need to think about Ontario's food security and preservation of green pace and woodlots which help in dealing with pollution and climate change.
3381.	We need to think of future generations and what we will leave them
3382.	We need to update our existing infrastructure, not create future infrastructure. Save our wetlands, greenbelt and conversation areas
3383.	We need traffic infrastructure in Waterdown
3384.	We need urban renewal - infill - not taking agricultural land to grow our needs! Option 1 will need new roads, etc. This option only effects developers! Not a good choice.
3385.	We need very creative thinking in increasing urban density. Sites of high rises do not make for a liveable city. I would hope that a breach of the current urban boundary is never considered! Even those of us living in relatively low urban density must become accepting of more intense building
3386.	We need wetlands, farmlands and greenspaces now and in the future. For generations to come!
3387.	We need what greenspace we have - developers should not be catered to! They only have profit in mind!
3388.	We really need to protect our farmland and natural conservation areas.
3389.	We recently left Brampton for the natural environment of Hamilton. Don't make the same mistakes they did!
3390.	We say no to urban sprawl! Build up not out. Climate change!
3391.	We should be growing within our means rather than through costly urban sprawl! Protect our rural open spaces and farmland!
3392.	We should be preserving our greenfield land.
3393.	We should be preserving our greenspaces and farmland, there has been too much loss of these lands already
3394.	We should be recycle, or re-develop the land already used. There should be more flexible zoning laws allowing multiple residences on existing land.
3395.	We should be redeveloping the downtown, not paving over anymore farmland. Farmland has to be severely protected here where it's so productive
3396.	We should be updating things like the sewer systems first to accommodate the increase of people in the city. Stay away from green spaces!
3397.	We should build up, not out to reduce emissions and facilitate public transit
3398.	We should encourage use of the existing entertainment facilities and public schools.
3399.	We should focus on better using existing space within the current urban boundary and work to protect Hamilton rural land and greenspaces, build more townhouses, low-rise and hi-rise apartments
3400.	We should follow the land boundary policies that Waterloo has in place
3401.	We should leverage the existing infrastructure and footprint on environment to maximize its use and minimize impact to the environment.
3402.	We should look at more high rise condos in the core and along the LRT route, as well as along Centennial Parkway!

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3403.	We should not be developing farmland rather we should be renovating existing homes/buildings to deal with the population growth
3404.	We should not be using our greenfield lands and destroying good farmland Canada needs to grow our own food.
3405.	We should not build on our farmland. Very shortsighted. It would be wise to build smaller, more affordable and sustainable housing within the existing boundaries. We live on a planet with limited space. Be realistic.
3406.	We should not touch what is not ours. Greenfield land belongs to future generations.
3407.	We should preserve our farmland which are the source of our local food.
3408.	We should use existing urban areas first and make an agreement at a later date to determine if it necessary to extend development to new greenfield lands.
3409.	We should use the empty lots and vacant buildings. We need a set up like retirement homes where younger people could live - not every body needs a big place to live. Maybe you could have homes for people of all ages. Young and old people would benefit from each other
3410.	We still need greenspaces! Especially with more people.
3411.	We support intensification but it must be done relatively - respect existing development with sympathetic increases in density and height; no 30+ storey towers. Locate density near public transit and other facilities such as shopping, medical, educational. Prioritize pedestrians, cycling and transit in intensification area. And don't forget greenspaces to include
3412.	We sure do not need more urban sprawl by expanding the City boundaries. We already have a pittance left of farmlands so lets work to combat climate change, not expedite it!
3413.	We think our going/building upward makes more sense if proper transit is also accommodated fore. If you build up, there should be less waste (pollution from cars, etc.).
3414.	We think that with LRT on he horizon . Many modern housing will benefit Hamilton downtown
3415.	We use all the local trails including the Bruce trail and would hate to see this natural beauty and place of personal restoration disappear
3416.	We value greenspace and heritage buildings. This plan should include investments into transit, community spaces and programs, and affordable housing.
3417.	We want to preserve Hamilton's current green areas and focus on intensifying existing urban areas
3418.	We want to protect our agricultural land and space. If we don't protect it now, it will be gone. There is no turning back.
3419.	We will always need farmland for our food development. Farmers work very hard!
3420.	We will be forced to be more efficient. Better use of downtown amenities and LRT! Infrastructure. Go higher! Forward thinking.
3421.	We will be in big trouble if we lose our farmland and are at the mercy of the U.S.A. for our food supply.
3422.	We will need farmland in the future to feed expanded population. Let's intensify within our urban boundaries first and then assess our needs in the future

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3423.	We will need farmlands to feed the projected population growth. We can build up but we can't replace greenfield lands.
3424.	We will need the greenfield to feed our population once a dwelling no more food. To dependent on imports now.
3425.	We would like to Hamilton do all it can to increase density within the current city boundary.
3426.	We would like to see a tear down of old buildings in downtown and rebuild nice homes, condos, etc. and revitalize downtown with cafes, bars, parks, etc. like other large cities like Toronto
3427.	We would like to sustain the greenfield, green sceneries to provide us fresh air and for our relaxation. No more development beyond what we have.
3428.	We would prefer to see existing development improved and expanded
3429.	We, i.e. the city, has not kept up with current infrastructure so expansion will only add to the problem along with the loss of green spaces.
3430.	We're in a climate crisis, I would love to see that taken seriously be leaders and developers. Protect greenspaces and farm land!
3431.	We're in a climate crisis, Making Hamilton spread out more will only make it worse. There are many areas in the City that can be redeveloped, if its even needed.
3432.	We're in a climate emergency. We need to protect our farmland and stop expanding sprawl. The future of the planet depends on it.
3433.	We're losing so much farmland
3434.	We've become "urban expansion" for the mass exodus of Toronto residents. We need the farmland, not more homes!!
3435.	We've intruded enough on our rural areas - leave well enough alone and look at utilizing the space we've already over taken in more efficient ways
3436.	We've lost enough greenspace!
3437.	What a biased survey. The questions are biased in favour of option 1.
3438.	What a waste of money
3439.	What about cleaning and repurposing Hamilton's waterfront? Urban expansion is not sustainable and intensification must be pursued. Many areas of Hamilton could be remediated and sustainably developed.
3440.	What about homeless??
3441.	What about rent control people are paying \$400 - 500 a month more our mayor needs to go
3442.	What about the 100's of hectare of vacant brownfields and industrial buildings? Hamilton must do more to encourage and incentivize high density in the existing urban areas, supported by public transit.
3443.	What ever choice are made my personal preference would be not to give up any of our precious farmland. Not to give up our independence. More of our foodsources are coming from other countries. As seen during the pandemic. Give up resources would put us at the mercy of other countries. We live in area I've called Eutopia.
3444.	What ever is decided building Code needs to be changed to eliminate use of fossil fuel heating and encourage use of heat pumps - i.e. enough space for ground loops.
3445.	What happened to the Niagara fruit belt?

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3446.	What is the figure for maintaining LRT
3447.	What is the maximum density of population in Hamilton? Numbers of Humans and limitless intrusions into the wilderness cannot occur without disaster. At which point has Hamilton reached its growth limit?
3448.	What is your definition of "new greenfield" as opposed to existing greenfield? Why are you maintaining this ambiguity?
3449.	What this city needs is housing for the homeless. Housing for the homeless please, where they are close to medical help, groceries/ cool grassy spaces, inside the city.
3450.	What we need to understand is what the greenspace attraction is to urbanites. Once destroyed, it is simply concrete. You'll wipe out the good character that surrounds Hamilton.
3451.	What were vibrant main streets in main cities will never come back. Convert empty store fronts to affordable living quarters. Could leave one or two hubs where specialty shops operate.
3452.	What works for Toronto, Montreal, New York City etc. will work for Hamilton. Build up; You need the farmlands to feed the people.
3453.	Whatever the choice, our goal should be to preserve and protect our environment
3454.	When a condo building is built, build an equal size building for affordable housing. To encourage growth get the housing market under control, bring the costs of houses down.
3455.	When are we going to say no? Stop the sprawl. Protect our rural and farmlands.
3456.	When I look at Binbrook sprawl it puts the cart ahead of the horse?
3457.	When more and more farmland is taken over by cities for housing, high rise apartments, commercial and parking lots, where will our food be grown? Out of our country!
3458.	When people choose to live in or near green space they do so because they want the green space. Do not ruin this for those people by taking it away from them.
3459.	When trees are cut down to make for more housing; new trees should be planted in their stead. Also, leave roadway border and median areas uncut (when safely to do so) for animal, birds and environment.
3460.	When will you be happy when all the farm land and green space is gone to build houses on. Who's growing the food. Wake up.
3461.	When you take the farm lands away - where will our food come from? Don't say imported, Ontario has the best farms, keep them.
3462.	Where I live no sewer only septic low water levels. Already pay very high taxes for very little services. Never use City services.
3463.	Where is the gov't getting their numbers from? The provincial gov't says we have to accommodate more people? Why? No one talks about why we have to. Once our greenspace is gone we will never get it back. Even now the traffic and congestion in the suburbs is horrendous - just look at Garner/ Rymal Rd. which is going to get worse.
3464.	Where is the greenbelt? Lets plant a crop of these disgusting slapped together houses, why are you trying to swallow up viable farm land. Trucking routes let them use McCuig Rd and Route 66 or the Linc. No stop light at Haldibrook Rd and

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	Hwy 6. Cars racing down the road going 120 km/hr. No policing even cars and transports don't mix on this 2 lane cowpath.
3465.	Where will all those people get their food if we build on farm land!
3466.	Where will our food come from?
3467.	Where would we be without our farmland? Already we are importing too much perishable food!
3468.	While a balance needs to be struck (Goodluck) with infrastructure (sewers, policing, etc.) and climate change, intensification is the only option.
3469.	While intensification can be a problem - when a new development threatens to over shadow existing homes, the minimum destruction of farms and natural lands is preferable.
3470.	While its nice to say 'urban sprawl must be controlled' it is more subjective than realistic. All major cities of the world have grown from small nuclei. And will continue. Hamilton has grown to include Stoney Creek, Binbrook. Younger generation will continue to move toward urban centres. It is more efficient to provide services - health, education, jobs. It is always better to plan ahead.
3471.	While preserving the heritage buildings and properties in the city too
3472.	While there is a need for expansion, one has to seriously consider the advantages versus disadvantages. Preserve the greenfield lands; nature demands it!
3473.	While we must allow for growth; we must do it in a way that protects our 'green' spaces and farmlands - that's vital!
3474.	Who will pay for the infrastructure upgrades needed in option 2? Neither option is really ideal
3475.	Why are the large area behind the former school paved over and fenced in? Let's keep green spaces and available land a priority.
3476.	Why are we choosing between 28,660 new developments of new greenfield lands, and 0 new housing units through development of new greenfield lands?
3477.	Why build all those homes with double/triple garages and multiple bathrooms for mostly small families (e.g. Meadowlands) - build modest homes - smaller footprints less land.
3478.	Why build houses on "greenfield lands" this is agricultural land? How do you propose we feed ourselves? Why not support our own farmers? How many times has U.S. produce been recalled for E-Coli contamination!!
3479.	Why can we not do this for LRT - All taxpayers should have a say.
3480.	Why can't be have green fields anymore?
3481.	Why do we need to expand - we already unable to house the people we have - provide better and more affordable housing - improve infrastructure
3482.	Why does Hamilton have to expand? So you can dump more sewage in Lake Ontario. So we can add more councilors?
3483.	Why does the city not takeover and fix homes that are in deeo areas and use them for the underprivledged
3484.	Why does Toronto contine to get funded for infrastructure cost. Are we supported by upper levels of gov and we're not being told?
3485.	Why don't we know how great Hamilton's farmer's fields are?

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3486.	Why don't we renovate all the buildings we have boarded up? When we build houses on the farm lands where do we get food? Are we going to depend on China for everything? Please save our green space.
3487.	Why don't you create more mobile home parks that people can actually afford to live in?
3488.	Why greenfield lands when we have lots of open area already in city core?
3489.	Why high rises in Dundas and not Ancaster? Leave Dundas alone! Plan same condos in Ancaster instead of shoving them in Dundas and ruining our green views!
3490.	Why is everyone about growth and expansion (around the world)?! Once green space is gone, its forever! Asphalt, concrete and sod aren't edible
3491.	Why is population growth always the only option?
3492.	Why is there mandated future growth? Who mandates it? Why is it needed? How about that education!!!
3493.	Why is there no online option to fill out survey? There should be an online survey as companion to this card. Part of Hamilton's charm is its proximity to rural. Why sprawl? Don't make the same mistake as before, or as Toronto / Mississauga did in years past. Intensify the downtown core. That's where people want to live anyway!
3494.	Why isn't the city building apt. bldgs in Upper Stoney Creek? Most of us want to retire in our own community. We would sell, move in there. Thus freeing up more housing. We have been here 36 years and will stay if we can't get an apt. up here. Our home could be duplexed giving two families a place to live. It's a no-brainer. Stop being controlled by the developers.
3495.	Why must cities be so subservient to provincial gov'n't. Why can't cities decide their own future. Eg. What to build and where to build it. Why can't cities just say we are going to have our own plan and decide our own future, or do city's welcome provincial interference so that councils don't have to be accountable for their decision's and let the provinces take the blame. and build a city for its citizens
3496.	Why not both? Maybe a hostile takeover of some of the property management giants' condemnable buildings?
3497.	Why not clean up some or all of leftover long gone industrial brown fields turning them into new neighbourhoods both high and low density.
3498.	Why not develop brownspace inner city around LRT route to enhance our downtown area? Why use up greenspaces?
3499.	Why not redevelop Barton Street? It looks like a mess. To me it seems Hamilton is a small town that wants to be a big city.
3500.	Why not something between option 1 and 2?
3501.	Why not upgrade existing infrastructure (more economical) that has to be done anyway
3502.	Why not upgrade the existing buildings and houses that are abandoned. How lovey our run down areas would look if they were given some upgrading!
3503.	Why on earth would be expand into our precious, highly sought-after greenspace when we can obtain more density and housing by using pre-existing

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	infrastructure? We cannot, in good conscience, expand our boundary, at the expense of future generations
3504.	Why on Earth would you now start expanding onto what has been the greenbelt that has been so protected for so many years that not even the farmers that have owned the land could get a severance? And now you want to expand the city into it. Nice kick in the face to the farmers! Keep he city in the city!
3505.	Why should anyone else agree to using up our greenspace when the government uses trees for shining paper in LCBO magazines and advocates solar panels to "save our environment" which produces unrecyclable trash? And stops fossil fuels which feeds our green space!
3506.	Why the large increase in the first place? Why not let other cities take on the increased expansion? We need greenspace for the mental and physical health of our residents.
3507.	Why urban sprawl?
3508.	Why waste resources to develop outside the current urban boundary when we can accommodate all the planned new housing units within the urban boundary? We think it would be better for Hamiltonians to upgrade the existing infrastructure to create dense, pedestrian friendly communities. We have under-developed land right here!
3509.	Why would anyone think this is a good idea, we need to keep all the farmland. Unless you wanna eat greenhouse vegetables and have no livestock.
3510.	Why would rural people want more farmland taken away from their living. The city is incapable of keeping up with the infrastructure. Too many pot holes.
3511.	Why would you build on greenspaces when we are already facing issues with food security and climate degradation?
3512.	Why would you consider urban expansion when all transportation infrastructure is focused in urban areas?
3513.	Why would you expand housing into greenfield lands when you're pushing to spend millions of tax dollars on putting the LRT in the core of Hamilton? Doesn't make sense. You want this LRT to be used then build up around accessibility to it! Building up outside the city puts more vehicles on the roads and defeats the goal of lowering emissions and pollution levels
3514.	Why would you want to take away agricultural land, only to pay more for food and think about how this affects the climate crisis. More housing in urban areas means no food in the future.
3515.	Wildlife corridors needed. Consider better integration and interconnections of existing hydrocorridors and floodplains. Provide trails for pedestrians, cyclists. Connect these under-utilized green spaces to existing conservation lands.
3516.	Will Hamilton be releasing a 'lifecycle economic analysis' of the costs of growth? Is it true that Elfrida is mostly class 1 soil? A limited resource in Ontario
3517.	Will have to upgrade existing infrastructure.
3518.	Will help the LRT system. Prepare for additional parking necessary. Make all flat roofs also greenspace.
3519.	Will man not be satisfied until every square inch of the planet is either paved over or built on? Greed drives everything!

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3520.	Winona has grown too much already. Transport truck traffic on Barton St is taking a toll on the roads.
3521.	Winona is congested with cars. Keep Winona low!
3522.	With 236,000 more people living in Hamilton by 2051, we will need all the farmland that we have today to feed the additional people. You just have to look at what happened to the Niagara Fruit Farms. They have been paved over and now we need to rely on produce that is brought in from other countries.
3523.	With a growing population needing food, we can't spare any farmland. An aging population also needs affordable, accessible, safe senior housing.
3524.	With all construction, of light industry building in areas below Barton St. when it should be housing, we have areas to build homes, the city says NO
3525.	With all that we know about climate change it is mind boggling that urban expansion is even an option. Paving green space and farmland will further increase temperatures, destroy wildlife habitat, and increase devastating flooding. Agriculture is essential to Hamilton rural life. We need to freeze urban boundaries, build up, not out, and upgrade infrastructure to accommodate our greater population density.
3526.	With the coming of the LRT hopefully there should be plenty of areas nearby for housing as the route proposed will be close to housing that is so bad at present.
3527.	With better transit between mountain and lower city, there must be a plan for affordable rental units
3528.	With billions being allocated to LRT and infrastructure why consider development of rural farmlands. Growth should be inner city core.
3529.	With climate and environment now at a crisis, we need to preserve nature and green space, tax is of the utmost importance for all our sake!
3530.	With climate change we need our rural lands for food supply. Build around our planned \$3.4B+ LRT. We also don't need to add to our infrastructure deficit.
3531.	With climate change we will need every acre of good farmland that we currently have available for food production, green space, carbon capture. Older buildings with little or no heritage value should be replaced with energy efficient midrise buildings. In downtown core these could house street level commercial or community service functions with residential on upper floors. Solar and heat recovery options should be required as part of construction approvals.
3532.	With climate warming, we cannot lose any more greenspace! With severe droughts on the horizon, we need all our farmlands to provide food for ourselves and others who are impacted. 1. Infill parking lots (underutilized) 2. Redevelop empty office buildings 3. Build structures suited to the community (no tower buildings in midst of single storey homes, etc. 4. Concentrate on semi-detached housing, townhouses, low and medium-rise apartment buildings.
3533.	With global warming causing increasing droughts down South where will our food come from if we keep gobbling up all the good farmland for housing? There are hundreds of vacant buildings in this city that could be put to better use.
3534.	With intensification of population, we need more green spaces - parks! Little parks, medium parks, micro parks, large parks! Put parking lots underground with green / living / retail space above. There are way too many parking lots downtown. More

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	urban food gardens! Plant fruit trees on public spaces. Plant on top of buildings. More urban green roofs!
3535.	With LRT coming, a higher intensification rate within the current urban area
3536.	With LRT now a reality, let's focus on downtown Hamilton housing for millennials, pedestrian walking streets, more focus on the Pier 8 Bay area, coffee shops, restaurants, skateboard parks, skating rinks, outdoor concerts. Proper planning that will enable Hamilton to become a place to live.
3537.	With more affordable housing included.
3538.	With people, walkable neighbourhoods and solid transportation planning in mind, we can achieve our growth goals with a solid citizen-centered vision for the city. The version of the city I love does not include urban boundary expansion.
3539.	With population growth, we need to also secure local food / agriculture to sustain us. We must look at the environmental costs of urbanizing greenfield lands.
3540.	With so many empty parking lots downtown and throughout the city we don't want to reduce our greenspace. People will not require so much parking as work from home is on the rise!
3541.	With so many young couples/individuals, refugees, immigrants etc., struggling to afford houses, and while keeping space for our wildlife, more trees, farmland, etc., I say keep our townhouses/apartments are more affordable for most as much as possible!
3542.	With that choice, all done together, less pollution, easier for people to work and enjoy amenities, using buses, etc. Thanks
3543.	With the "LRT" coming to Hamilton (possibly), the city should focus on growth along that route. Potentially increases ridership.
3544.	With the arrival of the LRT, the City needs to look at densification in the core
3545.	With the existing problems with infrastructure and available space in the existing boundaries, fix what we have. It will cost too much to expand.
3546.	With the increase of population you will need to purchase more green space so Hamiltonians can enjoy being outside without destroying what we have.
3547.	With the LRT it makes better sense to repurpose underutilized / vacant land within the existing urban boundaries. Expansion is more expensive once all costs covered.
3548.	With the mass exodus of industry and closing of small shops there are probably thousands of acres of derelict fire traps and brownfield land. We must not give up anymore agricultural land to developers. We must also keep foreign investors out of the farms and housing market. Look to the North sections - Wards 3 and 4 for new housing.
3549.	With the probability of LRT development, why move more people away from the core?
3550.	Without farmland and agricultural workers, we have no food security. We must save our remaining Ontario farm lands.
3551.	Without green space, humanity is doomed!
3552.	Without greenspace, how can we provide clean air?
3553.	Without our farmland for food generation the groceries will cost more and the selection/quality will be poorer.

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3554.	Without rural areas we will not have farms, without farms all our food will come from somewhere else, people can little afford food now.
3555.	Work on fixing homeless problem
3556.	Work on the downtown area and the waterfront
3557.	Work on the infill of lands within city limits, do not use farmland, we need our farms! Do not build on lands which are environmentally protected. Learn to use lands available.
3558.	Work to use the space you already have within the urban boundary. Fill the homes and properties that exist. Thank you.
3559.	Work with that's abandoned. Don't take the farmland, why are you so greedy?
3560.	Work with what you have. Think outside the box. Keep rural areas for farming and greenspace. Use your access to professional planners and architects and designers. Be environmentally and eco-friendly.
3561.	Working for the rich City and Government should not have the right to buy houses and apt to rent to working people their own only 1 2 3 4.. For profits of their own
3562.	Would be nice if Hamilton councillors paid any attention to its suburbs (Waterdown, Dundas etc) and our desires, needs, wants, etc. Feeling ignored up here!
3563.	Would like Option 2 for 2 adults living in this household. Surveys were sent 1 per household which does not accurately reflect all residents / voters. It should be sent to all adult residents / voters to properly reflect their views.
3564.	Would like to see limits on lot sizes so that large homes do not get stuck in spaces where the rest of the homes are of medium size. Some of the large homes seem to be used as rentals
3565.	Would like to see more medium density housing (two storey townhouses, low-rise apartments) suitable for downsizing and reuse of old buildings into living spaces for homeless
3566.	Would like to see multifamily buildup scattered throughout existing neighbourhoods, not clustering "ghettos" - esp for seniors, low income/more rental units. i.e. not just condos.
3567.	Would love to see Barton Street where all the closed retail stores revitalized or turned into liveable spaces
3568.	Would love to see both a climate change and financial lens applied to any options to see the impacts (between option 1 and 2)
3569.	Would love to see more affordable townhouses in the city.
3570.	Would love to see more density in Westdale.
3571.	Would love to see remedial work done in lower city. Increase park areas, walking trails.
3572.	Would prefer as little urban boundary expansion as possible, but I recognize some may be needed.
3573.	Would prefer development to happen in unused space in city. Keep the Greenbelt! More core development would make the LRT worthwhile.
3574.	Would prefer new building to be medium density. We have too many tall towers already.

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3575.	Would prefer the development of brownfield spaces with protection of ample urban greenspaces too - stop the expansion/waste of developed space
3576.	Would this mean / include redeveloping abandoned buildings and areas? Revamping neighbourhoods?
3577.	Would turn us into York Region horrible; Transformation rejuvenation; and tax increment financing under the planning Act (similar to brownfields) to incentivize redevelopment. Hamilton has large areas of dilapidated and under-used properties that would benefit from re-development and intensification. Especially if planning in conjunction with the LRT and utilizing Planning Act section 23 tax incentives and area rating to recover costs.
3578.	Write a less broad survey next time. Not much of tax increases and greenfield destruction with expansion. Densification is obvious answer for anyone knowledgeable.
3579.	X 3 residents
3580.	Yes - intensify existing neighbourhoods and make this more understandable and less confusing. Tnx!
3581.	You are building LRT - why not leverage that investment with a localized development policy? The city has declared a "climate emergency" - how can you possibly condone development that will require many more cars?
3582.	You are expanding the North End by many thousands of new builds but not increasing accessibility (roads, parking, etc) NO LRT. More maintenance on streets.
3583.	You are going to need as much extra tax reserved to pay for all the mistakes for this council has made plus the over LRT fiasco.
3584.	You can not make new land.
3585.	You cannot keep closing down lanes and streets to cars, and then allow expansion, which makes a car a necessity
3586.	You cannot replace our greenspace
3587.	You can't take the boundary back once you've expanded it. Maintaining our greenspace and farm lands is very important.
3588.	You can't unring a bell! Be wise. Save our farm and natural lands!
3589.	You don't know what you have till it's gone - please don't pave paradise and put up a parking lot
3590.	You don't need urban expansion of land. Save the farms for food production.
3591.	You forgot your priorities - your constituents
3592.	You have ruined enough farm land. Where are we going to get our food from.
3593.	You must be careful not to destroy neighbourhoods with high density housing
3594.	You need to redevelop the core by getting rid of derelict buildings making things easier in the city.
3595.	You obviously didn't want feedback since this came bundled in junkmail!!! Don't want or need tall towers or ugly townhouses that seem to be the norm. No need to squish houses together with mini yards either. Put more bungalows in the mix!
3596.	You still need to think about the accessibility of this housing. Right now an average family can't have access of it.

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3597.	you take all our farmland away and whose going to feed you!!
3598.	You will never get farmland back - do not squander rich resources!
3599.	You won't need to build more as you kill off the human species. We need to protect food sources and natural species.
3600.	You'll get more rides for the LRT this way! Please stop expanding the border/boundary for the sake of the ecosystems, farmlands and taxpayers who will have to pay for ever expanding infrastructure. It breaks my heart to see construction/destruction on the Hamilton mountain in my area
3601.	Your development fees do not cover costs
3602.	Your flyer should include a definition of "intensification rate!"
3603.	Your forecasted population growth projections seems very high. Utilize brownspace. Don't touch greenspace.
3604.	You're using up our farms, conservation areas and green space!

Public Comments (email) – Option 3

1.	<p>Allow for intensification in existing urban area. i.e. conversion of garage into living spaces on the Mountain. Some discussion of this is already ongoing in the lower city. There is no affordable housing anymore so we must be able to make more apartments and living spaces within the current footprint with no addition of high rises.</p> <p>We must preserve our land and our wildlife and prevent contamination of our waters.</p>
2.	<p>I suggest we determine who is paying for this campaign to promote high rise condo development, particularly in the lower city.</p>
3.	<p>In the survey we had 3 options to choose from, I decided on my option #3. My idea is similar to option #1 but with modifications. I suggest expanding into green space BUT with the idea of building smaller homes on larger lots. Keep some areas farming zones mixed with urban living. We are in an era where obesity, especially childhood obesity, is a major problem. More and more people will also continue to work from home. Backyards are essential to a happy and healthy family and as you are aware, newer home's backyards are non-existent.</p> <p>Also, all these new "McMansions" The City continues to approve of, are not affordable for many, not only the price of the house, but the property taxes are insanely expensive. If you drive through, Vaughn, Halton Hills, Milton, Brampton etc. all these municipalities ALL LOOK THE SAME. They are a sea of beige roof tops; no soul or character to be seen. Many of these homes have become multiple family dwellings because it is too expensive for one family to maintain. Don't you want Hamilton to maintain its unique character? I don't want Hamilton to blend in with the GTA, do you?</p> <p>Lastly, if you expand into green space with a "green attitude" you will please most, not all but you will never please all. By maintaining the feeling of a rural area by having smaller homes on larger lots, it will continue to have the appearance of "farmland". I know builders don't want to hear that, it's all about maximizing profits but we have to meet in the middle on some issues and the whole world needs to start doing this. It's called compromise.</p> <p>My idea will allow the City of Hamilton to expand to accommodate more residents while maintaining that precious green space with modifications. I personally don't like that you only gave two polar opposites options on the survey card, but thank you for at least allowing us to make an Option #3 and allowing me to share it with you.</p>
4.	<p>I think an option 3 needs to be considered where affordability for lower and middle class hamiltonians and ontarians is considered. Or that the impacts of density in our neighborhoods are for the benefit of lower and middle class ontarians.</p> <p>As a background, I have lived at my current address as a renter for two years. Due to the "hot" housing market in Hamilton, we have been told by our landlord that it's likely they will sell the property soon to cash in. If we wish to purchase a</p>

	<p>home it is likely we will have to move and leave the city where we have jobs and family.</p> <p>In addition, rent is rapidly increasing which has out paced our earnings in a dual income household. We would have to pay the same or more for a smaller sized apartment rental.</p> <p>If the city adds 81,520 or 110,180 new housing units - whether that's townhouses or low apartment buildings, who can afford to live there? Who can afford to rent or buy these places?</p> <p>I know supply and demand impacts prices but so does desirability. Hamilton being close to so many places - I do not predict that an influx of housing and development will inherently lower prices. In fact, it could cause more people to push up prices, push out renters and continue the churn of gentrification.</p> <p>I know the city is trying to accommodate provincial numbers and projections, but is that it? At what level does the city care about affordability? Can affordable rents and properties be mandated - so that at least some percentage of new builds has affordability in mind?</p>
<p>5.</p>	<p>Developing greenfield lands is not the answer to expansion, particularly farmland. We are already losing 175 acres a day in Ontario of farmland to development. If the new 400-series highway goes through, the project will also wipe out the equivalent of 13.6 functioning farms.</p> <p>Intensification of our urban area must be done carefully, as no sane person wants Hamilton to copy Toronto and become an unlivable city of towers, highway gridlock and mega malls.</p> <p>Rather than erecting countless towers or wiping out precious farmland, I suggest:</p> <ul style="list-style-type: none"> • Purchasing vacant homes and businesses. We have MANY in Hamilton. So, repair the vacant homes and build low-rise / mid-rise buildings on the land currently occupied by non-operating businesses. Nationwide, data shows that 8.7 per cent of all homes were vacant in 2016. That rate is five times higher than the U.S., where 1.7 per cent of homes are vacant. • Allow more laneway houses and stacked town houses to be built within the city. • Develop the acres of underused parking lots and land occupied by closed down factories. • Push the Provincial Government to change the law, which would then require newcomers to initially move to less populated cities and towns. There is no reason everyone this country accepts has to live in Hamilton, Toronto, Vancouver, etc. This would be for a period of say, two – three years and then the newcomer could relocate to another area if they so wished. This has been implemented in other countries and could work

	<p>here also. Will we have the infrastructure to support 236,000 additional people by 2051? We need to address our current issues, including high numbers of disabled people, the aging, the homeless and the \$3.8 billion maintenance shortfall we currently have. With an increase in population, there is not only "growth," but a concurrent increase in resources needed to support that population.</p>
6.	<p>A significantly reduced expansion rate (~10-15%). Increase density and put money towards municipal infrastructure to maintain it. Use the income towards improving the green space in and around the City. Hamilton is where people came during the pandemic because we had to room for them to come. Increased sprawl means going further and further to get good recreation, which means jumping in your car rather than walking, which is greater need for roads and other associated infrastructure, more transit routes, more vehicular exhaust, etc. The new sprawl homes are high cost without much input into the general economy. Put money back where there is already lots of life.</p>
7.	<p>Hamilton has all kind of space to grow up and not out. East and west of downtown. On the mountain from the brow to 53 hwy. I would like to see these areas densify before stretching out to more rural areas. Hamilton should never have been expanded to include the large rural areas that surround it.</p> <p>Greater density will support better public transit. Take a look at NYC., Manhattan, very dense - great transit. My son lives there.....I have personal knowledge.</p> <p>Our immigrant population is growing and I believe they would accept higher density.</p> <p>Also, I think the LRT should be left until a later time when greater density would give Hamilton more taxes coming in. I think the projections for what the LRT would do for Hamilton are overstated. Just because there is LRT, ridership is not going to suddenly jump. People with cars will continue to drive. I do not think Hamilton's middle class will suddenly embrace public transit.</p> <p>I travel by bus and there is Much room for improvement.</p>
8.	<p>My suggestion is actually a modified Option 2 No Urban Boundary Expansion scenario however before expansion is done in established neighbourhoods, the following should be undertaken:</p> <ul style="list-style-type: none"> *enable development of vacant brownfield throughout City first *enable the adaptive reuse of existing commercial buildings to allow for apartments, *in buildings such as the City Centre block, on vacant land such as the Tiffany Lands and empty downtown parking blocks *enable garage apartments, coach house and alley way apartments, other non conforming rentals with a permit process *encourage adaptive reuse of heritage buildings for apartments including vacant churches and schools <p>Incentivize adaptive reuse first rather than demolition of heritage structures.</p>

	<p>Keep history and increase living spaces. Strengthen procedures to stop demolition of heritage buildings by developers. Steer development to vacant lots first. Stop issuing demolition permits on heritage buildings without a process of consultation with the community. It is important to us.</p> <p>I am proud of Hamilton's heritage and it saddens me to see developers tear down usable structures to put in condos.</p> <p>Limit tall stories in areas with individual houses. We are not Toronto yet. No one wants to live next door to a hi-rise. Concentrate height in commercial areas away from residential neighbourhoods. Keep to the city plan's height caps.</p> <p>* Enable small buildings in residential neighbourhoods, in keeping with the character of individual places. Smaller multiple unit buildings can fit easily without overwhelming services in smaller residential areas, limit the increased traffic problem and remove the shadow issue.</p> <p>Thank you for the opportunity to voice my opinion.</p>
9.	<p>Your pamphlet uses the term "intensification rate" several times without making clear what this means. What would be 100%? What would be 0%?</p> <p>In regard to the options you ask about, I would favour forms of medium density. I think I understand what this means.</p> <p>As a resident of Dundas, I would like to see the existing height limits on new construction maintained, as this would keep the population density at a comfortable rate. I would expect that similar limits should work throughout the existing boundaries of Hamilton without gobbling up more rural space.</p>
10.	<p>First Choice - Option 3 Push back on any provincial mandated intensification. All population growth should be mandated away from the GTHA. Growth within GTHA should be natural and without mandates. Conversion from north end industrial lands to low to medium density residential housing would be my preference.</p> <p>Second Choice - Option 1 This will maintain our current already high density and maintain our green spaces.</p> <p>Last Choice - Option 2 We have enough density - no more intensification.</p>
11.	<p>Option 3</p> <p>Aim for 75% intensification and around 850 ha expansion.</p> <p>There are still a lot of empty or underused buildings in the city. Some can be turned into condos or torn down and build apartments. Also encourage developers to renew intensify some neighbourhoods. e.g. Buying 3 older homes and building 4-5 townhouse units. Also encourage/facilitate more home owners to convert basement or garage into an a rental unit.</p>

<p>12.</p>	<p>In lieu of completing the survey which has minimal space for detail, I've chosen to respond by email.</p> <p>I favour an intensification rate of between 60 and 70%. But to consider the climate change issues, this intensification should initially be concentrated in areas served by the LRT project and other areas with very good mass transit service. Use of existing structures such as the former Delta secondary school should also be a priority to provide condo type housing. Higher density developments should not be allowed to be scattered randomly so as to add more volume to already clogged roads such as the Redhill and Linc. Planning should ALWAYS be aligned with efficient mass transit systems. To allow young people to realize the dream of owning a home and raise a family, we must not allow the existing inventory of single homes to be converted e-mass into rental units as is happening in many parts of the city today. Development of new housing on green field sites should be done with the utmost care to preserve the most valuable farmland for food production. As such, priority for preservation should be given to fruit growing areas and other such zones of unique soil and climate conditions (there's lots of places you can grow corn but very few where you can grow peaches and apples). We should also move very slowly on the entire project as we seem to be putting the cart before the horse. The growth forecast is predicated on new housing being available. If you build it they will come. Conversely, if you don't build it, many will not come.</p> <p>Also, we should not spend much time listening to the input of real estate developers on this issue. Their feedback is completely tainted by self interest as they will push and support whichever proposal will earn them the most money, with no consideration for environmental, transit or farm preservation considerations. Might as well ask the fox to design the chicken coop.</p>
<p>13.</p>	<p>Thank you for accepting opinion on this matter.</p> <p>At the core of the issue is the basic environmental concern about growth. It is a basic environmental position that world population growth is bad. As we have seen since antiquity, the development of urban life promotes close living, higher needs for production of animals, and with it the spread of disease to humans from animals.</p> <p>There is no environmentalist/scientist that believes growing world population is good. The world populations needs to shrink. So, the entire concept the city of Hamilton, Ontario, and Canada has, that growth is good, is wrong.</p> <p>So firstly, Hamilton must stand up and say we don't want Canada to have millions and millions of more people.</p> <p>We need to encourage zero growth of our population. That requires federal policy that possibly accepts fewer new Canadians and promotes modest sized families.</p> <p>Beyond Canada's borders, via the United Nations, we need to continue to promote healthy environmental living via population control. If the world population bomb is not diffused, then no matter what our country's policy is, the</p>

planet will suffer due to greater use of fossil fuels. More and more people require more and more resources and produce more and more pollution.

In Canada today, we cannot accommodate the needs of the people with adequate housing, police, hospitals etc., etc.
There is no logical reason to increase Canada's or Hamilton's population.

But if the insanity of encouraging growth continues, and Hamilton is a victim of it, then we must grow smartly.

That will include housing intensification, and if needed, possible expansion of the urban boundary for both housing and various forms of industry and business.

But that must occur smartly. There must be separate bicycle lanes, far from vehicle traffic. Every greenfield development must have a dedicated cycling lane, pedestrian lane, vehicle lane, and perhaps transit lane, as is often the case in The Netherlands. The best practices of the world need to be examined by our planners (I am certain many have done these studies) and adapt the best strategies for our needs.

There must also be very light taxation on farmers within Hamilton, so as to encourage their farming profession. There needs to be a "green belt" within the city that is sacred and cannot be built on. It will be for agriculture or recreation. It should wrap the city, as occurs in Ottawa.

We need apartments for the young, the single, the elderly. So, we need intensification and attractive development within our existing boundaries. We need retirement homes, nursing homes, some single homes and townhomes and condominium buildings. So, a good mix is welcome. But all efforts to contain growth within the city and infill first, is what I feel would work best but we must all be open to compromise. Perhaps it will be a mix of all the options.

Please recall that the very first decision, is to decide why you want to grow. Who says we have to grow?

And if we do, how much? Canada prides itself on welcoming new citizens and we should continue to do that, especially refugees. But how many? Do we want 100 million citizens, 200 million? We need some answers from our federal leaders.

The rest of the world is trying to shrink its population (China a key example) and here Canada is a complete outlier in wanting to grow. As I said, more people mean more cars, more pollution, greater demand for scarce resources such as water and arable land. It is insane for the world population to grow. We are already short water and food. The oceans are littered, the planet is burning. Climate change is brought on by our deforestation and pollution.

Please address the core issue first: Who says we want to grow? Do we have to grow?

	<p>And if we do, let us do it slowly and smartly. I volunteer to serve on a panel that might reflect on all the needs and aspects of this important discussion.</p>
<p>14.</p>	<p>Hello, I've done very little analysis on what land is required vs the forecasted demand in the coming years. Maybe this proposal addresses that (and I hope so) but I'd like to give my opinion on the situation right now</p> <ul style="list-style-type: none"> - The actual built housing has clearly not kept up with demand as evidenced by continuously rising real estate prices - As a result many individuals have been forced to live with their parents, rent tiny apartments and postpone building families due to financial constraints. - Hamilton is now one of the most expensive cities in the world against income, despite Canada having an abundance of land per person - Landlords, homeowners, real estate agents are becoming obscenely wealthy while young trades workers, nurses, firefighters, engineers are being taken advantage of. Why should any of them stay and contribute to this city, if they have to give all their hard earned dollars directly to their landlord just for the privilege of residing in a tiny concrete box? <p>Keeping this in mind PLEASE consider adding a margin of safety in the proposed expansion land needed</p> <p>Shelter is a necessity, so why are the values of houses so detached from the cost it takes to build them? The stakes are extremely high. Please keep this in mind when moving forward with this.</p>
<p>15.</p>	<p>I have filled out the form recently sent to me in the mail and will return it this week, but I also wanted to add additional comments.</p> <p>The downtown area of Hamilton is currently a wasteland of parking lots and underutilized spaces, including many such areas along Main ST East, King St. East and Barton St. East among others, where the existing built fabric is often not being utilised to its potential and could be re developed for more effective use.</p> <p>In this day and age, we should be focusing on improving urban density where servicing already exists or is readily accessible, where transit and other public services and utilities are more practical, and where the addition of more housing and commercial options could help to recreate vibrant, sustainable, and serviceable communities.</p> <p>Why not promote the creation of new mixed-use developments on this underutilised land where such development would not reduce our existing limited supply of farmland. This does not need to be the often used pattern of very tall apartment style buildings with a lot of empty space in between but could include housing in many forms and with varied heights of up to 4 or 5 stories as well as varied setbacks with commercial and City Services on the lower floors and residential above and include diverse forms of outdoor spaces both public and private.</p> <p>Good planning and design would make such development both attractive and enjoyable for day-to-day life and would help to create a sustainable city for the future including easy access to transit and other services.</p> <p>It should also help to minimise or reduce the tax increases which would be required to subsidise the ongoing creep of municipal infrastructure into distant rural spaces.</p>

	<p>I realise that this might take money out of the pockets of the land speculators who likely already own most of the rural lands in question, but I believe it to be the most sensible and cost-effective option for the future.</p> <p>Thank you for your consideration of these ideas and I wish you lots of luck in confronting the Provincial Government with any ideas that do not promote urban sprawl!</p>
16.	<p>My thoughts for what they're worth:</p> <ul style="list-style-type: none"> - Start with brown lands first - increase density but - more low rise 6-8 storey apartments. A cluster of smaller apartments with green space in the middle. (parking could be under there). - all new apartment builds must have parking for 1 1/2 cars per unit and sufficient visitor parking. Need to get cars off the street parking if we want to encourage bikes. (Build at James and stone church has no visitor parking planned? - great if you have no friends) - build more communities like Garth Trails for retirement. That would sell out instantly - builders need to get on board with smaller houses, eg East 38th. 2/3 bedroom bungalows without all the waste space for first time buyers, downsizers. Most of us grew up in these houses and survived. - free hold town homes - I think given the development at the airport that building toward that is a given. Need to save prime agricultural land toward Niagara. - perhaps builders could plan around trees instead of clearing the land totally. Builders need to take some responsibility in this. <p>When I look at many of the high rises in Hamilton, they look like they are ready to fall down, which is discouraging. Who wants to live in a dump? Places like Costco, Walmart should be 2 levels to save space.</p> <p>It would be nice to know what 1340 ha looks like in terms of streets. Eg upper James to Wellington , fennel to Mohawk. 1340 means nothing out of context</p>
17.	<p>My Opinion:</p> <p>Near zero growth</p> <p>Please don't be startled. Population growth has already taken away all that most of us loved about Hamilton. Why make it worse? I am 62 years old. Why would we want more;</p> <ol style="list-style-type: none"> 1. traffic congestion, stop signs and traffic lights? 2. reduction in speed limits? 3. Traffic noise? 4. Line ups at cash registers? 5. Creeks turned into sewers? 6. crowding during hiking? 7. No parking spots left. 8. crowding on beaches. 9. Fences around water falls 10. parking meters to park and go hiking. 11. impossible opportunities to book a local campsite?

	<p>12. more taxes? 13. less farms. 14. less green space. ...must I go on?</p> <p>Bet you can't answer any of my questions.</p>
18.	<p>In reading through the options 1&2, we suggest a blend of the two options would be preferable allowing for the protection of valuable farmland while containing the rate of intensification.</p>
19.	<p>I believe Option 2 is the best option; however, someplace between option 1 and 2 might be acceptable.</p> <p>We need to limit destruction of farmland and use what is available within our boundaries first. That is most cost effective for a city that has some of the highest realty taxes in Ontario. LOBBYISTS HAVE NO PLACE IN THE DECISION MAKING HERE. Developers will always push to open everything so they can increase their profits, meanwhile buying up every farm in sight. Wrong way to do things by letting them give the city an earful how all of their land must be developed. They have huge self interests. The city does not necessarily have the same self interests and needs to make its own decisions of what is financially viable and also keep the ability to farm. I hope the right decision is made for the people of this city. Thank you for sending a survey and hearing us out, but you truly need to listen.</p>
20.	<p>I chose option 3. We need to develop the urban area first. Then, reevaluate whether we need to expand the boundary. It is not an all or nothing approach. Perhaps we require only 25% additional land. I am hesitant to believe predictions that are so far away.</p> <p>I agree with responsible development, but not to the detriment of green space. We need to ensure that we are in line with combating climate change as well.</p> <p>Please listen to all citizens, not just developers.</p>
21.	<p>My suggestion is medium density housing (Option 2 or 3) within the City of Hamilton without Option 1, not to frustrate those of us who want intensification within the City of Hamilton without taking away from the character of the areas we live in.</p> <p>Hamilton has so much to offer with vacant properties (some for 20 odd years like in my neighbourhood which is really unacceptable), derelict properties, underdeveloped and quite esthetically unpleasant areas such as Kenilworth North, various pockets of Barton Street East, derelict areas on Main Street East and King Street East. I live around these areas and really do wish that the City would work with developers and charitable developers (ie Indwell) to really build that walkable and livable city that we all dream of having now and in the future.</p> <p>Medium density to me would mean, townhouses, stacked townhouses and low rise apartments (affordable and market rent) maximum height 7 storeys.</p>

22.	<p>I would like to provide an 'Other Suggestion' #3 which is to focus on both Urban Expansion following the screening criteria outlined AND expansion of existing urban areas through SDUs and other strategies. I feel both areas are beneficial for the City and would provide a variety of housing options.</p> <p>I also would like Council to consider bringing back the LRT plans as this would make a significant impact on our communities, businesses and benefit our future transportation needs with the projected population as was indicated.</p>
23.	<p>No to Option 1 - Absolutely not at the further elimination of agricultural land in Southern Ontario. Canada may be a huge landmass but apples will not grow in our sub Arctic!!! Apples grow in Ancaster and Carluke and our Farmers feed us. I never want to rely on apples from China (easily found in Walmart) because our Ontario apple farms become concrete and asphalt treeless jungles of tightly packed mass housing (which seems to be the trend) or monster houses for the privileged few.</p> <p>As for Option 2 - If our ill advised Hamilton politicians insist on enabling an LRT that 90 % of Hamilton taxpayers will never use, why not build dozens and dozens of high rise towers (geared to income, luxury, student housing etc) all along the entire LRT route. Then with those tax \$\$\$\$ cover the cost of what is destined to be a white elephant and restore and maintain the crumbling lower city infrastructure. Maybe then the tax \$\$\$\$ collected from all the taxpayers of the Year 2000 amalgamated communities can be dedicated to ensuring Dundas, Ancaster, Rockton, Stoney Creek, Waterdown, Lyndon, Binbrook etc don't fall into the bankrupt mess that original core Hamilton continues to be despite sucking all tax \$\$\$\$ from amalgamated communities for 20 years.</p>
24.	<p>My preference would be a "balanced" third option that permits some increased density within the existing city boundaries but also extends the boundaries. Highrises provide a greater tax base and single family dwellings on country lots, less so.</p> <p>That said, there is a limit to how many people you can accommodate in already densely populated areas. It becomes a quality of life issue. Everyone needs some space to enjoy outdoors. There are increasingly fewer in the lower city.</p> <p>The issue of traffic congestion is already very real and will only grow worse even with the LRT.</p> <p>I'm sensitive to the infrastructure costs with suburban expansion yet this may be the price we pay as citizens.</p> <p>Burlington is currently dealing with this same issue and I applaud their commitment to a quality of life for ALL citizens with a clear focus on their highly developed core area.</p>
25.	<p>Residential Areas: 3 to 4 stories with retail/commercial at street level, for example Convenience and grocery stores, coffee shops where practical.</p> <p>Commercial Areas: 4 to 6 stories with commercial or retail on the ground floor.</p> <p>Downtown: Not over 30 stories with underground parking, and with tourism, retail, or commercial on the ground floor</p> <p>No more residential development outside the existing urban boundary. New</p>

	<p>development there should be for commercial or industrial use only ... something which generates income and wealth for the city. (We're definitely against building low density homes on prime agricultural land, and prefer to maximize brown space within the borders for industrial or commercial use! California and our food supply are under attack by climate change. It's a matter of survival. We MUST keep Greenfield land for food production for future generations! Think big ... not in terms of lining developers pockets, but of veering development away from our farmland. If I had my druthers, I'd want all those new monstrosities at City's edge torn down, and rebuilt as high density! This latter portion is from _____.</p> <p>Develop parking lots and brownfields for residential use, with parking below grade.</p> <p>Develop green space and parks in brownfields and parking where appropriate and needed.</p> <p>Transit plan should connect various neighbourhoods and venues.</p>
26.	<p>Hello Hamilton ,</p> <p>1) intensification units should be using areas downtown where old buildings are not being used to their potential and torn down...old vacant lots also decrepit " malls" etc.</p> <p>Use the space you already have downtown for high density high rises near the transportation routes...lots of that could be redeveloped for a more beautiful Hamilton.</p> <p>If you want to attract people to the down town ,below the mountain area then redevelop those areas...no one I know has gone downtown for anything ,in thirty or more years or more except for hospital care. The impression Hamilton gives of its downtown the very Face of the city of Hamilton below the mountain area is dirty, unsafe, unkempt, crime ridden etc, except for the redeveloped Bay Area. You are pouring billions of dollars into transportation routes downtown that basically service crime ridden neighbourhoods, and young buisnesses struggling to survive there. Who is attracted to go downtown to live or shop etc? No one I know....as it is now. Take an example from Toronto Harbourfront high density housing ,and make Hamilton beautiful...change its reputation of filthy steel town, with a beautiful face lift of redevelopment, like all the other beautiful towns and villages below our beautiful escarpment. Hamilton does not need to look poor, worn out and filthy and falling apart at the seams, unkept and uncared for...</p> <p>2) On the mountain, Do not disturb/ ruin pre existing single home neighbourhoods, with high density high rise housing crowding onto " vacant lots"...single family home neighbourhoods should remain single family home neighbourhoods without changing the zoning, to accommodate " apartment buildings or so called " condos"/ high rises...</p> <p>3) New neighbourhoods well planned for family living(like Losani,Robinson) development in Binbrook, should be Hamilton's model...including park, and natural green space left undisturbed for wildlife, for each new survey/ neighbourhood.This attracts healthy families with healthy incomes into the city for your desired " tax dollars".</p> <p>Slum type high density townhouses, hidden in the centre of the Binbrook</p>

development should not be allowed. Junk housing creates junk neighbourhoods and increased crime, overcrowding etc. depleting your tax base, with increased need for social services...

4) Slum corridor housing like the Rymal road Garner road stretch, is a shame to our community .Expensive and overpriced, cheaply built, and not conducive to healthy family living...crowded, narrow, shoddy...eye sore to our community...WHAT DO YOU WANT THE FACE OF HAMILTON TO LOOK LIKE??? What message are you giving when you allow this type of development ??? New York Bronx maybe .A non planned chaotic community, not conducive to healthy living...soon to become a greater eye sore...and problem area...

5) If you want a healthy Hamilton community, build healthy neighbourhoods or you will be paying for it in the end, with increase crime, and more people on social services...

6)    Try building west on the Hamilton Highway #8 corridor towards Cambridge...Lots of that " farmland "dormant because of rock and shallow/poor soil conditions...miles and miles of it...ripe for development...access to Toronto and Guelph bound routes etc.

7) Hamilton should be developed as a family friendly place to live...well planned, parks and natural green space with each new neighbourhood development, attracting the income for tax base you are looking for. Suburban atmosphere. Advertising our beautiful waterfalls, and putting up high density housing where ever you can get away with it are incompatible and irresponsible. What kind of city do you want?. more of what we already have in many areas...high density overcrowded, slum living or a community of neighbourhoods people want to raise their families in?...a beautiful " suburb type community, people want to move into, and are attracted to from other areas...

8) keep high rises below the mountain...no one wants a repeat of the dark ugly, Mohawk high rise corridor, east of upper James...more slum housing ,not maintained by slum landlords.

9)productive occupied farmland, should remain undisturbed. Non productive dormant farmland could be challenged...either become productive, or prepare for zoning change...

10) lots of high density high rises in Hamilton downtown area not being used / vacant, completely empty, because of bug infestations, holes punched in walls, electrical ,plumbing issues, mould etc. Why would you build more of the same? Repair or tear down the decrepit high rises that already exist below the mountain and rebuild...with responsible building owners ,landlords that live HERE in our community and are held accountable to maintain their properties, or eliminate high rises altogether. People/ families that own their homes, tend to take pride in the m and maintain them...healthy families, healthy neighbourhoods, healthy communities make a much more healthy Hamilton. Neighbourhoods, do not need to be all monster sized homes...they can be neighbourhoods of smaller homes also. Look at the beautifully planned high density " Silverbirch" community off Twenty Road ,and the other bungalow condo neighbourhoods in that area...beautifully planned and beautifully kept neighbourhoods. Plouff Homes development in Hagersville is another example of smaller affordable housing in a well planned,beautiful neighbourhood. The choice is yours Hamilton to make...are you building for a healthy future

	<p>,healthy stable neighbourhoods and communities ,and a beautiful Hamilton or not? How much do you really care about our potentially beautiful city, on the Bay, on the Niagara escarpment, flowing with waterfalls, and trails. Are you going to invest in the most beautiful location that we have been given, or sell out for greed and short term monetary tax dollar gain. It is possible for Hamilton to be beautiful, and a desired place to raise a family. Think carefully. Think carefully about what kind of community you choose to build. Plan well, plan for a beautiful future of Hamilton.</p>
27.	<p>To counter the threat to the ecologically and economically important Ontario Greenbelt, the existing yet rapidly diminishing amount of high quality food land near urban centres, the remaining Carolinian Forest ecosystem and the vitally important Niagara tender fruit lands, I support the building of a new city in Eastern Ontario north of the 401 and east of Kingston on low grade farmland. This visionary new city will incorporate the best practices for sustainable urban planning and construction from around the world, showcase new technologies and provide the economies of scale necessary to build quickly, effectively and efficiently with local materials, manufactured goods and labour.</p>
28.	<p>land needs assessment survey:</p> <p>As a third generation Building Contractor here is my input: 1-COMBINE as many different main and sub-buildings as possible into the same piece of land or and buildings.</p> <p>1.1-EXAMPLES=Libraries, Sub-Police Stations, Fire and EMT, sub Hospitals and Doctors offices and medical needs, Municipal and Federal main and sub stations/sub buildings, Schools for children, Schools for teenagers and Schools for adults, Schools for trade and scientific training regarding assistant status and up to College/University, Libraries, pre-school, as well as multi use commercial buildings, low rise and high rise, etc.</p> <p>2-NOTE-All land according to master plan should be designed and planned out at the point all is needed is FOR THE CITY TO SELL THE PARCELS AND TO LEASE THE PARCELS to developers, preferably smaller developers versus huge developers and here is the reason why:</p> <p>2A-the land should be a curvy long ribbon extending from one end of the new development Master Plan to the other end, keeping in Mind alloted land that has already been determined and future land that the Municipality as well as the Provincial as well as the Federal Plans have taken into consideration Master Plan wise=similar to the Perimeter road originally thought of in the 60's or 50's. The Municipality should buy an option to purchase at Market value as of a certain date and add inflation plus a small percent when the City is ready to buy and the City must include a first right of refusal to Purchase. The fact must be noted in the notice given to each landowner that the City and or Province and or Federal Government retain the right to EXPROPRIATE due to the Master Plan that has the official blessing from the current municipality, from the current Provincial leaders and from the current Federal Government and written in such a way as to not be withdrawn or altered regarding purchase/expropriation and that no private individual or corporation or group can profit.</p>

2B-The land should be a ribbon with widened spaces to accommodate the uses noted herein. The reason a never ending wavy ribbon is required is to take into account any and all mature forests and excellent locations for said uses, whereby the City can start to plant the correct foliage and trees and build or subcontract the nature trails now and anticipate good sewer line and substation planning as well as electrical and water reservoirs and traffic controls both slow speed and bypass and highway traffic lanes.

2C-Designing a major ribbon with interjoining smaller ribbons of greenspace will result in a design that works for everyone even though that never ending green space combined with all the uses and almost everyone will just about walk to their nearby available for use share of the green space ribbon.

2D-All housing to meet human needs not warehousing. Food, service, stores, etc can be in designated pockets that are at major roadway intersections which must have some sort of the green space ribbon nearby. Keep in mind environmental pollution KILLS many trees or stunts their growth so an arborist who only writes reports and perhaps works for the Government should be consulted. In fact as much free consultation as possible can be gotten through universities and colleges and schools as these things can be a part of the curriculum, since this is a movement that can expand to every single town and city in Canada.

2E-regarding use. Not only hi rises and low rises and multiple use must be included. Townhomes and cooperatives, low income and high income homes have to be included. six plexes and special designs need to be included. Old folk buildings and condominium parcels and tenants and so much more needs to be thought of. There is a huge savings when one building is used almost 24 hours a day to full or part full capacity. There was a concept where people leased the property and bought the home and if the City could "HOLD" the paper and finance a part of each piece of land this would help pay for the municipal bonds interest payout I speak of to get this system going.

2F-All commercial and very nice tenant buildings can be close to roads. Berms and trees and bushes and concrete can be acoustically designed to reflect sound away from living spaces.

3-Speak with _____ about ideal story height and layouts, speak with the boys at _____, speak with _____, speak with _____, speak with _____, and so on. Ask the _____ boys to step in and have a special night with food and a small jazz background group playing over a few nights to figure out the beginning steps to help create a long term plan that will work with the people identified herein as well as Government types and finance CEO's among a few others but keeping the meeting of a size that is handleable in the beginning. To sell it later on things can become a fundraiser and social for ideas presentation and public relations as well as media presentations

Once the ideal plan and people have been determined they just replicate. Similar to a sheet of paper and using an ink stamp just keep stamping out the

	<p>master plan to keep growing. Keep in mind it can be something the rest of the World will look back upon and admire in many years to come. I have absolutely no doubt this can happen and work because all the people named herein have multi-generational roots in the Hamilton area and ALL have a vested interest in helping Hamilton grow-not to just fill their pockets which everyone needs to do but to really make a statement and leave a lasting legacy on behalf of their fathers, grandfathers and great grandfathers WHO BUILT THIS CITY!</p> <p>4-Assemble money people to get the wheels turning. Municipal bonds need to be sold to individuals NOT by the millions to Corporations so a limit should be allowed, say maybe 100 shares per single purchase with no one purchaser able to purchase more within a 30 day time frame. The interest that will be paid back can be much higher than the so called going rate and will take the place of Canada savings bonds in people's minds regarding guaranteed insured certificates with terms that vary and with special goodies attached to those certificates that are not cashed in but reinvested but these special ones have to be of a longer term initially and then reinvested into a longer term to be predetermined as the money experts are consulted. CMHC should be included to help things happen. THIS IS CRITICAL to long term healthy design.</p> <p>5-The City should begin to hire special investigators/inspectors. This division has to correctly inspect all work done by contractors and tradespeople. For example no cheating on work agreed to according to detailed specific plans and contracts which will help guarantee a fantastic design helping to ensure the least problems with the least maintenance and upkeep resulting in a long trouble free life span timeframe. EXAMPLES-roads, highway grade asphalt compressed to what thickness of concrete according to what strength? Sidewalks that have been dug and backfilled correctly with multiple water soaking and rolling with perhaps the preparation work can be done by a special City owned and operated division.</p> <p>6-There must be an allowance made for future things such as helipads as well as cameras everywhere meaning at minimum conduit installed and cameras later so that facial recognition works as well as speeding fines and traffic fines due to computer controlled cameras and upcoming artificial intelligence sensors that will automatically adjust continuous green lights with 40 to 45 kilometer per hour speed which will keep road noise down.</p> <p>Of course there is lots more to add but this should be enough to start things. Just remember, the City should be seeking the best design. Then the best materials and the best installation methods, then some sort of guarantee of a long trouble free life. It won't be the cheapest nor does it have to be the most expensive but the design is the key. No one should place anything more than reasonable profit over excellent design and resulting extra long lifespan build.</p>
29.	<p>I think that option one or really leaning into option 3 ... urban expansion would be a must, at least initially.</p> <p>About the only way to safely or thoroughly achieve the density that you're after</p>

	<p>would pretty-much require going in and buying up entire blocks, establishing the infrastructure required and then building as you can't reasonably expect utilities that have been in place for near a century to support fifty people on a street to suddenly be able to support five-thousand ... nor can you expect an old firehouse with two trucks to be able to support a block of apartment buildings ... nearby emergency clinics, etc.</p> <p>Recent history also shows that you have to have something in place to provision for those displaced by crisis as well. Look at the recent apartment building fires experienced in the GTA where you suddenly had 1300 + people displaced, during the pandemic times. Or look at our own history where you had a couple of buildings downtown with 100+ people infected by the virus due to having to funnel into a single elevator or go through those single lobby doors. Now that we've actually experienced those things that were only thought remotely possible in the past, it would be truly irresponsible not to account for them going forward from this point.</p> <p>For what it's worth,</p>
30.	<p>While options 1 and 2 of the survey both have good points and bad points, my suggestion is to (similar to option 2) not expand boundaries and work within the city as it exists today.</p> <p>The infrastructure is already or should already be in place. Things like roads, sewers, water main, hydro are already there. there is no need to run these services further out of the city.</p> <p>There are too many large metropolitan areas. Large cities like Montreal, Toronto, New York, London, etc are all vey nice. Lots of people living and working in a large sprawling city. I would prefer to increase density and reduce sprawl.</p> <p>There are viable options that will reduce the need to expand the city and add to urban sprawl. Things like in-fill housing options on un-used or under used city land. Laneway and secondary units where space permits. Repurposing former industrial lands to housing (after any needed remediation paid for by land owner or former industrial occupants). Increase the height of new condo and apartment buildings. Convert un-used or underused retail spaces to housing.</p> <p>I do live in Stoney Creek. I have seen the changes that a sprawling city does to formerly rural and agriculture land. I don't wish that practice to continue.</p>
31.	<p>No new housing units through development of new greenfield lands beyond our current urban boundary.</p> <p>We need farmland, vinelands and green space to be intact.</p> <p>The livelihood of our farmers depends on this. We need to be self-sufficient to grow and market our own produce.</p> <p>Encroaching on this lands disrupts the delicate balance of nature.</p> <p>We need to develop existing lands within the city's area.</p> <p>We need low density 2b, single detached and semi-detached homes. Any new development should reflect the existing surrounding</p>

	<p>community's needs and wants. On small acreage., e.g. 1.17 hectares, we prefer the existing zone 2b not a zone 3 . There is an existing two lane road and no space for widening. A zone 3 would increase traffic flow. Disrupt our privacy, endanger our children (children are always playing in the streets). People are walking, jogging and riding their bikes. Fifty Point Conservation area is nearby with lots of birds and wildlife that call this area their home. MLS Residential Market Activity Feb. 2021 reported that sales were up 14.9 percent since Feb. 2020.</p> <table border="0" style="margin-left: 40px;"> <tr> <td>Hamilton : number of sales</td> <td>2020</td> <td>679</td> </tr> <tr> <td></td> <td>2021</td> <td>745</td> </tr> <tr> <td>Compared to Burlington</td> <td>2020</td> <td>241</td> </tr> <tr> <td></td> <td>2021</td> <td>309</td> </tr> </table> <p>In conclusion, people are moving here to Hamilton and demanding single family detached and attached housing.</p>	Hamilton : number of sales	2020	679		2021	745	Compared to Burlington	2020	241		2021	309
Hamilton : number of sales	2020	679											
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32.	<p>My husband & I think a combination of hi-rise, low-rise buildings, townhouses, and semi-attached homes is the way to go.</p> <p>But let's get real. We don't need an LRT. It doesn't service the mountain, Ancaster, or Dundas, to say nothing of people living on the outskirts. Yes, you can charge higher taxes for homes in Stoney Creek, but they will park their cars at Eastgate Mall, taking up space you hope to fill with students. The B-line already works well.</p> <p>And if the government is serious about switching to electric cars, we need the infrastructure so people living in hi- and low-rise buildings have a place to charge their vehicles. Council is going round and round about LRT. You should focus on providing power for newer cars. We live in a hi-rise condo that is 45 years old and the units run on 60-watt energy. There is no way our condo corporation can provide electricity for us to charge our cars, so we are driving old ones.</p>												
33.	<p>I have only two comments regarding the intensification and density plans for Hamilton over the next 30 years:</p> <ol style="list-style-type: none"> 1. Please plan for more and larger parks and leisure areas. If the population density of Hamilton is increasing during the next 30 years, it is essential that Hamilton have large park areas with grass and trees and shelter. This is essential from a recreational point of view as well as a carbon zero point of view. 2. Please plan for more bike lanes on all new neighborhoods and rural and secondary roads. This would make cycling safer for everyone. It would also encourage more people to use bicycles as a means of transportation. 												
34.	<p>Option 3:</p> <ul style="list-style-type: none"> • Exploit every bit of "brown fields" for residential development; • Expropriate abandoned homes and industrial properties for residential development; • Limit high-density development to arterial roads and next to already existing 												

	<p>high density development;</p> <ul style="list-style-type: none"> • Limit urban expansion into "greenfields" to a maximum of 200 ha; • Include low-rise co-op buildings in all developing neighbourhoods to ensure maintain an orderly nature; <p>Comments:</p> <p>The increased density of Westdale and West Hamilton (Ainslie Wood) with their unkempt homes, strewn garbage, noise and absentee landlords is an example of everything that Hamilton does not want. I do not want to see other neighbourhoods ruined in this way through unfettered increased density.</p>
35.	<p>Has the City of Hamilton considered the needs of the largest demographic of population who are 60+ years of age, or those how are not able to navigate 3 levels of stairs on a daily basis? The monster houses, townhouses and housing that has been developed over the last 10 years are not meeting the needs of a large portion of Hamilton's population.</p> <p>Have you considered or researched how many people live in their own home in Hamilton that needs to find more appropriate housing? How many homes are owned by single (widowed, widower) or empty nesters, where younger families would benefit from the space? There are very little options for many of us to move within the City of Hamilton.</p> <ul style="list-style-type: none"> • Example: We live in a 4 bedroom house on a huge lot with only two adults. Both in our 60s, fairly good health, looking to the future for when our health may not be as good. Looking for a community similar to those in the west-end Hamilton Mountain with homes that are smaller, detached one floor plans with a small yard. Paying monthly fees for lawncare, shoveling in the winter, community activities and security are a bonus. Currently, as far as I am aware, there are no planned developments for this type of community in the east-end of Hamilton. • Due to the recent exodus of home buyers coming from the GTA, Builders are creating "intensification" for a greater profit, more than communities with options for all age groups and abilities. How many of these new homeowners work in the Hamilton area? This encourages more congestion on our highways, and will not help with climate change. • There are limited options for one floor plans (bungalows); instead Builders are investing in 3-4 level townhouses, condominiums and high rise apartments. These might make sense for your tax base and land use, but does not support what most homeowners want. • Recently seen the HSR route map in the Hamilton Spectator which I found very interesting. The intensification plan should also consider those main routes and LRT for growth expansion. The LRT route alone should count for at least 5,000-10,000 new housing units to be developed for intensification. If so, when planning a community, there needs to be jobs for people to go to within that route. Lets not become a bedroom community with jobs elsewhere! <p>So, to be honest, I do not support Option 1 or 2 as it stands. I am not opposed</p>

	<p>to using the expansion lands per se, only that the Builders are eliminating a large part of the population in their designs and the City of Hamilton is letting it happen! When speaking about Density, you need to consider all residents of Hamilton and their needs as opposed to focusing on the tax base and growth identified by the Province of Ontario. Build healthy communities for a stronger Hamilton.</p> <p>I am also a big believer of work where you live. Let's work on getting more jobs in this community as part of the COVID recovery.</p>
36.	<p>Plan for 99,520 new housing units through development in the existing urban area, for an average Intensification rate of 79% between 2021 and 2051 . Plan for 10,660 new housing units through development of new greenfield lands beyond our current urban boundary.</p>
37.	<p>I watched the Grids2 presentation and have been considering the choices and challenges outlined for the planning department and the city of Hamilton. I received the comments card in the mail, but the area for comments is a bit short for sharing my thoughts.</p> <p>Expanding the urban boundary lands without a correlated, comprehensive 'big picture' planning strategy is unwise & an abdication of municipal planning authority. A growth plan must incentivize existing land mid-size densification and discourage (taxes/fees/levies/DC) sprawl, before additional lands are opened. Regardless of what growth densities the provincial government of the day dictates a municipality must meet, municipalities must plan for their responsible future growth. The long-term cost of sprawl to a city (roads, water, sewers, treatment) is never recaptured through tax revenues, requires infinite growth to be successful, and drives a community towards insurmountable life-cycle debt.</p> <p>A robust, committed, long-term vision, founded on a comprehensive city-wide land use register, identifying/supporting disenfranchised community nodes & with incremental strategies that encourage existing land densification, taxing under-utilized brown-field lands & low-density developments, providing simplified planning approvals in existing neighbourhoods for mid-sized developments, incorporating mandatory community services (schools, libraries, parks, walkable commercial streets) and discourages car-dependant, green-field developments, is the only means by which a city can safe-guard their growth patterns for future generations.</p> <p>Hamilton has a strong, unique and resourceful history. The growth plan for Hamilton's future deserves nuanced, proactive planning, insulated from the influence of developers and provincial government.</p>
38.	<p>I would choose Option 3 which would be a combination of mainly "no urban boundary expansion" and minimal "ambitious density" of new greenfield lands beyond our current urban boundary.</p> <p>I think the city should be focusing on creating more affordable housing units within its current boundaries. This could be done (partially) by re-purposing existing structures (e.g. the building that houses the art gallery at the southwest corner of Bay Street North and Barton Street West).</p> <p>Hamilton has a lot of aging infrastructure that needs to be maintained and/or replaced. The cost of this needs to be balanced with the cost of</p>

	<p>building/providing new infrastructure in development of any new greenfield lands. Protection of farmland and green space is important for local farmers and the environment in general. Buying produce grown close to home decreases the amount of truck traffic on the highway which thereby decreases air pollution.</p> <p>Some development of new greenfield lands is inevitable. It needs to be carefully monitored every 5 years re: impact it has both financially and economically on the area as a whole. Creating new housing units is not a static process. It requires ongoing consultation with community stakeholders.</p>
39.	<p>Thank you for reaching out to citizens regarding this issue - I greatly appreciate the actions the city takes to enhance participatory democracy.</p> <p>I received the survey and I chose 'option 3: other suggestions'; the survey indicated I could email you ideas.</p> <p>I do not have expertise in urban planning, but I do not think an 'either / or' approach is feasible to intensification vs. expansion. Population growth and NIMBYism are contradictory challenges. Some who choose option 2 in the survey may not be open to intensification in their communities... Realistically, expansion is inevitable, so what can be done to minimize the negative impacts of that? I read a bit of the report available on the website, and I think city staff have developed a great framework for assessing the impact of expansion in different areas.</p> <p>I see various empty lots and fields in Hamilton, and quite a few in Ancaster. Are there policy/zoning limitations preventing them from being developed?</p> <p>Do municipalities coordinate urban planning? I imagine some greenfield lands are more critical for agriculture and/or habitat preservation than others. If so, some municipalities might be more limited in their ability to expand than others which are nearby (e.g. Hamilton and Grimsby). Could municipalities coordinate to address this?</p> <p>Could greenfield areas further away from a city be cultivated to replicate the function of greenfield areas close to a city (opening those which are closer to expansion)?</p> <p>What role does/could the province play in the above?</p> <p>How can municipalities, the province, and maybe the federal government work together to address policy/zoning challenges to urban development?</p> <p>I don't know if the above is at all helpful, but I appreciate the opportunity to provide input! No need to reply to any of the above.</p>
40.	<p>I appreciate the opportunity to have a say on how I think Hamilton needs to grow. I think the main goal is to provide affordable housing for all residents. This does not mean putting up another highrise, or building a condo that rents out half the units. Hamilton needs to support public housing through community based projects. Think co-ops and rent-geared-to-income.</p>

	<p>New development should focus on townhomes, three-storey structures with room for 2 separate living spaces. The bottom level could contain a unit for a senior, a couple or a single person while the top two floors could be for a growing family. Townhome projects can fit into a variety of spaces, from underutilized parking lots to empty lots. Townhomes could also be built on commercial lands - all those ugly plazas that are half empty of tenants. I think both the inner city and the suburban neighbourhoods would support a growth in attractive, low density housing.</p> <p>Greenspace should never be developed. If the Covid lockdowns taught us anything, it is the importance of greenspace and the preservation of food-producing land. Hamilton must also do a better job of preserving the city's history. No developer should be able to tear down an historic structure - just look at the church disaster on James Street North.</p> <p>We need to think outside the box built by single family homes or intrusive highrises. Let's re-think how we use space and look to fresh ways to transform it.</p>
41.	<p>Our household strongly encourages a modified density scenario with urban expansion and intensification of 40% - 50%.</p> <p>The current push to expand development to the southeast of Hamilton is extremely confusing as there are many farms and sensitive waterways in that direction, which are among the same reasons the city has used to not expand south.</p> <p>In the area south of Rymal between James and Dartnal, there has been piecemeal development and now the land that remains is a mix of subdivision, rural residential, public (schools, churches, recreational, and a number of Whitefield plots that are almost useless as agricultural lands.</p> <p>We would strongly support filling in the whitefield lands as there is already substantially more existing infrastructure butting up against these areas, there appears to be a desire on the part of the city to draw people out this way (again, the construction of schools, churches, plazas, etc.), numerous residential areas already built in the area, and land deemed agricultural that is not producing very well.</p> <p>Intensification is critical, especially to support infrastructure such as transit, policing, services, etc., and the infill in areas such as Pier 4 is fantastic, however, with many new residents moving into the city, intense residential is not a reasonable option given family size, residence type preferences, and in some cases, capacity and land ownership (railways, etc.).</p> <p>It is truly unimaginable that there are plots of land in areas that are partially developed already (Upper James, Upper Sherman, Nebo, Dartnal) and the city is resisting additional residential in these areas, instead forcing the people who would work here and utilize the city approved services such as education, to have to drive to these areas from downtown as there is little to no access and a contradictory approach to the development in the area</p>

42.

The basic concept of growing Hamilton to the numbers proposed goes against Doug Ford's pre-election promise. When he was caught out saying he was going to develop greenbelt areas around the Golden Horse Shoe, he quickly rescinded this statement, but now it seems he is going to impose this anyway. A person who might only be in office for one more year, yet this is a 30 year plan. The Ontario government have brought about Ministerial Zoning Orders (MZOs) giving ministers individual and singlehanded power to change zoning and develop land, without public consultation or appeal. This is disgraceful. Equally this has occurred with extensive planning permission approvals being made during the pandemic with no public consultation.

Now the public are being told that this is going to proceed and we have two options. Option 1 to develop Hamilton beyond its existing boundary's, swallowing up greenbelt lands and increase Hamilton's population by nearly 50%. Or option 2 the same population increase, to increase population density within its existing urban area, but leaving surrounding greenbelt land untouched.

Neither option 1 nor option 2 is desirable because:

The City of Hamilton cannot cope with its existing population and is failing regularly with its demands on the existing infrastructure exceeding the capacity of these resources with the current population. In the last decade Hamilton has experienced a building frenzy that has spread well beyond its existing urban area, until the City as it once was is no longer recognizable. Do we want Hamilton to turn into another Toronto?

In considering the potential effects of increased population in Hamilton it is important to consider the fact that Hamilton is a city which has the highest hate crime rate in Canada. Yet also, Hamilton has received the most immigrants of any city in Canada (last year I believe). It appears that while we are increasing our racial and ethnic diversity we have few resources to invest in practices of diversity and inclusion that would likely reduce incidents of hate and crime.

Another example of our failure to deal with our current population increases, it is clear that Hamilton cannot currently manage appropriately the sewage created by this city. As a result of our incapacity residents have to pay 200 million dollars for works that include clean up of Chedoke Creek, and for new monitoring staff to ensure that work, which should have already been in place, paid for by city taxes. Also residents will have to pay the Federal Government a fine attached to the Chedoke Creek contamination incident. Furthermore, Cootes Paradise has been destroyed by the feeding waterways, which is an environmental disaster. Note that no one was held accountable and 'no heads rolled' for this incident among City Staff.

Our drinking water is suspect (due to the presence of ecoli etc.) resulting from the Chedoke Creek incident mentioned above and other environment issues outlined in reports like "Code Red". I personally know/knew three people within 10 houses of my home who have/had 4th stage renal cancer. There are sewer pipes and storm water cross over issues within the city. Burst water mains are a

reality everywhere in the city and occur on a regular basis. Are lead pipes still in existence in the City.

The increased contracting out of services like the collection of Garbage, with food waste stinking out the city and recycling (constant changes in guidance) are issues and these are all contracted out services, that experiences poor management, with ever increasing costs. Where does our recycling go? I, for one, do not stand on Lake Ontario throwing it into the water. Who is our recycling sold to? Is it dumped into the ocean?

Hamilton Police, embrace the motto 'Protect and Serve', but they are now pretty much ineffective. They refuse to protect the Hamilton residents property. I have seen this first hand, a neighbours hedge being destroyed by a person (not from this neighbourhood) with a chainsaw, the police refused to attend, twice. Also there was an AirBNB issue, where occupants refused to leave, shown on CHCH, with Police forcing these issues to civil courts. Yet, they will protect business property it seems, ie LCBO. When it comes to more serious crimes they are always appealing for public help. This makes our Police Force just administrators, only. Crime is increasing, homicides increasing, road accidents increasing and physical attacks increasing. Speeding and aggressive driving are everywhere in Hamilton; it is now the norm. There is no enforcement; therefore there will be no compliance. Hamilton is a lawless city.

Roads infrastructure

It was published from an Audit on 8th July 2021 that Hamilton City (on CHCH) on its current rate of maintenance, it would take another 240 years before it can get our roads in order.

Schools are dysfunctional mainly because of constant fighting with provincial government and strikes.

The return of the Rapid Transit LRT to Hamilton, being pressed by Federal Government is something that no one from Hamilton Mountain will use. Yet, we will have to pay for it in our City Taxes.

So Option 3 (my choice) is to stop developing Hamilton completely, a moratorium, or at least slow down significantly; to get our city in order and well managed. Stop building on every available patch of grass. Why would Hamilton city allow a 'luxury complex' of apartments within feet of the Lincoln Alexander Parkway (west 5th) to be built, for the new residences to breathe in exhaust fumes all day long.

As it stands Hamilton is not a place anyone would or should want to live. Hamilton used to have a big heart, now its being torn out...

Sometimes, it's better to create new towns and new cities rather than the endless expansion of the existing ones; which our municipal or provincial governments can maintain.

Fix what we have, instead of creating more problems.

43. Option 1 – “Ambitious Density” Scenario:
One only has to look at the impact of a global pandemic on areas of high density, ie Toronto where there is no room to grow other than up. The end result is and has been a generation of “condo kids” that rarely see green space, have never enjoyed the smell of freshly cut grass, allergies notwithstanding, that have never seen a real live farm animal, where health and safety are minimal at best. If they had an option would any concerned parent allow their children to ride an elevator up and down to visit, play or interact with friends, without constant supervision, I certainly would not. Again using Toronto as a reference point, high density may fuel the City’s tax coffers, but it is blatantly obvious that high density significantly increases crime, be it shootings, stabbings, rival gangs, the list goes on and has become a “normal daily occurrence,” thereby fuelling the need for more police, more firefighters etc.
- While Hamilton certainly has its share of crime, one of its major attractions has always been the amount of green space, a City of residential family homes where adults and children actually know their neighbours, can depend on neighbours to keep a watchful eye on kids playing outside, keep an eye on each other’s property, lend and borrow tools and gadgets that every homeowner needs at some point in time. A place where families remain and children develop lifelong friendships.
- As a homeowner, I am appalled at the massive, pervading underground economy that has been slowly and insidiously buying up properties in residential neighbourhoods, mangling them into multi use units, charging outrageous rents, with a total disregard for building codes and/or permits. Case in point a residential property on Rymal Road East that has been converted into 3 units, unbeknownst to the City, which means no adherence to building codes. The home sits back from the road obscuring the address so a sign post was made with the address and units 1,2,& 3, to also ensure each tenant gets their own mail. The owner requested that the #3 be removed, why, because it has been illegally converted and according to city records it is still a single family residential home. NOT!! With the limits on how many garbage bags can be put out, there is now an ongoing issue with garbage pick-up. The basement tenant complains that it is too cold, the other tenant complains it is too warm, the middle tenant is just that, caught in the middle.
- The homeowner has repeatedly offered and asked to purchase my home. THAT’S NOT GOING TO HAPPEN! If and when I sell my home, it will be with a legal caveat that it remain a single family home, that it not be converted to multi-purpose units, legally or otherwise, and that it not in fact be turned into a rental at all. It was interesting that the recent visit by the Green Party individual enthusiastically endorsed the conversion of single family homes into multiple rental units. I seriously doubt he would actually reside in one, so nope, no brownie points from this homeowner.
- This same individual has recently purchased 3 more units to be renovated into multiple units, again without any knowledge, approval and/or building permits. I greatly suspect that if the City actually took the time to investigate, to get these underground contractors to pay their fair share of property taxes, to actually pay

for building permits, my property taxes wouldn't have to be raised every year.

So, Density has been quietly happening under the City's nose with absolutely no consequences. Add to that my quiet residential street has a home that was renovated, and is now listed as an air&b. Having total strangers come and go with a growing number of small children on the street is certainly not conducive to a family oriented neighbourhood. I suspect the City is unaware of that conversion either.

Option 2 –“ No Urban Boundary Expansion” Scenario: “development of new greenfield lands beyond our existing boundary.”

With the growing concerns and scientific data over climate change, we need to maintain all the greenfield lands we can. Hamilton certainly has enough space to accommodate more housing units without impinging on what existing albeit diminishing greenlands we have. Case in point Hamilton Centre where it seems the only thing the powers that be think that we need a convenience store on every corner from Wentworth to Gage St. without one accessible grocery store other than the Centre on Barton St. there is only ONE family style restaurant in the area, which closes by 2:30 p.m. Yet we now have more pot stores and potheads than we need, who are too stoned to realize that legalization was nothing more than a revenue tax grab, taxes which certainly didn't get fuelled into mental health services for addictions. Add to that we have government officials that purport to address climate change, set goals to reduce emissions, and conversely allow big corporations to build big box stores where, yup you need a car to get from one to another. Let's go back to the Centre mall, where there is a Metro grocery store at one end, Canadian Tire at the other, so take your pick, get groceries drag them home on the bus, then go back for a return trip if you need anything from Canadian Tire, unless you can drive form one store to another. Oh and if you want to grab a decent bite to eat, good luck, you can walk or drive from one end to Tim Horton's or the other end to Boston Pizza. And this is supposed to be family friendly, accessible to all, and conducive to cutting car emissions. Really?? Oh and if you have children, AND are dependent on public transportation, try dragging tired irritable kids from one store to another, then get them and everything else home in one piece.

It seems to me it's time city officials started to thing outside the proverbial box and come up with some alternative options other than destroying more green space. Do I think they will, absolutely not. Having expressed concerns over previous issues that were ignored, I hazard a guess any surveys are nothing more than another attempt to convince people into believing they actually have input, when in fact our voices are simply not heard.

There has to be a third option, wherein existing space is legally used to create more family friendly neighbourhoods, where people of all ages have equal access to the resources they need, because at this juncture neither option 1 or 2 are conducive to the latter.

At the end of the day, as a senior citizen, my only solace is that I won't likely be around to see the mess that is eventually created, irrespective of what people

	<p>actually want and/or need.</p> <p>And that is my perspective, time will tell.....</p>
44.	<p>I pick the third option for the Urban Growth Survey, which is neither option 1 or 2, but to have the population remain stable, so no influx of residents. No need to expand the borders of the city, or to increase the density of population within its current boundaries</p>
45.	<p>As a resident of rural Binbrook for almost 40 years, I have already been dealing with the influx of thousands of new homes and people. The main problem is that our current road systems and services are extremely ill-equipped to handle the throngs of traffic. Some rural roads have become almost impossible to cross in a vehicle, for example Fletcher Road and Binbrook Road.</p> <p>Urban sprawl is NOT the answer. We need our farmland, otherwise we will need to import all of our food at a premium cost, and I for one do not welcome that inflation.</p> <p>Hamilton wants to build an LRT downtown. Why not make full use of it and rebuild the city? If you want new residents, make better living spaces downtown and in the lower city. Developers are just looking to get rich quickly by purchasing land from farmers at a cheap prices and selling overpriced houses to Toronto escapees. Make it easier to allow developers to renovate or rebuild in the lower city.</p> <p>So my preference is really somewhere between Options 2 and 3 - I prefer ZERO growth of Hamilton (I think a half million people is enough), but if you must, don't expand into our farmland and rural residences.</p>
46.	<p>I am opposed to Option 1 and 2.</p> <p>I feel that development should take place downtown on empty lots and vacant buildings, and near mass transit.</p> <p>There should not be any more development on greenfield land (farmland or fields). We need these properties for local grown fruit and produce.</p>
47.	<p>One of my problems with city growth, particularly a city like Hamilton, is the loss of the prime farmland -- the area below the escarpment is a unique place in a way -- lots of things grow well, and there is a large water source nearby in case of need for irrigation -- I think this will become even more critical with water shortages in places like western USA. For instance, I was told that my home at _____ was once probably part of an apple orchard. I do know that cherries, peaches etc grow well -- I have both in my backyard.</p> <p>So when the city talks about density etc -- I wonder. I see a lot of areas like lower Centennial or Upper James -- really busy in the day -- because there are lots of business along the street -- but quiet at night because the people don't live there. Most of the business don't require huge high ceilings -- and most aren't really noisy -- so why is there no layer of people over them.</p> <p>Buildings from the "old days" had businesses on the lower floors and residential on the upper floors -- and I think the city should be seriously looking at going that way again.</p>

	<p>The other thing I would really like to see is larger wider apartment buildings -- maybe 200 ish feet wide by whatever long -- maybe 4 or 5 stories tall with intensive agriculture on top -- greenhouse (included a pic below), orchard, vineyard. That way we don't keep replacing farmland with asphalt and concrete, and we can grow food locally rather than continuously importing it.</p>
48.	<p>I have a few comments on the growth options which cannot be accommodated in the mail in questionnaire.</p> <p>The Growth Plan projections have a reputation for being very optimistic as demonstrated in previous versions of the Growth Plan.</p> <p>The latest Growth Plan population projections and allocations per municipality where completed prior to the Covid 19 pandemic and the latest housing boom in Hamilton, making it one of the least affordable cities to live in. Has the changing settlement patterns, e.g. moving to smaller municipalities for more affordable housing coupled with the increased ability to work from home been taken into account?</p> <p>The pandemic showed the higher density housing, especially high-rise developments, which rely on restricted access like elevators, seem to have a higher rate of cases and outbreaks. It would seem that lower rise intensification (gentle intensification) would be more appropriate and reduce the health risks associated with very high buildings. (Unfortunately, I expect there is less financial benefits for lower rise buildings.) The lower rise intensification also would be more compatible with existing lands uses, yet still achieve intensification targets. The lower rise intensification could also provide more affordable housing.</p> <p>Given the above I believe some modest increase in the urban area will be needed in order to provide a range of housing types and avoid an over abundance of incompatible very high rise buildings, e.g. over 8-12 storeys.</p>
49.	<p>To me the high density should be located to the old city below the mountain . Urban growth should then be allowed with urban expansion on lands less likely to be high farm producing ie rockton and areas fully developed in the trinity church area What I would love to see is redevelopment of the older streets smith ,oak etc , old homes to be replaced with new homes , adjustments needed to bring modern homes which may have to replace two lots as garages would be needed.</p>
50.	<p>I own 10 acres in Ancaster. Couldn't each land owner/farmer decide to sell their land to help facilitate growth instead of others deciding for them?</p>
51.	<p>OPTION 2. "NO URBAN BOUNDARY EXPANSION" SCENARIO Urban Expansion Land Need 0 ha OPTION 3. OTHER SUGGESTIONS? Growth up not out!!</p>
52.	<p>80% intensification and 20% expansion on greenfields.</p>

53.	100,000 new units 1280 acres greenfield Intensification with 72,000 units
54.	Balanced growth leaning towards option 2. Don't make a Toronto out of us. Our downtown is still a big sky downtown. Don't ruin it with too many highrises.
55.	<p>Option 1 needs 3,300 acres of arable land, means less farmland growth in urban areas means upward growth with tall towering buildings where will this growth take place? Along our waterfront? Will we be looking like Toronto where only a few will be able to see the waterfront?</p> <p>Option 2 leaves us with greenland but with a city so dense that it might be difficult to get around. Too much traffic concentrated in existing space.</p> <p>Option 3 Because I am not a developer, farmer, investment firm, etc. who is bound to make money, I am at a loss as to what direction the city of Hamilton should go. I like Hamilton as it is now. It takes me 20 minutes to go downtown from Mount Hope (I go at off hours). This plan is for the future and younger people who like big buildings, have grown accustomed to traffic snarls, and like the glamour of a large city and what it has to offer.</p> <p>From what I have read in the Spec recently, urban development has already started with each developer outdistancing each other with the height of their buildings, Couldn't they have built the tallest ones at the base of the escarpment and gradually shortened the next ones as they build closer to the lake? That way everyone has a lake view.</p>
56.	A friend of mine who does not have online access asked me to share her opinion (below) Option 3...Agri Urban. People need their feet on the ground. Especially children. Build agri towers..solar powered..fish pond basements. Rural development with small houses and joined garden yards. Encourage private ownership of homes and agriculture versus corporate owned.
57.	<p>Circled: Option 3: Other suggestion: "expropriate" municipal golf course, mismanaged industrial sprawl, enact policy to prevent suburban big box outlet strip malls. Stop killing urban centres! Create conservation areas, and keep building up.</p> <p>Comments:</p> <ol style="list-style-type: none"> 1. You have undervalued the land. Why pave over prime agricultural land? 2. Hamilton exists within a broader region, so you must think beyond Hamilton: Greenbelt; 7 Generations; have you consulted with Mississauga and Haudenosaunee Nations? you must uphold the Dish with One Spoon Treaty; UN Decade on Ecosystem Restoration- All levels of government are urged to act to curb the loss of biodiversity and ecosystem services.

	<p>5. What happens when there is downstream flooding because forests and wetlands upstream are now brand new houses? You can't keep shunting water off the land. By making development opportunities, you are also creating infrastructure problems downstream. Have you considered those costs?</p> <p>4. Please accept this image from Agriculture Canada to highlight the urgency by which we must prevent further sprawl in southern Ontario. "Greenfield" are the shards of the landscape. You're taking away scraps from people who can't find trails to hike on that aren't overwhelmed. (Photo attached in email)</p>
58.	<p>We support a blend of both Options #1 and #2....therefore Option #3. We realize that Hamilton's urban area has to grow but when we look at housing spreading into the rural areas and gobbling up farms, we think that intensification of homes/apartments/condos within the current urban boundaries needs to be a priority.</p> <p>The building of more high rises has already started in the much of the downtown area but there are other areas within the city that can sustain this type of housing....along the proposed LRT route, near shopping malls (Eastgate, Limeridge, The Centre on Barton, etc.) along Mohawk and Fennel and other arterial roads.</p> <p>We value and appreciate the rural farms and their contribution of fruits, vegetables, wine, grain, animal products and the recreational benefits that they provide...waterfalls, riding stables, hiking trails, U-Pick farms, etc. We have often commented that in Hamilton, the countrysides and farms are just a few minutes by car from the rural areas. Look to Toronto to see how long it takes to drive to escape the urban sprawl.</p> <p>The Niagara Escarpment has been beneficial in halting urban growth in areas above Stoney Creek, in areas of Ancaster, Dundas and Flamborough. We do not want to see homes and malls spreading through many of these. He hope that many of the small towns with the Hamilton urban boundary can maintain their rural flavour but recognize that perhaps height restrictions for small apartments/condos/townhouses might allow for them to built in these outlying areas.</p> <p>During this pandemic, we recognize the significant role that the farms in the rural areas play in providing produce for urban dwellers. If we can grow it locally, then we do not have to rely as heavily on imported foreign produce whose supplies lines can be affected by negative environmental conditions that seem to happen more often.</p> <p>We are unique in this urban area of having tender-fruit production so close. The soils and weather are perfect for growing peaches, berries, grapes for wine, etc., and when this land is covered over by homes, malls, concrete parking and roads, we lose those important products and land forever. It is very rare indeed that significant areas of urban land have been turned back into lush fields and farms. *** Kudos to those in the planning department who value City planned urban gardens, large parks, green areas within mall parking lots and small green areas incorporated into the many high rises going up.</p>

	<p>To come back to the original Options, we favour #3...a Hamilton urban area that has increased density with very limited expansion into the current rural areas. Summit Park on the East Mountain is scary. Very nice homes but the sprawl appears to be unlimited.... south, east from Rymal Rd. and Centennial Parkway.</p>
59.	<p>I am in favour of increasing intensification within the existing urban area to accomodate growth. This will put investment into the city and support the new LRT., utilize existing services and provide a better chance at affordability.</p>
60.	<p>I am responding to your questionnaire about how the city should accommodate growth.</p> <p>Like many others to whom I have spoken, I do take umbrage at being offered a choice of two options, when there are obviously more, and of course you provide no justification for the two options. It really is a bit offensive.</p> <p>You seem to be dedicated to a concept of "sustainable sprawl" though you do not call it that, and it would appear in reality not to be sustainable. Since I have witnessed for a long time the farms of my youth being eaten up by piecemeal development, without any overall plan; and with ever declining infrastructure, which you are unwilling and unable to maintain, I query your competence to tackle the problems facing this generation. . You say that you need to accommodate immigration, but do not explain why should we have such massive immigration. You can hardly expect intelligent citizens to answer such a questionnaire.</p> <p>The ineptitude of the Hamilton planning department is on public view, and we can soon expect gridlock at Toronto levels. For example, busses have no dedicated set-offs or lanes. Schools are created without turnoffs for their traffic and so forth. This is entry level stuff, which Hamilton cannot handle. WE would need fresh brains in the planning department, when we cannot even handle the sewage from Chedoke, and have to be disciplined by the province.</p> <p>I feel sorry for those that have to live in this place in the future.</p>
61.	<p>I would like to support a version of option 1 where new greenfield lands are developed beyond the current urban boundary.</p> <p>Plots should be developed in 2-5 acre parcels. This coupled with encouragement through tax breaks for families that plant gardens and greenhouses with hydro generation is the most sustainable and green use of the space. This would mitigate some of the most damaging aspects of urban sprawl (removal of green areas, water shed issues, deforestation, loss of habitat) as only 1 house could be built per parcel.</p> <p>If you were to survey individual families aged 20-40 you would find that this is their dream housing scenario, a parcel of land 2-5 acres with room to grow and build what they want.</p>
62.	<p>My main concern is development of Housing without hampering green land by the following measures.</p>

	<p>1) Survey should be carried out properly to find out small units of land spread out all over Hamilton region where it is possible to construct housing projects without cutting trees or bushes or there is no possible of grow greens. Small size builders may involved and huge employment generation possible.</p> <p>2) Modify and reconstruct the existing unplanned housing so that unused land can be use for high rise building</p> <p>3) Try to construct 4 story double side town house So that minimum land can be use for maximum number of house.</p>
63.	<p>My comments would be - Lets try as much as possible not to use farmland - so i would circle Option 2 /Option 3. There will always be a need for brand new homes but option 1 can be a small portion of the future, not all of it.</p> <p>If we are going to build more apartment buildings (Condominiums) the units to be purchased should be of various sizes... one or two bedrooms yes, but also 3 and 4 bedroom with 2 baths, etc... those are the people who are looking for the houses so if the apartment had enough space for a family, including grandparents, etc then new houses may not be as required is such big numbers. These would also have to have built in laundry.</p> <p>I also think that adding the first 3 floors of condos should be for senior apartments - we are getting to the point where many seniors will be looking to downsize to something affordable - and it would be good (3 bottom floors) since they will not be able to climb so many stairs with walkers even when the elevators eventually break down, temporarily I hope! so 3 floors for seniors or special needs such as wheelchairs would be good. I am really thinking about my parents here!</p> <p>Another thing that we could explore is allowing people to build smaller buildings on their properties/backyards... "tiny homes". the size of these could be proportional to the home already there so no monster houses would be built in backyards... unless possibly they are on a laneway where there would be a separate entrance/no impacts to the neighbours, etc.</p>
64.	<p>I choose survey option 3 - other suggestions. I think the City of Hamilton should expand its urban boundary to plan for new housing and job growth by following the growth plan minimum intensification rate of 50%.</p>
65.	<p>I select Option 3 - I think the split should be 50/50 for intensification/use of new land.</p> <p>I understand that using additional lands can greatly influences infrastructure costs and know that green space is valuable - but the cost of intensification on the urban population can be high for emotional well being.</p>
66.	<p>In reading your proposed options I believe that this survey and the SDU proposals should go hand in hand.</p> <p>You have proposed "new housing units" in both scenarios. Urban growth will continue to happen and SDU's in the urban areas will increase your density</p>

	<p>along with building new housing units.</p> <p>If you allow rural properties to also have the same 3 options as the urban area regarding SDU'S this will allow for ambitious growth without overwhelming the urban area. This would maximize existing rural properties without completely capturing new greenfield lands.</p> <p>The city once again has created an exclusive scenario where SDU'S are concerned. With the future affordable housing crisis in this highly expensive area you are limiting only urban dwellers to benefit by 3 different living options.</p> <p>The city should allow those in the rural area to have the same 3 (inclusive) options for secondary dwelling units. Those who choose to live in the rural area accept the lack of infrastructure for a reason.</p> <p>To deny tax payers the same options is very short sighted and EXCLUSIVE.</p>
67.	<p>As I understand it, your future expansion of the city is being dictated by the provincial government.</p> <p>I don't believe we should rush to satisfy their needs. We as a city will live with the consequences of these decisions long after changes in government. Those of us that chose to live outside of the big urban centres to the east of us would be forced to move again to get away from your option 1 of "ambitious density" and in the current real estate market wouldn't be an easy task. As you drive away from these big urban centres that neighbour our city and encounter the abundant greenfield lands I'm sure most would feel as I do..... more relaxed and calm. If urban expansion is a necessary evil chalked up to progress then we should at the very least take a long term view as to how we get there. It seems to me that "option 1" or "option 2" as presented are all or none extremes. Since the city is already looking at more affordable housing options currently with their "SDU" proposal, an "option 3" where you would allow for urban and rural intensification without drastically changing neighbourhood streetscapes through the "SDU" proposal could achieve both objectives of increased density and more affordable housing through SDU's however, the same 3 options must be offered to those that have elected to live outside of the city centre. If the same 3 options for creating an SDU are available spread equally across the city without either the urban or rural residents solely bearing the brunt of future intensification.</p> <p>If this city truly wants to achieve some kind of cohesiveness between the 2 residential factions (urban & rural) then the municipal government has to start treating us as equal stakeholders. It is still proving difficult to pull neighbouring communities together, to think and act as one city when their amalgamation was forced in the first place. People who decide to live in a rural setting do so as a choice and are aware that they are foregoing all of the services and infrastructure that come with urban dwelling but they should not be excluded from having the same rights and options with respect to their properties and what can be done on them. Neighbourhoods change over time organically, the municipal government should be observant of why and how this is happening and then help foster those changes instead of dictating change that a select few at city hall have deemed necessary.</p>

<p>68.</p>	<p>I think that there should be No Urban Boundary Expansion as detailed in Option 2 but Hamilton should plan for LRT expansion over the next 24 years to maximize growth within the existing boundaries that would include ALL areas of the city (Downtown and Mountain). Areas of the city serviced by an expanded LRT would be enjoyed by ALL citizens of the city.</p> <p>LRT Expansion should be staged in the following phases over 25 years:</p> <p>Stage 1: Complete Eastgate Square to McMaster University line. Stage 2: Build McMaster to Ancaster Meadowlands line via Main Street W/Wilson Street W. Stage 3: Build Eastgate Square to Elfrida Meadowlands East line Centennial Parkway/Upper Centennial Stage 4: Build Ancaster Meadowlands to Elfrida Meadowlands East line via Garner Road W/Rymal Road. Stage 5: Build John C. Munro Airport to Hamilton General Hospital line via Upper James Street/Claremount Access/Victoria Ave N terminating at General Hospital or Burlington Street.</p> <p>Ultimately this would provide access to LRT to the entire city and to most citizens. It would intensify the city around the LRT and allow access to shopping in the downtown and the East and West in both the downtown and the Mountain. Cars would be reduced in these busy corridors, those without cars could travel to Doctor Appointments easier. The distance between grocery stores (which is growing) would not burden be such a burden to citizens. Bus service could easily fill in the gaps until the system is built. You could literally travel the entire city in one train.</p> <p>This would achieve: Intensification within the city limits. Reduce car traffic. Facilitate access to grocery/shopping services by those without cars and get people to use transit. (Younger population will likely drive less than current generation). Facilitate visits to hospitals/doctors because of easy access and direct connections. Provide access from downtown to the Airport and distribution centres for passengers and employees. Make getting to airport more attractive for Airport passengers thereby more attractive to potential airlines.</p>
<p>69.</p>	<p>First I'd say there is no answer that will please everyone. In my opinion expansion should occur in all of the above. I said years ago already that the city should be buying up huge blocks of the Lower city. Many of the homes at that time (20 yrs ago) were in disrepair and houses were cheap. Today that wouldn't even be a financially viable option. However large downtown properties should be converted to inner city intensified condo style housing. If done properly (not as Toronto has done...over intensified) living downtown Hamilton could be a serene place to live. Proper spacing of highrise structures with lower floor retail and generous greenspace (..as in Mississauga) strikes a balance between intensified population/ places to shop / places to work and places to relax. Live, work and play within a city block. The outcome is less expensive housing / lower unemployment / higher property tax revenue / a happier population and thus a lower crime rate.</p> <p>Farmland within the city of Hamilton boundaries vary from heavy clay (glansbrook/binbrook/mount hope) to sandy loam (Waterdown/millgrove) to</p>

	<p>mineral rich loam (west flamborough/West Ancaster/Lynden) The obvious answer would be to convert clay soil lands to residential since those are the poorest and least desirable lands for agricultural use. Protect existing green land and forested areas but convert the open land to residential. Huge tracts of housing outside of the city proper is not the way to go. It should be pockets of housing between greenspace, not pockets of greenspace between housing. Wider roads and minimum 1/4 acre properties for the most part.</p>
70.	<p>My opinion is, why everyone needs a freestanding house. We have only so much we can build on. With that said we should look in more highrise building or smaller combined houses like we see a lot in Europe. Maybe we have to change our view of ownership of a house. Maybe we should focus on owning a Apartment. We can only expand so much as city. We also have to watch that we still have enough green fields, CO2 household, and also accra fields. We really need to rethink our kind of living in the future. Do we need all huge big houses and land? No we don't. We have to keep the Greenbelt as a Greenbelt and stop building just single family homes</p>
71.	<p>I believe we need to close the gap between outer Urban areas like Binbrook and Hamilton. Closing the gap makes the most sense as there is infrastructure investment already happening there such as the sewer on Hwy 56 and the sewer on Dickenson Road. I believe this configuration makes the most sense.</p>
72.	<p>It means aggressive push in building huge amount of various types of units in both existing urban area and development of new greenfield lands.</p> <p>We are in extremely difficult situation were people will soon have to choose between putting a food on the table and paying their rent. I am not even gonna talk about buying a real estate.</p> <p>Most comprehensive analysis of where we are when it comes to affordable housing was done by Scotiabank analysts:</p> <p>https://www.scotiabank.com/ca/en/about/economics/economics-publications/post.other-publications.housing.housing-note.housing-note--may-12-2021-.html</p> <p>We are well beyond nice timely planning for future.</p>
73.	<p>I don't agree with either option 1 or 2. The urban boundary should be expanded as much as needed to increase the availability of single family housing, which is the preferred option for many buyers. A larger supply is needed to help contain the ever increasing prices for this type of housing. Otherwise, house prices will continue to rise, putting a single family house beyond the reach of many more potential buyers. The City also needs to look into reducing the "red tape" associated with land development, to help speed up the supply of building lots and keep up with demand.</p>
74.	<p>Use existing space! No more green space expansion!</p>

75.	<p>we did not receive this survey to these household to contribute to the urban growth survey and this is something that should be mandatory and mandated like the Canadian census, that of which does not collect important information such as urban development. We vote for option 3 because we need to focus on affordable housing and jobs as these are two major things this city is majorly lacking.</p>
76.	<p>My response to the survey is a combination of #2 and #3 - stop the sprawl. Other cities have taken this approach with developers to prevent house price inflation and land being held for speculation.</p> <p>Allow people who own land of a certain size (e.g. 5 acres) to be able to build another dwelling on their own land. We have owned this land for over 120 years and are not able to sever 2 lots for our kids. We owned the land before amalgamation of Hamilton, before there was such a thing as the "green belt" and before there was even a township of Glanbrook.</p> <p>If we are unable to sever our land, our kids who have grown up in Hamilton and have just begun their careers in Hamilton will, like most of their friends, have to move out of the City of Hamilton due to the house prices. By allowing individuals with land to sever for another dwelling, long time residents will be able to stay in the area.</p> <p>I look forward to hearing about why we did not receive this survey.</p>
77.	<p>No new development of farm land or green space. No high rise apartments or condos. No LRT.</p>
78.	<p>My response is that option 2 (no expansion) is the ideal choice, but probably unrealistic. Option 1 "Ambitious Density Scenario" may be worthy, but I suspect that choosing that will mean the named acreage will be chosen, no matter the good intentions of the council. I would like to see Council consider a third option: Option 2 with measured, well thought out flexibility to expand - but only if issues around "No Expansion" have been fully explored.</p> <p>I am not fully versed in the plans, but assume that there is some flexibility in decision making timelines as the process proceeds. Council needs to decide those timelines and monitor issues along the way, albeit with a clear plan in mind.</p> <p>Again, I am not fully informed but, if I were on Council I would wish to proceed guardedly, with full information at every step</p>
79.	<p>I choose option 1 over option 2; but with only the density concept in mind, my choice is option 3. Why option 3? Experience has shown that the denser the population the more unhealthy the population. Infectious disease travels quicker, delivery of emergency services (fire, ambulance, etc.) is negatively impacted, and slums and crime levels increase. Studies have shown that the higher you are living in tall buildings, the lower the life expectancy.</p> <p>These and other related factors would return Hamilton to the reputation it had in the years of heavy industry (not a place to live); this city has been in the process of becoming desirable. Why regress?</p> <p>(I remember when Hamiltonians were so happy to see the old "LRT" gone, but that is another story. Sorry.)</p>

<p>80.</p>	<p>An intensification rate of 50% with urban expansion to 2,200 ha is most reasonable.</p> <p>Greater than 50% Intensification is not recommended by the consultants. Greater intensification will over intensify many municipal services with risk of costly ramifications on city infrastructure.</p> <p>My wife and I have observed the effects of Covid seen in crowds of people (intensification) on walking trails in Dundas Valley, Bayfront and other areas. Waterfalls are already becoming inaccessible due to lacking infrastructure for the crowds.</p> <p>Future generations will thank us for protecting greenfields. I suggest that prime agricultural lands should remain greenfields. Urban expansion should be in areas that are least productive.</p> <p>Follow the science, not the woke crowd.</p>
<p>81.</p>	<p>My choice would be option 3. Option 1 is not ambitious enough. All of this needs to have more than just how many homes. The planning department needs to do a lot of work first. As the urban boundary expansion does effect a lot of other areas as well. Smart huge growth is the key, infrastructure such as roads, sewer, and other utilities need to planned out. So there is not huge costs to the city.</p> <p>I think the city needs to plan a hi-way that goes from the red hill into the hi-way 6 bypass as well as a hi-way in the stoneycreek area that runs the same way as the red hill that would join up with the Redhill to hi-way 6 bypass. But also that section would bypass Lynbrook to take traffic from there. This way it can protect the grape area from development. Prices from homes are going up in part because of the lack of cheap land that can be developed.</p> <p>I support an urban boundary that takes in all of the municipality to it's borders. Land needs to have mixed use, there needs to be homes with land attached to it. Every home seems to be on top of each other and the green areas the size of a car. There was a study that stated that this kind of development is becoming part of the climate change issue as green areas around home cushion pollution, allows more tress to be planted as well as the side effect of having failed more active outside.</p> <p>I put in the part about the hi-way as people need access to get to work quickly, plus sitting in traffic just causes more green house gasses.</p> <p>I think that there could be some hi rises or higher density areas done, maybe as little villages like Binbrook that people can walk to stores, for groceries or other.</p> <p>I also think that all new lighting for streets should have a solar panel to help the grid during the day, or a small wind turbines. Even if each one only generates 10 watts when you do the math time 1000 lights put in it starts to add up. Plus any new homes should include green solutions like solar, wind, having dry wells for laundry or any other acceptable waste water so it does not go into the sewer system.</p> <p>So I think the city should plan for minimum of 500,000 homes. At least half of the that are semi or detached homes with a backyard that is at least 3 times as big as the house to promoter green areas around the homes. The rest townhouse and apartment buildings. I think what could be included as well it</p>

	<p>some small homes, or prebuilt homes, some lower cost options with different sizes to help first time home buyers.</p>
82.	<p>I am extremely disappointed that I did not receive the survey that was mentioned in the news this morning on CH Television regarding urban development. I understand that the deadline is today.</p> <p>I am writing to inform you that I am strongly against developing green space. However, I recognize that Hamilton is in the middle of a housing crisis. I would like to opt for Option 3 - alternative solution. Hamilton has so many abandoned/unused buildings/lots that should be utilized for housing. It does not make sense why we would take away green/rural areas when we have so much urban decay.</p>
83.	<p>Options 1 and 2 are NOT desirable for the following reasons but not all reasons stated here.</p> <p>Option 1 It is foolish to expand on more green space and farmland especially now with climate change hitting everywhere. Hamilton is lucky right now as the climate here is turning very favourable for farming which is a lot more important than concrete expansion on these precious lands. As more land west and south of us experiences disasters from draught, flooding. Fires, etc., food costs will go up. Having local grown good makes a huge amount of sense right now as without food who cares about more people living here that are starving. There is a lot more I can say here, but let's start with that</p> <p>Option 2 Also NOT desirable. Ward 7 is getting congested now and green space has been sold to developers that was either parkland or previous farmland and is not set for multiple condo developments in small spaces in low density neighbourhoods already crowded by school and other activities not to mention a favourite sport of racing down streets regardless of low speed signs or speed bumps. Expansion in low density areas using valuable green space once owned by the city is as bad as expanding on additional farmland in option 1. Both options 1 and 2 are not desirable as they will create damage to the environment at a minimum and will create a larger than desirable carbon footprint while destroying green space and remaining flammable land which aids in cleaning out air. Concrete does not clean our air nor does it support growing crops locally which can also help the food banks and people that are poor.</p> <p>Option 3 The LRT is scheduled to run mostly down King St. It makes sense to redevelop decapitated homes on streets like Barton and King which have been used as businesses for decades. These buildings are falling apart and still have dirt floor basements. Queenston too can be redeveloped in line to this as well. It makes more sense to follow the LRT route or closeness as opposed to destroying low density neighbourhoods on the mountain or using up any or all the green spaces and potential farmland there. Remember that Upper Sherman is minor</p>

	<p>artery too yet it is important for ambulances, fire trucks and police as well as fighting to stay uncrowded during school activity and rush hours that use Upper Sherman to go to Elgrida or Ancaster. Rebuilding old buildings is the most logical to me. It builds a future while improving the beauty of our city.</p>
84.	<p>Hamilton is unique. We're lucky to have farms and we definitely need to keep them! Provincial governments can never ever ever have the right to force an urban sprawl ! ??!</p> <p>20% intensification difference between the two options given are not worth losing green fields, increase contribution to climate change, put greater load on existing infrastructure.</p> <p>It is also immoral to force out multi generation farmers from their lands. Is that how the city (or the province) wants to be thought of? What were people thinking here?!</p> <p>Option 3 There are areas in the existing urban boundary that could be revitalized. Why not use those? Renewed development should include some incentives, community gardens, parks, creative, resourceful, energy efficient, sustainable designs. Please use the talented architectural, GIS and engineering teams to develop housing throughout the city that will work in the residents favour and not give in to some number that someone somewhere higher up came up with one day after a 20 minute thought. Based on the information given, this sounds like it wasn't properly worked out at the decision makers level, wherever that was. I'd like to believe that my city can protect itself from pressures, give this much more thought and work this out positively without creating unnecessary frustration among residents and not destroy precious resources. We all have to live with the decisions you come up with!</p>
85.	<p>I currently live in ancaster in a townhouse. Young people do not want to be confined to a condo for their adult lives. Most people opposed to green space expansion already owned homes and basically want the best of both worlds (large detached house with option of green space day trips)</p> <p>I vote for a option 3- large rural expansion with minimal urban development. Downtown core will soon become too much like Toronto and recent changes have already removed available parking (ie- wooden patios on the road and removal of city parking lot on John st between Rebecca and king william to make room for a poorly designed park).</p>
86.	<p>Two adults and one 17 year old, we believe that there should be "Option 2 No Urban Boundary Expansion" PLUS an Option 3 with limited to no expansion of Urban housing unit development density (not only on Farmlands, and into Greenspace) but not to continually overdevelop village areas such as Waterdown and Flamborough. Condensed housing only serves to be detrimental to peoples health.</p> <p>The existing glut of expansion and development is so poorly organized and mangled that the infrastructure (including schools, roads, sewer system, electricity grid which is continually blacking out) cannot handle it, there isn't enough child care, AND the pressure on existing residents to adapt is an unneeded stressor. Hamilton planners and building developers are doing this</p>

	<p>solely for economic growth reasons and not to sustain and serve the needs of its existing residents (who foot the bill and pay the price in discomfort for all of this).</p> <p>Also, eliminating farmland and green space to increase housing takes away from the environmental health and richness of the area, puts our local food and water sources at risk and is simply irresponsible. Commit to a ZERO growth plan and improve the existing infrastructure. And MAKE housing developers pay ALL of the contingent expenses for such development (including full school builds, facilities expansions, etc) in FULL before allowing development in order to take the burden off existing and new residents.</p>
87.	<p>City growth and expansion is not just about building more. It is about building in a thoughtful, smart and responsible way when planning new developments being aware of the environmental impacts.</p> <p>Is there infrastructure to support it? Does the scale fit in with the existing housing? e.g. A 51 story building in downtown Hamilton makes more sense whereas in the outskirts of Hamilton it does not; 51 stories is too high and does not fit in with existing housing. (i.e. It has to be considered that for each new dwelling there could be at least one car; traffic will be increased. Are there roads to support the increase in traffic? Is there efficient public transport to support the new dwellings so people will consider not using their cars?)</p> <p>Build green – use renewable new technologies (e.g. bricks made from plastic waste, solar panels on roofs). Whenever possible use products produced in Ontario and Canada.</p> <p>Build affordable housing – find ways to help the homeless. Think how you would feel if you had no home and how you would want the city to help you. The recent federal government monies will help with this.</p> <p>Promote support for local farming - No urban expansion – we need what farmland there is to grow food.</p> <p>Protect existing wetlands.</p> <p>Think about climate change. We need Green Space – Consider green spaces on roof tops.</p> <p>According to the World Health Organisation (WHO), every city is recommended to provide a minimum of 9 square metres of urban green space for each person, provided that it should be accessible, safe and functional. Green spaces can reduce the ambient temperature of cities by 1°C, thus reducing the urban heat island and harmful city smog. In this sense, 1°C cooler urban environments prevent the harmful ozone layer that is triggered during intense heat episodes from forming.</p>
88.	<p>Having discussed with many of my neighbors, the City of Hamilton’s “survey” to the Public concerning the “Land Needs Assessment” (2021-2051), I feel compelled to point out and voice, what the “public” is thinking, and feeling about the “matter of Hamilton”. Evidently, it is now well documented (reported in the Hamilton Spectator, ie. “Is Hamilton Planning the Problem”, April 12, 2021, and</p>

"Grassroots campaign to stop sprawl in Hamilton gets city counselor's attention", July 20, 2021), that there is a great deal of criticism concerning the "advertised" rollout of the questions posed to the public, about the urban Land Needs Assessment. If the "lawn signs" are any indication of the public's response, then there is a "ground swell" of support, to keep Hamilton "green".

Having reviewed the "analysis, and assessment" completed by Lorius and Associates, in association with Hemson Consulting Ltd, I find it seriously lacking, in the sense of the want of "applied" terms, of the modern computer based "topological data analysis" available. Their (Lorius) mission, as I have read it was to provide; "A forecast of population, housing and employment by type to 2051; Housing market and trends analysis; Residential intensification market demand analysis; Employment and economic analysis; and Designated Greenfield Area (DGA) analysis." The "boundary map" that Lorius provides, is an aerial 2-D "static topological map" of "Hamilton". As I understand it, we no longer live in the early to mid 20th century, computer based "dynamic mapping tools", have been in use for city planning since the 1970's, perhaps earlier.

Pointing to one such study, the Swiss-American geographer Waldo Tobler "A Computer Movie Simulating Urban Growth in the Detroit Region", was published in 1970. Computer mapping tools have dramatically improved in the last 50 years, to the point that it is now possible to map, and create a computer "simulation" of the three dimensions of "urban spaces", streets, buildings, business work places, institutional infrastructures, traffic patterns, etc. A visual four dimensional, urban space-time model, can simulate existing, as well as future urban area growth of Hamilton from 2021 to 2051.

Do "Hamiltonians" not have the right to see such a computer simulation before they make a decision, and choose the urban topological model that is best suited to the needs of Hamilton? Some may make the argument, that such a "mosaic cartographic" simulation, would be too costly. While I do not have the exact numbers that such a simulation/model would cost, I can "see" the benefits of such a computer generated "geo-visualization" model, and public "cognitive map" of Hamilton can provide, in the long term. The question that I am interested in, is how much did the Lorius assessment cost the tax-payer? A computer driven simulation can most likely be conducted by McMaster University. Why was the Hamilton Land needs assessment not carried out by McMaster, in the first place...?

Evidently, there will be a "peer review" of the Lorius assessment. Reading a "Global News" article "Hamilton to get peer review for consultants report on expanding urban boundary", was reported by Don Mitchell, June 24, 2021. On the cost of a peer review of the Lorius plan, Mitchell quotes the general manager of planning and economic development for the city of Hamilton, Jason Thorne who said; 'he couldn't confirm the final cost of the review since no one has been approached to do the study.' Thorne reportedly stated; "I can give you my best ballpark, and say we're probably in the neighborhood of about \$25,000."

What I do know, is that according to "Statistics Canada" the daily GDP statistics of Hamilton is circa \$100 million/per day, and increasing. Does the Federal,

	<p>Provincial, and Municipal government not have an obligation to the Canadian "tax-payer" to provide an accurate computer based simulation model, and plan for future urban growth? Given, that this computer model is based on "public information", and can be updated for policy planning purposes (ie. issuance of building permits), on a daily basis, until 2051, it seems a small price to pay. Invest in the present, to create and build an "information science" based "road map" into a better future.</p> <p>As I read them, the numbers (based on Statistics Canada census data) that Lorius provides, concerning the population growth of Hamilton, increasing by 236 thousand people in the next 30 years, seems reasonable. As I understand it, the projected number of 122 thousand jobs, and roughly 110 thousand new housing units needed in Hamilton, over the next 30 years, also seems reasonable, and plausible. As for the over 30 "tables" Lorius provides the reader, they are at best 2-D projections, lacking depth, and real time dynamic "everyday changes", that "in fact" is going on in Hamilton, as we speak.</p> <p>What is needed, is a computer model of Hamilton, that provides a dynamic "multivariate" map of Hamilton, that includes the land base use, people, work place structures, infrastructures, and institutional superstructural needs. The dynamic urban planning basis for such "metacartographic" ideas, was already presented by such people as the American urban planner Kevin Lynch "Image of the City" (1960), the American geographer William Bunge's "Atlas of Love and Hate" (1969), and the American-Canadian journalist Jane Jacobs "Death and Life of Great American Cities" (1961).</p> <p>In closing, my "option 3", is asking, and calling on the City of Hamilton, the Province of Ontario, and the Federal Government of Canada to invest in a computer driven information science model of Hamilton (let's call it "Project Hamilton: 2021-2051"), so that a dynamic real time "multivariate" road map of Hamilton can assess the needs of Hamiltonians, "On the ground". I believe that all three levels of government need to rationally invest in the present "public policy", to build a better future, for all Hamiltonians, and Canadians....</p> <p>Note: Please make me aware of any "factual" errors the this open letter has, so that I can make the necessary corrections....</p>
89.	<p>No urban boundary expansion until unused space within the city is developed. We understand that urban boundary expansion may be necessary to support a growing population, but there are so many unused and vacant spaces, particularly in the lower city (vacant schools, industrial sites and tons of derelict commercial spaces particularly along Kenilworth, Barton and King St E). Development of these spaces should keep within the community's character i.e no highrises in predominantly residential areas with single-detached homes, but medium and low-rise buildings would be ok.</p> <p>Finally, the city needs to cut the ridiculous amount of red tape and financial cost to develop and redevelop housing, and perhaps more property owners would consider creating rental units within their existing properties as a viable option. Right now the level of bureaucracy and the astronomical costs of permits to even build a deck--let alone add a second story, addition or basement suite--are</p>

	<p>completely prohibitive to homeowners. We love our small home and neighborhood in Crown Point, but if we ever decided to expand our family it would be much more difficult and expensive to modify our existing home than to buy a new build in an outlying area where there is no character or sense of community. It's a shame.</p>
<p>90.</p>	<p>I am strongly opposed to OPTION 1 - maximum expansion.</p> <p>This is a more important issue than just people's opinions!!</p> <p>Why?</p> <p>Remember the recent vaccine shortages? Countries saved it for themselves (their own people).</p> <p>With Climate Change, there are likely to be global food shortages, and countries that normally export food to Canada may be unable to continue to do that.</p> <p>For example, California, a major agricultural food producer, already has horrible drought and fire conditions.</p> <p>These conditions are likely to get worse.</p> <p>We NEED TO PROTECT all of the farmland that we have left. This area has some of the best growing conditions IN THE WHOLE WORLD. In the area around Hamilton, we can grow a vast array of fruit and vegetables, due not only to good climate conditions, but also very fertile soil</p> <p>If we put buildings or roads on it, it can't be turned back into farmland because the topsoil has been lost!</p> <p>There is land in Northern Ontario, but the soil is mostly very poor (with a few exceptions), and would be difficult or impossible to turn into good farms, even if the climate there became warmer.</p> <p>.....</p> <p>Other Options:</p> <p>As some people have already pointed out, there is land within the city that could be re-developed, such as older industrial areas in the north end, and around the railyards and Barton St., for example.</p> <p>Developers like new "fresh" land that's easy (and cheap) to develop, but we can no longer afford to just keep expanding into new areas like that.</p> <p>Their profits may be greater for developing new land, but the rest of us pay a price for that, and with Climate Change, the price is getting unaffordable.</p> <p>I would favour more medium density developments, like some of the older buildings already seen along Main St. E. and King St. E. (For example, 3 to 7</p>

	<p>stories). Also, townhouses.</p> <p>They are also nicer to live in than super high rise buildings.</p> <p>This is another thing shown by the Covid virus - crowded elevators became super-spreaders.</p> <p>We don't "owe" the developers the huge profits that they are accustomed to!</p> <p>We also could re-consider ideas of community building.</p> <p>We can also re-purpose older, well-built buildings no longer needed for their original purpose, such as churches, etc.</p> <p>These options can use further consideration.</p>
91.	<p>I'm just hoping to add my opinion to the options being presented for future growth in Hamilton.</p> <p>Current urban intensification is a must with the goal of avoiding as much rural take over as possible. It becomes evident that when urban expansion happens in formerly rural areas the economic status of those residents is often lacking diversity. This moves further to create ghettoized core areas and further limits access for economically marginalized people.</p> <p>Affordability of housing must be the number 1 priority in any plan.</p>
92.	<p>I select option 3. I recommend an intensification rate of about 75%, allowing a small amount of urban expansion with the emphasis on increased density.</p>
93.	<p>#2 No urban Boundary Expansion</p> <ul style="list-style-type: none"> - stop the sprawl!!!! - find a way to convert areas that are desolate within the city eg. shops & buildings in the older part of the city....Barton Street, King & Main Streets, North end, etc and rejuvenate them into low income housing projects, upgraded neighbourhoods that would attract population, new families and new businesses <p>#3 Start Addressing Provincial Government Plans</p> <ul style="list-style-type: none"> - Gov't is planning mandates until 2051 and trying to steam roll their agendaswho is stopping them? - we know the Premier is with industry, commerce, retail and developers - they are already targeting farm land and conservation areas for transportation, building expansion, industry and commercial expansion - WHERE DO YOU THINK OUR GRANDCHILDREN WILL GET THEIR FOOD? WE ARE GOING TO BE "BEHOLDING" TO OTHER NATIONS???WE HAVE TO KEEP GOOD FARM LAND AND MAKE AGRICULTURE ATTRACTIVE TO OUR YOUTH!!!!!!any plans or incentives for that????
94.	<p>I believe the ambitious density scenario (or lower) is important to ensure availability of ground oriented homes for current and future generations as our city grows. However I would support a lower density rate (50%) in line with the land needs assessment-as I'm a firm believer that market forces should not be</p>

	<p>ignored in planning decisions because people vote with their feet if they can't meet their housing needs in our City. I've already lost two of my siblings to other municipalities with more affordable and available housing that meets their needs, and my other sibling is planning to buy in North Bay within the year. Ideally I would like to remain in Hamilton when I can afford to purchase a townhouse/home, but it doesn't make sense to buy a condo in Hamilton smaller than my current rental.</p>
<p>95.</p>	<p>My main suggestion is Option 2. No urban boundary expansion but with some modification. Some unsuitable farm land could be used, especially around the airport where people could live close to where they work in airport or industrial related activities.</p> <p>The main increase in housing should be in the city but not in super high rise apartments that block the sun and the view and create wind tunnels.</p> <p>I think that small apartment buildings, 3 or 4 stories, placed near schools would help create sustainable education buildings and be a better environment for families. Some of the mountain residential areas, Rosedale and Birch areas, and even Westdale would be prime for this type of living. You could replace 4 or 5 houses with a small building. One thing that apartment buildings need is balcony space, no one should live in a box. This should be a regulated requirement. Buildings should also have 25 percent geared to income and more family units. They would need green space like a park, a community garden and a rec centre or swimming pool close by so people can be active and healthy.</p> <p>Thank you for asking for our input.</p>
<p>96.</p>	<p>For what it's worth,</p> <p>I understand growth and the question you are asking is difficult to answer.</p> <p>However, what comes to mind is the number of cars I see at the end of the day on residential streets. I feel that by increasing the density this problem will get worse.</p> <p>I am sure that most household have at least two cars and is some cases 4 or 5. I see driveways full, streets full, and unfortunately garages used very little. It seem that the parking strategy is to not be blocked in. So wider driveways may be for functional than long narrow ones and should be a factor when increasing density.</p> <p>I like the idea of allowing homeowners to be able to create an apartment in their home provided the home owners live in the home, I think allowing this to become an investment vehicle should be discouraged. However, I think the residence having enough parking spaces on the property that allow for easy movement of any vehicle should be a factor when considering where to allow this.</p> <p>I don't think public transit will solve this problem, people still seem to have to get the station and will still own cars.</p>

97.	<p>I would prefer a happy medium in between 1 & 2. I am sending this link in the hopes that this may be achieved. There are some interesting articles on how urban sprawl contributes to our environmental impact on the planet and the shrinkage of greenspace is detrimental to our planet. Loss of farmland reduces the availability of local goods and increases importation of goods which drives prices up. It also increases local job loss. Destruction of ecosystems and the effects on wildlife are impacted as well. We have a lot of abandoned properties in Hamilton. Why not convert them rather than leaving them empty to rot or having them be a victim of demolition by neglect. I'd rather see what is existing re-purposed than having to use farmland to build 3000 ft houses that 2 people live in. I understand that not all of the existing properties can be used or re-purposed but I'm sure a vast majority can. Please take a look at these articles and the impact on the environment and solutions other countries have undertaken to fix this issue.</p> <p>https://environmentaldefence.ca/campaign/protecting-ontarios-environment/</p>
98.	<p>Lower density in all areas, no apartments or condos higher than 5 stories. More green space and natural areas in all parts of our city. We are concreting everything over and building ever upwards and outwards and it is to our peril both as humans and to our environment. Restrictions should be placed on amounts of concrete that can be used and where, more natural products and environmentally efficient building practices should be in place. Question the need for basements in every single home. More community involvement should be considered when building houses.</p> <p>We are already seeing the impact our current practices are having in our extreme weather patterns and I feel if we continue at same pace & type & style of intensification, weather patterns and impacts of such will be even more detrimental then currently being experienced.</p>
99.	<p>I applaud the city fathers for being proactive by looking ahead to the future. But what will the world be like in 30 years? What will be the age distribution? How will societal ways of being shape our community ? Economically, Education and culturally ? I believe these need to be factored in to any long range planning . It is not just numbers to consider. Quality of life and enjoyment of the community weigh in too. One just has to look at all the burgeoning high-rises that are beginning to block the view of lake Ontario . We are beginning to copy Toronto's error did by making the lake view waterfront enjoyable to only a select few condo owners. We should be cautious so as not to replicate these same errors.</p> <p>With the galloping climate crisis I think we need to be evermore diligent about safeguarding green spaces , tress and much loved out -door space . this pandemic taught us about the perils of living in confined indoor space without adequate out door access for prolonged periods.</p> <p>Therefore I am advocating for a compromise: I think we should amortize the evolution gradually over the 30 years aiming for 96, 00- mixed housing units including single dwelling , multi-unit accommodation and small multiunit apts / condo and housing that is rent geared to income across the entire city. I believe we need to continue to support our local farmers as food and shipping cost will continue to climb. There is some "rural" land that be expanded upon but encourage properties of 1-2 acres</p>

to continue to provide small farm plots or green spaces rather than carving off tracts of land into match box size lots and selling them as single family homes which simply creates dense living .81% intensification rate is just too steep for the amount of topography that we have access to. We will be eroding too much of our geography. The drive along Rymal Rd W/ Garner used to be a lovely refreshing, relaxing drive now it is congested , densely packed with multiple housing units including teaming with Town home properties. This will be a travesty if we continue at this pace. There is barely any land or green space visible . This community has exploded in size in the past 30 years since I moved here . It has almost doubled. This is partly due to amalgamation of the surrounding towns but also to the influx of people discovering Hamilton. We need to ensure we have adequate infrastructure , transport, schools, healthcare and social service resources to match the needs of this growing community. We will also need to advocate for a review of our electoral mapping as our existing provincial and federal ridings are already too big and too spread out across the city boundaries.

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Public Comments (mail) – Option 3

1.	8 or 16 plex and multi living units of 3 and 3 bdrm units as seen in Montreal and Quebec City. These units house 4 to 6 families and take less space and fit well into residential areas. These are large and more than comfortable as well as affordable units. - housing is important and needed but do not take out farmlands. We need the farmlands in the green belt areas nor and will need them ever more in the future of our province and Country
2.	Major urban expansion - "No more intensification!!!" The city is overcrowded as is and we don't want to be living on top of each other
3.	We do not want hirise collapses as in Miami! Prohibit highrises except in the downtown core, stop congestion in suburbs like Ancaster. - #Unregulatedintensificationisdestroyingourbuiltheritage; intensification harms the environment by destroying needed greenspace and trees in the city (e.g. cut down 5g mature trees to build 72-unit 4 storey condo in undersized lot) Agriculture in future can intensify with hydroponic, etc. current Wilson St. development in Ancaster will make traffic impossibly difficult. Let out lying hamlets expand (medium density limit)
4.	Some expansion on land unfit for farming, for homes, etc. Rural. - (Homeowner but poor transportation, etc.) Disabled; Fast, reliable, bus service - City and rural and local stores for clothing, hardware, shoes, etc. Restaurants for all tastes - even fish and chips, steak on a bun, fish, stew, etc.; 1-2 floor houses - small apartments for low rent and well built.; No more "high" rises - dangerous - cannot rescue in case of fire - elevator breaks down - too many stairs for other disabled people - or young children - or pets (dogs, cats, etc.) Excellent bus service - no LRT mess or poorly sourced routes - reliable service. LRT is old technology - rail lines to Brantford - Niagara - 1900's etc - 1880's (LRT)
5.	- 1. Increase height of warehousing buildings in industrial areas - most buildings only one floor so not use expansive space 2. Increasing density in Barton Street area by re-developing older buildings increasing rules floor height for more affordable housing.
6.	Rezone light industrial to include low-med. Income housing. - 1. Protect water supply. 2. Stop suburban sprawl. Build mixed-income and mixed use (housing up top, shops at street level). Tear down 1/2 of or all of Lime Ridge Mall - re-build shops on bottom, highrises on top. 3. Force developers to properly restore roads after they tear them up for building.
7.	Biodiversity - go green! Redirect waste - electricity. - 1. Repurpose some urban lands 2. keep our trees for temperature reduction and Cos control 3. Share: a. homes b. gyms c. libraries 4. roof gardens 5. no more 'high-income sprawl' 6. sustainable transport
8.	Option 1 at 75% intensification limit urban expansion. - 1. Rework lower city infrastructure 2. Rehabilitate existing low rental housing inventory (rather than tear down and rebuild) 3. Improve rental housing maintenance
9.	New development bylaw - 25% of all new housing whether houses; condos, or rental must be affordable housing. No more monster homes.

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10.	Option 1 but ensure currently identified is used first - 30 years is a long time particularly with an uncertain post-pandemic demand for housing and jobs vis-à-vis the rest of the GGH. The land may be needed sooner given existing trends
11.	- 50% ambitious density 50% urban expansion land
12.	Compromise 1/2 expansion, 1/2 development - A combination
13.	- A combination of both. A little less density and some urban boundary expansion. i.e. move to medium density
14.	Expansion of only 1650 ac?? - A happy medium between the two, taking our farmland is extremely sad - there is a reason people are leaving Toronto.
15.	A mix of option 1 and 2 - A limited overflow of / into new greenfield lands would be preferable.
16.	Area below escarpment used to be desegmented "fruitbelt land"? - A proper futuristic traffic flow East to West would be using an over-head road system instead of cluttering up with LRT
17.	No more construction! - Absolutely stop all planning! No more buildings! They are eyesores and increase traffic on our overloaded highway 5/ All these buildings are destroying our small town feel!
18.	Start building in Lake Ontario - Abu Dhabi has built a beautiful area offshore! Stelco and Dofasco have been allowed to fill in 1/3 of the bay!
19.	All urban expansion until 2041 when ~ 500 ha of greenfield land is made available. - Acquire Glendale Golf course, convert it all to lowrise housing mixed with detached homes, clean up and build apartments and townhouses north of Barton St. toward Bayfront.
20.	Maintain character of neighbourhoods - Add housing in ways to that do not violate character of neighbourhoods, e.g. no highrises in Westdale, no massive hotels in Strathcona. Focus on affordability - add rent geared to income not only condos
21.	- Advocate with ON government to change planning distribution across province. Why are we encouraging growth in the area of richest farmland and in an area with already high density within the Toronto-Niagara corridor? Both options are bad. We have a unique microclimate for tender fruit.
22.	Hybrid model - Allow a reduced amount of land for option 1 so there is less of an impact and encourage responsible and respectful high density development
23.	Something between options 1 and 2 - Allow for some high density towers/buildings beyond the current urban boundary - but no estate size lots. If you're going to take away any greenfields, make those spacs as efficient as possible. No, or very few, single family homes. Build taller, not wider!
24.	Stop the Hamilton growth! - Amalgamation has been disastrous for Flamborough. We should never have become part of Hamiltin
25.	- Ambitious cities build community instead of sprawl.
26.	0 Expansion. - And to lower housing crisis stop the bidding wars! They should be illegal. The price is the price. Enough is enough! Please stop building more and more houses and stores all together! We need our fields! My vote is to tear down all the new surveys built and give us back our fields!
27.	No LRT tear down - and use empty buildings redesign the community utilizing space.

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28.	Modify option 1 by increasing density with more townhouses / low-rise apartments to reduce amount of new urban land needed - Are pre-pandemic population projections still valid given the migration to smaller municipalities due to ability to work remotely and unaffordable housing prices in Hamilton? Can density assumptions be increased with more multiple units, e.g. secondary units townhouses and low rise apartments, which will reduce the impact of option 1? Rethink very high density e.g. 30 + storeys as they have been a source of infection spread during the Pandemic
29.	A blend of option 1 and 2 - Are these numbers allowing for the many seniors who will die in that time period? Option 1 only when there is absolutely no urban space left
30.	Open Green Belt to development - As long as we have restrictive land use policy we will have extremely high housing costs (look anywhere in the world with similar policy)
31.	Check other high density countries with small land space for creative ideas on how to keep land from damage and new housing ideas - As the climate heats up we need land to grow food close by and to help to cool the planet with trees and keep all water sources. We have to be creative with housing and developments.
32.	No high density living - keep it status quo. - As the high density housing increases so to do other problems. High volume of traffic - cars and trucks - gangs, noise pollution - we need the greenspaces for farming, etc. I am referring mostly to the plaza at Green Road at Fifty Road
33.	Bulldoze Jackson Square - Barton St. can mostly go as well. Free tents for any one who wants. We also need a Toronto "move-in" tax!
34.	Option 2 but build upwards like Toronto - Becoming a big city means big upward skyscrapers, condos and apartments like all over other big cities
35.	- Before you start expanding any more fix the sewers and water pipes that already exists and roads.
36.	More affordable housing/apts./rental - Better traffic flow, update signal system to traffic flow, instead of using timed signals only. (You're choking your city) more green spaced mixed with city.
37.	No expansion - Bigger is not better
38.	Take it slow!! - Bigger isn't always better. Ambitious density = higher crime, higher taxes, no more land for food, higher pollution, no more stars at night! Remember "we the people" are the government! We pay your wages!
39.	50/50 density and urban expansion. - Build 3 more hospitals. Flamborough, Stoney Creek and out towards Mount Hope. Attract high wage talent. Maximize tax revenues.
40.	- Build condos or townhouses where vacant factories sit empty or vacant lots. Why destroy good farmland. What will we eat?
41.	Take care of Canadians first - Build for the Ontario homeless! It's all about the money - money that tax payers pay - we can't even afford to buy a house!
42.	No expansion in Dundas use available building and space in downtown Hamilton - Build new communities in under developed areas with shops, schools, roads, hospitals, etc. To support those communities. Dundas already has exceeded intensification targets. Preserve our valuable farmland.

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43.	- Build on land that isn't farmland and green, not in areas where it's mature and environmentally sensitive. Nature and it's inhabitants need to be protected, only put height of that's suitable for the area, abandoned buildings and homes refurbish for living if appropriate.
44.	Urban expansion with community services - Build single family homes 1300-1800 sq. ft. No repetition, 4 floor plans on 32 ft. lots from Rymal Rd. South to Dickenson make them affordable housing.
45.	Affordable housing - Build small affordable houses, small single living dwelling for seniors, container housing in park settings
46.	- Build some homes for the needy and food, instead of lame L.R.T. for Eisenberger!!
47.	More apartment buildings downtown - Build up the city core with large condo complexes. I.e. Toronto style. And clean up the City Core.
48.	Expansion only as a last resort when/if needed - Build up, not out. How can we add to city infrastructure when it is extremely difficult and costly to repair and maintain what we already have?
49.	- Build where we already have bus routes, schools, sewers, other services. Grow potatoes where these things do not already exist. How hard was that decision?
50.	How about somewhere in between, duh! - By 2051 I'll either be long gone or in a home (LTC) so it really won't matter what I think. Supply = demand = immigration
51.	Don't touch greenbelt, clean up barton street. - By building new front businesses with housing build in back for low income (double purpose), plant more trees and bushes. Tear down old houses and build new ones. Lots of empty buildings and empty spaces to build.
52.	Provide people choice - Canada is the second largest country in the world. There is no reason to pack people in like rats. Get speculation, foreign buyers and corporate buyers out of the marketplace then let the people decide how they want to live. City has no role.
53.	Let market forces determine the level of intensification. - Choice underlies the effective operation of free world democracies.
54.	No intensification, use more expansion land than option 1 - Cities shouldn't be more dense. I think that Hamilton should pursue a policy that reduces intensification rates
55.	How much did this survey cost? - City currently unable to manage city growth. Incorporate housing within malls. Approve student specific housing on campus only. Stop one-storey strip malls. Infill Barton / Cannon / King. Greenhouses for food not cannabis.
56.	No further expansion period. - City is becoming too crowded and busy. Housing is unaffordable and unsustainable.
57.	Needs to be a blend of both - City needs to increase its density as described in Option 1 but not at the cost of expanding its growth outside of the current urban boundaries.
58.	Half option 1 at 1,500 acres. Expand upwards and offer reduced lot sizes - Compromise. Think outside the box like garage conversions in alleys. More townhouses versus single family detached homes.

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59.	Allow country development - Conservation land should not be designated without property owner's knowledge and consultation. Allow country development as people choose to leave city centres.
60.	Expand urban boundary on non-prime agricultural lands only and preserve prime agricultural land designations for agriculture. - Consider also, in addition to Option 3, develop/renew depressed areas, i.e. Barton St.
61.	Not that simple - Consider infrastructure and roads and traffic and finances - want quality in the city everywhere
62.	- Controlled density with some urban expansion land need. Do not open the door for real estate speculators and investors to duplex and triplex single family homes and ruin neighbourhoods like what has been done in Westdale and started elsewhere.
63.	Stop urban sprawl, protect the green spaces from being ruined by big businesses. - COVID has taught us that we must be self sufficient to survive. We need green spaces for, food and relaxation. Protect our green spaces - stop the infrastructure for big businesses.
64.	Stop foreign investors artificially causing the home crisis. Use 1% of expend boundaries - Create better use of existing properties. Core parking buildings (vertical parking) eliminating vast stretches of parking lots and closed buildings
65.	Yes. Explain these options in plain English. - Deliberate obfuscation! Mixed in with junk mail. This brochure is plain as mud. What a waste of money! Clear. Most will probably be ignored or discarded.
66.	Expansion 80%, density 20% - Density doesn't serve humans well
67.	I have a background in Economics and Geographic Analysis - Density is one variable of 1000 variables. Set aside green spaces where development is not allowed. Lower corporate taxes to spur growth. Allow private innovation to grow the economy and growth with follow. The least amount of government intervention the better
68.	Moderate density/expansion - Desirable compromise! Between two extremes of ambitious density and no expansion land needed
69.	Arterial corridor - Develop along routes of highway #2, #6, #8, #56, #20, #5, and leave the farmland on the sideroads to farmland and green space inlands like alone
70.	Develop Dufferine pits - Develop the Dufferine pits into self-contained business and residential complexes, mostly underground with sculpted landscaping / parkland above. A non-commuter based community, eco-friendly.
71.	2/3 option 1, 1/3 option 2. - Did an idiot make this survey?? Allow both, consumers will choose where they want to live.
72.	We need more land for farms and greenspaces - Do not allow expansion, we need as much farm land as possible and as much green space. Population can expand up North where the land is not good for farming. Hamilton is over crowded as it is.
73.	Intensification rate of 70% - limited urban expansion land - Do not allow urban expansion over fertile, productive farmland (those areas where crops are actively being grown).

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74.	A mixture of the two options - Do not build high towers of intense development. Build smaller units of community style housing and gathering space and with areas of greenspace and areas for gardens to plant - people can go plant garden
75.	- Do not build on farmland or other green spaces, protect our green spaces.
76.	Expand - but not for "family" housing think outside the box - Do not build single family homes on expanded land that require schools etc. Build retirement, senior plus 55+ units, mixed with shelters for women and men.
77.	Low rise medium density breathable communities, single family, 4, 6, 10, 30 story max, homes, townhomes - Do not take away green belt area for residential or commercial / retail development. Protect green spaces! Parklands! No tower condo buildings. Help rebuild city infrastructure!
78.	Use brownfields old industrial areas/old factories - Do not use farmlands!! I don't want my food coming from China. Stop bringing in more newcomers.
79.	No urban expansion unless absolutely necessary - Doesn't matter how expansion happens unless housing is affordable. Also, how about infrastructure?
80.	- Don't disturb the greenfield greenbelt. Keep it protected. Plan any housing development to low density.
81.	Combination of 1 and 2 - Don't overdevelop waterfront like Toronto. Driving along the Gardiner you'd never know there was a lake right there!
82.	- Double Option 1. If not possible then go with Ambitious Density Scenario Option 1
83.	Zero/minimal densification - Dundas does not need any more densification. It is already densified
84.	Quit now, go somewhere else - Elfrida is a traffic jam, no more housing in that area - whoops you already started. Try driving along 56 HWY between 3:30 - 5:30 it's a bottleneck, we do not need any more expansion, you should have quit 3 years ago.
85.	Make low rise apartment buildings - Encourage updating of existing properties that are rundown, fill in empty spaces within our boundaries.
86.	Do both - Enforce any bylaws and building standards uniformly, move greenbelt beyond urban boundary to edge.
87.	Stop importing 100,000's every year - Encourage females to have children. Breakeven birth rate = 2.1 Actual 1.5
88.	- Every decision city hall makes is filled with "Bungling" direction. Oh yeah let's pay consultants so it won't happen "Again".
89.	Use existing housing space, if none available then expand 75% intensification. - Expand only as needed. There are many spaces in downtown core that could be redeveloped. We shouldn't eliminate more greenspace!
90.	Intensification < 50%; expand current urban boundary - Expand outward - not inward, provide housing opportunities for all economic levels, no LRT in lower city, develop supportive infrastructure.
91.	- Expand the urban boundaries as needed, but promise a certain % of green space in the urban area with no loss of existing space. Option 2 is second choice.

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92.	Some expansion, some intensification - Expansion should be permitted on marginal growing land only. Under no conditions should any wetland or food crop suitable land, even if currently not producing, be used.
93.	Limit urban boundary expansion to 500ac. Low-rise co-op developments in existing neighbourhoods as co-op residents help take care of the property. - Exploit every last square inch of brownfields for residential development. Expropriate abandoned homes and properties for residential development. Limit high density development to arterial roads and next to already existing high density development.
94.	Improve public transportation - Families can't afford multiple cars in the household just to drop kids at school also this will reduce pollution/gridlocks/commute time.
95.	Fix the horrible road and rail tracks in the industrial area!! - Fix the roads and railway tracks in the industrial area. To many years with nothing done!!
96.	We should stop immigration until everyone has a job. - Fixing what we have is very important, roads, sidewalks etc. Finding housing for the homeless, proper water for the indigenous folks. Charity begins at home!
97.	Combination of both, 70% and about 600-700 ha. - Focus and balance of affordable units, higher rises in downtown core or where similar height structures are, with encouragement or redevelopments of brownfields, industrial builds and neighbourhood preservation
98.	Focus on existing population - Focus on improving existing infrastructure, social services and living wage access. Non-organic growth will depress wages and provide undue infrastructure stress.
99.	340ha urban expansion - Focus on the missing middle, multi-family duplexes, midrises, mixed use midrise, conversions of under utilized commercial space to mixed and residential use
100.	Fix the system we have before growth - Folks who make over \$100,000 a year can't even afford housing in Hamilton
101.	Tear down old buildings. Build simple homes. - For first home buyers and retirees. Don't need anymore huge homes. Affordable is best. Use spaces that isn't being utilized. Don't use greenspace
102.	- For our sanity leave the greenlands alone. Low density and single family homes on the mountain. High density in the lower city.
103.	Expand upper city - Forget LRT (lunatics rail transit) Hamilton downtown is a stagnant place - has not grown much since I came in 1957.
104.	No LRT free housing - Free HSR, no LRT
105.	
106.	No boundary expansion - Get all new city council and mayor. Get rid of the ___ we've got. If they need work give them a box of straws and put them in Cootes Paradise.
107.	Preserve good growing land. - Good farmland is needed to grow food for "consumption." Use poor quality land only for building homes etc. Build up...not out.
108.	Hamilton shouldn't grow. Tell Ford ___ and wait for the next election. - Great - more bedbugs for Hamilton! This city cannot handle the problems it currently

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	has. I've watched the decline for decades. Council and staff think replacing an existing bus route with street cars for Mac students is a win. The downtown is more disgusting every year. But let's add more people, make the City more unlivable and possible get rid of greenfield land. Fantastic!
109.	Option 1 plus green roofs - Green roof benefits: improves stormwater management, reduces urban heat, insulates building, reduces greenhouse gas emissions, extends roof life...
110.	Combine the 2. - Greenspace (parks and "wild" lands) are clearly necessary for the health of the planet and its citizens. Be leaders in environmental responsibility - put planting and conservation at the heart of every project.
111.	Maintain and improve existing structures. - Growing, growing why? You don't half to grow perpetual growth. Only destroys environment and makes humans suffer. From crowding. (Quality not quantity)!!
112.	Decrease the mandated growth - Hamilton and surround has an extremely diverse environment - lakes/rivers/forests/wetlands and endangered species - stop the rate of expansion/population - save the environment
113.	Both and more is a limited approach - Hamilton does not have enough housing for current family; we need more housing than above, this is not enough for forecasted population growth!
114.	No LRT - Hamilton does not need LRT tax money will pay in long run
115.	Ambitious density with a cap of no more than 800 ha. - Hamilton downtown needs a "raise and rebuild." Huge potential for high rise development. City centre needs a face lift. Urban sprawl is not the answer. We need to start protecting farmland.
116.	Lower density, more single family homes - Hamilton has become a townhouse city with little greenspace for families, how about more bungalows for our aging population
117.	Develop empty buildings in the areas of the core. No building on farmlands, that'd cause higher prices for important products. No nature, more pollution, traffic headaches. - Hamilton is a unique wonderland. Five minutes outside of the city is farmland, homegrown beef, chicken, cheese, wine and beer producers. No farmland and these all disappear.
118.	Growth and expansion to less populated and underdeveloped areas of the province while maintaining our critical agricultural farmlands. Preferably northern development. - Hamilton is well populated and straining existing infrastructure and resources. Option 2 would have to be considered a fail safe decision. Why didn't we get to provide feedback on the LRT?
119.	30% option 1, 70% option 2 - Hamilton needs to bring more housing within the existing, unused and derelict properties and make more family friendly neighbourhoods
120.	Refurbish empty buildings and unused lots - Hamilton should be looking into unused-empty buildings and warehouses, so many empty places and lots. Owners should be made in some way to use them for housing or sell to city for housing. Too many empty spaces right in the core.

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121.	Both seem extreme. Find a balance. - Have Indigenous leaders been consulted on these proposed scenarios? What are the recommendation of environmentalists? Minimal change or harm to nature preferred.
122.	No urban boundary expansion and no population growth - Have newcomers to Canada populate the rest of Canada, not the GTHA
123.	- Hire and comply with recommendation of an independent professional to expand urban boundaries to stage sustainable growth to reduce lot costs.
124.	ED. Modular building! - Homeless - sliver buildings have a narrow frontage (45f) with total virtual access - showers, clean clothing are mandatory.
125.	Increase business/corporate presence in the city. - Homeowners are at their limit on property tax. Increasing housing makes it worse! Must put more emphasis on corp growth.
126.	Plan for 81,520 new units with no urban expansion. - Hopefully you will take into consideration the residents in residential neighbourhoods and not destroy the "neighbourhood" atmosphere we've developed over long time occupancy by putting up too many massive highrises.
127.	No expansion! - Housing density is already to high. Don't pave paradise and put in a parking lot leave green space and agriculture lands alone.
128.	Balanced development - carefully monitored - Housing in the lower city should be developed as much as possible and in both existing and new areas depending on population growth and affordability - but not for the sole benefit of developers!
129.	- How about a happy medium 50% to 75% of #1
130.	- How about a Postal box on my street instead of me going to the Post Office for my mail.
131.	- How about building some affordable starter homes for first time young buyers so that they can stay in the Region. Don't allow investors to buy these starter homes!
132.	Degrowth - How can the city grow is the wrong question to start with. When a city the size of Hamilton reaches and surpasses a critical mass, we need to end growth. Growth is what fuels climate change.
133.	Consider an environmentally-friendly campground, with good public transit access - How will this affect the poor? How will this affect families in poverty?
134.	Plan the new housing beyond current boundary. Concentrating people is the opposite of what we need having suffered from the COVID pandemic. - I am a scientist and found the wording of this survey confusing. Hard to interpret.
135.	Farm lands should not be used for housing ever, old school lands. - I am not good in computers, I can only join by letters, it is sad that the government allows very high prices for houses now, young people who are trying their best will never given chances to own a house. How about affordable houses for locals? Residence qualifications?
136.	Whichever option that will lower my taxes - I chose to live in an rural area because I don't want the congestion of living in the city but the city has raised my taxes much too high. I chose whatever option that will lower taxes/
137.	- I defer the choice of my option to Mayor Fred. He knows the best urbanization plan for Hamilton

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138.	Medium density; townhouses and lowrise apartments. - I do not want to be as dense as Toronto on New York. Nice places to visit but not to live.
139.	- I don't really know what you mean about intensification or urban expansion. If it means no affordable housing - I'm against it. If it means gentrification, I'm against it.
140.	Restore downtown core, rebuild and renovate core - I find option 1 and 2 unclear and conflicting, I'm sure others will be misled by option 1 and 2
141.	Improve questionnaire and resend! - I find the use of the word "ambitious" offensive. The question should simply be "1. urban sprawl," "2. no urban sprawl" Poorly designed - looks like "junk mail."
142.	More government housing, more HSR - I have a brain injury, waiting for apartment still over 7 years, I need apartment on mountain also #42 Mohawk bus still running 1 day a week, should be 7 days a week again, more people need it.
143.	Do not crowd housing, it leads to problems - I have seen vacant land in the area that has not been farmed. Either build on this land or make it available to farmers and use land close to city to build.
144.	We have to save our land for food. - I have to be 103 when it is finished.
145.	- I know it's hard but you should maintain what we have, not create more problems. Forget about LRT.
146.	- I live in West Lincoln. Why do I keep getting crap from Hamilton? City/MP/Etc. Please check with your P.O. this is costing you money.
147.	28,660 new housing unit through development in the existing urban area. 110,180 new housing units through development and new greenfield lands - I love Hamilton for its green space and the fact that it is not densely populated. I hope it will not become a concrete jungle
148.	Provide affordable housing -- too expensive for young families - I need to have a map as to where the greenfield areas are. I'm in Glanbrook. Large parcels of land - which rural areas will be impacted?
149.	How about a balanced approach to both options - I prefer neighbourhoods to high density areas. Higher density is not aesthetic and just looks crowded.
150.	More bussing! No to the LRT! - I would like more busses on the road. You've done it with the B-Line, now it runs on Saturdays.
151.	- I would like to know how this is helping with climate change and global warming. When are our smart people waking up to the fact that there are one too many people on this planet?
152.	Low-medium density - I would like to still be able to enjoy the view and highly prefer that high-density condos/structures do not get in the way of remaining downtown core
153.	Less expansion, more core infill - If billions are going to be spent on LRT, create more infill downtown (renewal) so it would be worth it.
154.	No growth improve quality - If growth necessary then follow Jane Jacobs not Le Corbusier and Option 2 before Option 1
155.	Some of option 1 and option 2 - If LRT is built the density of people is needed along the route.

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156.	Neither - stop population increase so no need for drastic change - If necessary, a limited option 2 is acceptable
157.	Renovate old housing and apartments - If the City could just renovate, remodel and refurbish old house and buildings, then people would wanna move. Therefore sparing the plant life and farming for the city.
158.	Maybe slow down destroying Hamilton? - If we keep cutting up the greenspace we will need oxygen bottles to breathe - but who needs oxygen??
159.	Low intensification low density - If you do not build, they will do elsewhere. No development of greenlands should be considered
160.	- Im not for wrecking your farm land, farmer - feed people not condo; my _____ - _____ not for it
161.	Increase home building, eliminate foreign ownership. - In an effort to reduce the high out of control cost of home ownership we need to increase the supply of homes for sale in Hamilton. Also end foreign ownership and investors who drive up the cost of ownership.
162.	Very poorly thought out design. Seems like a shallow attempt at looking for input. - In the next 30 years the population will grow and more people will require more housing. A combination of intensification and expansion is required while doing the best to preserve greenfields and farm lands
163.	- In the same way that provincial projections have informed the need to grow (i.e. +236,000 in 30 years), data needs to inform the selection of a growth strategy - yet no data is provided in this survey to justify Opt 1 or Opt 2. Generally, brownfield/greyfield development is preferred over urban sprawl, but an average citizen voting without data is stupid.
164.	Mix options 1 and 2 with heavier weighting to option 2. - Increasing density with no changes to the urban boundary will concentrate density expansion in the lower city - tear down old, abandoned derelict buildings which aren't found in this quantity in the other parts of the City. Can our infrastructure handle that? Like water, sewers, etc. if 100 unit building built at end of my street, how will the combined sewer handle the volume in a storm event? Will it go into my basement?
165.	No more than 700ha of urban expansion land - Infrastructure costs should be borne by developer and a 20 year property tax levy on new lots to recoup a further percentage before dumping more taxes on existing rate payers.
166.	- Instead of new construction, we should be planting trees and deal with the garbage alone our roadways.
167.	No urban boundary expansion. Small new housing development in urban area. - Instead, build high-rise in Hamilton's lower city. If building in urban area, an efficient bus service would be expected, forget LRT. If building high rise in the Hamilton lower city, Hamilton would thrive and so would the LRT.
168.	(Less density) Intensification 30% or less) - Intensification < = 30% Develop more greenfield lands.
169.	Low density plan for 0 new housing units in existing urban area and 0 new housing units of greenfield land beyond current boundary - Intensification and density are not important and ruining this city!

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170.	- Intensification in empty and existing buildings only. Not in single family areas ie duplexes. No urban expansion.
171.	- Invest in city; not pleasant to visitors. Many old brick homes worth redeveloping. Lots of rundown abode should be replaced with "higher" rises and park surrounding for experiencing nature in he city
172.	No intensification or increased density - Is the plan to abolish the suburbs? Reduce or remove single family homes?
173.	Intensify and improve the downtown core - It makes more sense to improve the downtown core, North and South of the proposed LRT route - tear down the dilapidated areas and rebuild - no urban expansion required. Leave the farms alone! We still need to eat!
174.	A combo of some urban development and some expansion into rural non-farmland. - It seems too cute to have 2 extreme options. Why can't you have both?
175.	- It would be good if the use of medium density housing could be built for families on land that no has rundown (ready to tear down) properties. Mainly in the lower city and in existing vacant lots. See how it goes and if necessary go from there; without sticking to one option from the beginning. Try modified versions of option 2 first.
176.	- It would be preferable for the City of Hamilton to incentivize the development of under utilized properties and land within the current urban boundary.
177.	I live on the Mnt and love it traffic free. We moved here 25 years ago due to rents we couldn't afford. I really do not like when housing is built so close together you can hear your neighbour sneeze. I am 84 yrs old now, so what you school to do doesn't really matter. - It's sad that all farming is gone to build housing
178.	Fire the fools - Just another waste of time. The "fools from the city" have already made up their mind and are just looking for a few responders to agree with them.
179.	More high-rise buildings downtown - Keep as much greenspace as possible. Build the lower city. Make James St. North a pedestrian zone.
180.	Limit building height - 6 stories - Keep building height to a maximum of six (6) stories. Otherwise there will "canyons" of highrise buildings - similar to Toronto!
181.	Less ambitious, density 30-40% - Keep hi-rise buildings away from low density housing
182.	Plan 81,520 new housing intensification rate 60%. Plan for 0 new housing units. No urban expansion land needed. - Keep population steady where it is. No need to add more people. We are a good size.
183.	A combination of both - Knock down old buildings and replace with mid size development. Bulldoze Barton St and start over.
184.	Large urban expansion 10,000 tho - Large expansion of the urban areas needed to lower housing prices. Thanks
185.	Infilling of larger lots alleyways and innovative small housing for granny flats and single people. - Larger populations require more food. Don't touch productive farm land. Poor soils and unusuable farm land - ok to some extent. Larger population need recreational walking/hiking and nature areas. Leave proposed

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	world biosphere - Hamilton Bay/ York Rd. - Cootes Paradise/Escarpment above and around Dundas alone - A lot of work and money have gone into this.
186.	Expand near and around existing towns - Leave (green space) alone!
187.	Build within Hamilton go up - or - townhouses - Leave farmlands alone - largest in the world. Contractors destroy beautiful lands for their own billion profits - your license giver - ruled by them??? Barton St. needs to be rebuilt - have developer buy and rebuild. Downtown taking forever - even Main E has begun to go downhill - get after owners - tax them highly! That way - sell it!
188.	Build Toronto Oakville Way - Leave our greenfields alone. Like to see orchards and vinelands.
189.	Parks downtown and lower density overall, shrinking down! - Less population growth and downtown smelling like exhaust fumes and green space on the mountain. Build there. Single small houses with yards.
190.	Duplex/triplex - Lessen restrictions to turn larger single family homes into duplex/triplex. Remove paid parking from street.
191.	Combine both options with focus on downtown rejuvenation - Let developers build apartments higher to allow them to make a profit and want to build here.
192.	SDU's across the country - Let the people who own greenfield determine their development. SDU's in both rural and urban achieve both!
193.	- Let the planet breathe, keep green space, build 1-7 floor community friendly housing, not soulless towers
194.	- Let's get on with the LRT
195.	1/2 of 1, 1/2 of 2 - Limited rural expansion - less density in City - compromise 1/2 and 1/2.
196.	Lower density - Lived in Hamilton for fifty years. It was just the right size. Shame to see the growth. Well on the way to look like Toronto!
197.	- Low income housing, too many homeless/evicted people - shortage, \$\$\$, low income families. Help seniors!
198.	- Lower density - less townhouses neighbourhood with inadequate driveway parking for 2 cars. City tax on rental houses by investors.
199.	- Lower taxes and less government Kill the LRT too!
200.	Help the homeless - LRT - No - No - No
201.	Are you really listening - LRT will only service a small part of our city. Homes 30 years ago down the road that people will not be able to afford. We need low-income housing now, not an expensive piece of jewelry and less green-space.
202.	Allow expansion out of main Hamilton boundary - Lynden has been shut out of any chance of expansion. I have 2 acres.
203.	A mix of option one and two depending on geography of location - Major challenge: a density increases in a given community, roadway infrastructure becomes less adequate. Where are we locating on these vehicles? How do we move about more efficiently?
204.	Try cleaning up Barton Street - Make our waterfront more accessible to all of Hamilton. We have a beautiful city, upper and lower, make people proud!
205.	Implement a low ambitious to no density scenario and no urban boundary expansion - Many Hamiltonians are happy with being in a small city. We do not

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	wish to expand or absorb more Toronto people or ideas. Stop encouraging Torontonians to move here
206.	- Medium density housing, minimal urban boundary expansion
207.	Forget the LRT - Metrolines has several properties now useless i.e. Queenston traffic circle land could be used to build many residential homes and apartments
208.	Mix of #1 and #2. - Mix of "strategic" urban boundary expansion and urban densification, especially/focused at major arterial and major transit routes.
209.	Smart density - Moderate increase in density but prohibit shoe box condos. High rise buildings with suites in the 700-1200 square foot range.
210.	Mixture of both - More designated (low income) affordable housing, greenspace / parks / playgrounds. Protect farmlands.
211.	Expand urban development further. - More detached, single family homes are needed, not condos. Our children deserve the opportunity to have a backyard. Lower density, please!
212.	No more intensification development; no more density development; no more urban expansion. - More intensification and density development only increases the tax rates and intensifies the pandemic disease spread rate. Take care of those who are here now, with better opportunities and employment. Waterdown is congested enough. Prosperity over poverty. Let people breathe!! No warehousing.
213.	- More research needed LRT = No
214.	Save the farmland and wild animal habitats - Move up instead of out. Utilize other vacant and abandoned properties and other areas deemed not good for growing food. Each ward / area should have enough land to feed the people within it and then some!
215.	- Municipal grass cutting and parks and school maintenance poor. No growth of population until roads fixed, water cleaned, vacant housing used for homeless, no LRT, clean Hamilton up it's a disgusting mess, why would you grow a mess. Conservation areas a mess and unkempt.
216.	1 and 2 - Must work at creating neighbourhoods with goods and services within reach so we are less car reliant. And affordable housing for the poor and marginalized.
217.	We need low income housing for people trying to live in Hamilton already. Seven year waiting lists. Also geared to income, we especially need more of thee on the mountain. Why can't we get already existing apartment buildings to have some units as geared to income? I have lived in my building for 36 years. I lost my job 10 years ago and I am on disability now since I was 56 years old. I am now 60, because I am a long term tenant, my rent hasn't gone up past 3%, still 75% of my income goes to rent. It would cost more for me to move now. Too bad I couldn't get geared to income in this building. My CPP / disability will end in 4 years. I probably will have to move then. How about more low-density apartments on the mountain, for low income people or seeing about current owners giving long term tenants a break? - My name is ____, Phone number is ____. I would really like to talk to someone about this please!
218.	Get rid of Eisenberger and most of Council - Need a mayor like Niagara Falls Jim Diodati.

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219.	A mix - Need more bungalows for seniors! No stairs!
220.	Keep the greenbelt. We need more affordable housing. - Need more highises in city. Leave lots of greenspaces. Need other routes of transportation from Niagara Falls to Toronto and beyond QEW to crazy. Need a highway up on the mountain.
221.	Please decrease the impact of sprawled regional development on the natural environment. - Need to re-develop, expand, and / or repurpose existing areas, buildings or vacant lands.
222.	Give us another option. - Neither one of the options are good. Extreme measures. #2 is asking to take away greenspace. Isn't that interfering environmentally? #1 where is the room for all of this?
223.	- Neither option benefits Hamilton. Additional housing units will be gobbled up by GTA people. First time home buyers don't stand a chance.
224.	90% existing, 10% expanded - New growth will eventually come; but in the here and now not so much. Retain as much farmland as possible forever.
225.	No growth! ++ ha? - No additional - carbon footprint. Slow or stop population growth - stop agenda "21".
226.	No boundary expansion. - No building on existing farmland.
227.	No more townhouses, condos, apartments, or rental properties - No developments on protected and conservation lands
228.	Limited urban Expansion - No expansion on Local food producing Land.
229.	Build proper roads before considering new development - No expansion unless infrastructure is first built. Do not use conservation land and do not expropriate private property.
230.	- No large estate sized lots. Build taller buildings not wider buildings.
231.	No LRT - No LRT put more buses on
232.	Move - No LRT we should move out of Hamilton taxes too high.
233.	LRT does not help enough of population. - No LRT. No more urban expansion, new housing units in decayed areas of city. Stop housing sales to outside investors.
234.	NO EXPANSION - No more expansion please. We need the greenfield lands more than we realized and recognized
235.	- No more high density, crime goes up and social dysfunction goes up
236.	- No more high density housing! Towns and semis are not sustainable long term.
237.	Actually changed my mind. - No more houses, less crime and let the animals have a home! Crime has went up ever since people from Toronto moved here.
238.	- No residential development - add more greenspace - parks, trails, trees, etc.
239.	How about "affordable" housing for us grunts? That can't afford \$1400.00 for a single apartment, how about that? - No to LRT! Bee line is perfect
240.	Let the market decide the growth - No to urban land restrictions. Enough land in Canada to house the world. Open the land to the people. No to smart cities, no to agenda 21/30, No to the fascist communism
241.	Tell the Province to expand Northern ON and leave the horseshoe area alone. No greenfield developments in this area. - No urban boundary expansion and

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	plan for and cap existing urban development to only 30,000 units of medium density housing over next 30 yrs. Redevelop existing areas.
242.	Medium density housing - No urban boundary expansion, save farmland.
243.	Let's use vacant land, parking lots and abandoned property - No urban expansion, we need our farmland. How will we feed 236,000 more people by 2051 otherwise?
244.	- No urban expansion. Small towns like Binbrook, Smithville, Waterdown.. do not have the infrastructure to handle more homes. 2 lane hwy in - cannot handle traffic. Driveways are too small - parking on roads - not wide enough to handle all cars.
245.	Impact on municipal taxes, hospitals, roads, schools - etc. - Not enough information to make an informed decision.
246.	A combination of both - Option 1 and 2 are too limiting - there has to be a combination - let's not concrete the best farm land in Canada!!
247.	No high density, 80% greenfield for farmlands - Option 1 is okay if it uses only low density and medium density. Please no high density. Most greenfield (80%) should be protected as farmland
248.	Preserve all greenfield. - Option 2 sounds nice, except the use of the term "new greenfield," which makes me think that any greenfield within the urban boundary would be badly developed.
249.	Growing is for tumours. Sustainability is the answer. - Option 3 > Option 2 > Option 1
250.	No expansion in the city of Hamilton, expand only in the rural outskirts of Hamilton - Options are confusing
251.	Urban expansion land of 500 ac to 1500 ac, +/- - Other than downtown, higher densities should be accommodated in lower rise buildings (4-8 storeys), similar to many European cities.
252.	No expansion - Our area is already overcrowded with housing.
253.	Medium density within city limits - Our city is old, but you cannot claim heritage buildings for every old building. Downtown is a disaster, it needs to be rebuilt from Dundurn St. to the traffic circle.
254.	0 new housing 0 land need - Our current infrastructure cannot handle anymore housing developments. We are experiencing drought and water shortages. Traffic is a nightmare and roads are in poor shape. Sidewalks are old and need replacement. The wastewater and sewer systems barely handle the existing use. We are tired of not having a true say in the Hamilton expansion plans!
255.	Build detached homes. - Our max mortgage we can get is 450. There are not enough single detached homes. We cannot afford a house, we might have to leave to be somewhere with a yard and 3 bedrooms for our family of 5. We are renting but landlord will sell soon because of overpriced houses.
256.	No growth. - Over development is not good for health, including mental health.
257.	Option 2 modified w/ low rise buildings (3 or 4 levels vs 15 level high apartment building) - Partner w/ social housing agencies. Improvement to planning policies so neighbourhoods become equal customers as well as developers.
258.	Urban density with new urbanist planning. It's not that hard! - Pay attention to the City! Grow food locally! Empty churches have to be repurposed into community

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	hubs! Stop spread the city out! Turn urban Hamilton blocks into "small towns" with services that make living here worth while! Walkable pubs, stores, shops, services. Cars suck the life out of us!
259.	Find the compromise - People want new houses with yards. New developments will be needed. But, aging seniors will want to buy small condos and congregate living. The city should encourage developers to build infill units in downtown and near downtown areas
260.	Use solar energy and green roof - Plan 2 is good there are plenty of housing that is not being developed that can be put to use and solar energy could be used in saving energy costs.
261.	Build high quality, low repair, low maintenance, off the grid. Build energy efficient, solar panels, super self sustaining higher skyscraper towers. - Plan for 330,540 new housing units through development in the existing urban area, for an average intensification rate of 243% between 2021 and 2031. Hamilton needs more subsidized housing now. Build affordable high density for the average citizen. Build some luxury condos for someone who can afford them. Keep development costs as low as possible. Make rentals affordable for everybody.
262.	Low to mid-density. - Plan for more urban, need green space. Plan for more low-cost housing. Convert existing business offices to low-medium cost housing.
263.	- Plan new housing 1. develop empty lots, 2. Develop all brown fields, 3. No more infilling and destroying character neighbourhoods with huge modern homes only after #1 and #2 complete. Develop greenfields within boundary in area where land not so arable i.e. Strabane - Beverley area.
264.	Plant more trees on grass between street and sidewalks. - Plant more trees no more concrete; (Some buildings have been vacant 30 or 40 years); Tear down all old vacant buildings on Barton etc. and build highrises there, do not put anymore concrete, we need grass and trees for air and to stop flooding.
265.	No more high rise condo's! - Please allow more greenspace and also allow the waterfront to be enjoyed by all less highrises. Thank you
266.	- Please define "intensification rate". Does it mean increased population density per a given area? Also give a sense of how each would be done in order to make an informed decision.
267.	- Please do not develop our greenspaces and farmland. Protect our farmers and local food sources. Local wildlife.
268.	Send people to Manitoba or Saskatchewan. - Please do not expand Hamilton at this rate. It is already too crowded. If you must expand then bulldoze all of the drug infested neighbourhoods and build condos down there. Fix downtown area. Do not use anymore greenspace, we need it!
269.	- Please tell the Province that Hamilton does not need 236,000 more people. There is plenty of room in Owen Sound,
270.	- Population density is steadily increasing as is housing density, and yet property taxes are rising faster year over year. On a pension income \$500/month just for taxes is excessive. LRT tax bill??
271.	A balance of both - Preserve as much greenfield as possible but not too high of a density in the upper city.

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272.	Utilize underused office towers for low income housing, promote downtown. - Prevent further urban sprawl into rural farmland and plan for more intensification and redevelopment in existing urban areas. Save greenfields for future generations to enjoy.
273.	A mix of option 1 and 2 - Priority should be infill and high density within existing urban boundaries. Combined with some expansion, otherwise detached home prices with skyrocket.
274.	No urban expansion and no new houses in existing urban area - Protecting green space should be a high priority
275.	Build and allow for more duplexes, triplexes affordable housing. - Provides grants/subsidies for homeowners to convert homes into duplex/triplex. Build affordable housing along LRT corridor. Laneway homes.
276.	Minor expansion only as needed following comprehensive review of urban revitalization opportunities - Recommend that any urban expansion review is under taken by a third party that are arms length from big developers, and do not involve developers as part off the main process - i.e. commenting only.
277.	Recycle! Recycle! - Recycle existing vacant buildings and lots we already have, within Hamilton. Just look around and save our greenspaces and farmlands!
278.	Repurpose existing urban areas. Eg. Malls and low density buildings. - Redevelop poorly utilized spaces before considering expanding green/rural areas. Infrastructure and services are already there. Protect farmlands and natural environments as there are so benefits to doing so.
279.	Focus on the core - Re-develop the core's infrastructure build up we need greenspace, start by using up the core's crumbling infrastructure. Stop the sprawl.
280.	Why create more intensification in populated areas when we have so many areas left uncared for? - Redevelop vacant building along Bart Street. Aging infrastructure can not absorb more density in order neighbourhoods. Infill have already robbed us of privacy. Let's use what we already have, beautify areas before intensification.
281.	Have developers plan move ahead faster - lots of developers just leave because of too much red tape. - Redeveloped depressed areas - like Barton St. to change them into more modern, attractive areas. They will not change by themselves. No need to sprawl outside when we can improve the inside of the City ; Got to have more people living downtown and living it up again; Oh - no LRT; can go higher since most depressed areas are only about 2-3 stories high; New houses + new roads = THE BEST
282.	Reduced version of option 1 - Reduce the future growth by half, to about 120,000 more people. Focus on business, reducing unemployment, and clean up the downtown.
283.	Don't grow. - Reject the imposition of inevitable massive growth and the damage either option 1 or 2 above will inevitable cause - #1 environmental and tax drain; #2 gentrification and ghettoization.
284.	Provide more opportunities for duplex and triplex - Remove stupid parking requirements and yard space requirements for developers. Let there be more density on existing houses.

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285.	Less urban less greenfield - Repurpose empty buildings. Stop the density in the core. Make sure there is affordable housing for the middle class.
286.	Stop lining the pockets of wealthy developers - Repurpose existing buildings, no more expansion
287.	Minimal urban expansion land need - Result of MAX 1200 acres (500 ha) the LRT will allow for increased density of highrise residential units adjacent to its route.
288.	Stop it - all of it. Fix what you have now. - Right now, we have people living in tents! This is a ridiculous scenario for 2021 let alone 2051. I am 78 and will be glad to be dead by then. Stop the insanity.
289.	Both - Rip down all the crumbling old houses and replace them with condos NEXT plot as much land (20,000 ac) min for new houses.
290.	Redevelop areas in decline before using greenfield space. - Road structure is subpar and economic revitalization is needed to have more people work in the City vs. commuting. High way infrastructure is not enough now on 403, Red Hill and Linc. Build jobs here and then more inter city travel options
291.	Agri-Urban. People need their feet on the ground, especially children. Build agri-tours. More solar power and fish ponds. Rural development with small houses nd join garden yards. Encourage private ownership of homes and agriculture being corporate owned. - Save our farmland! We've already lost too much, especially the green belt of much needed farmland in Stoney Creek.
292.	Vote out the current provincial party? - Save the green spaces - agricultural land is important. We do not need to head towards a population of one million.
293.	Multi-unit coop with communal farmland - Seek creative solutions
294.	Expand boundary as per committee wanted 4 yrs ago and exchange on greenland to green equal to green removed. - Seems the city has fixed the vote for opt 1 or 2 because opt 3 will have a number of difficult suggestions which separately won't add up to more than opt 1 or 2. This does not seem legal. Govern yourself accordingly.
295.	- Sensible compromise. Modest expansion respecting valuable woodland.
296.	Build more high rise downtown - Since LRT has been voted to continue, make best use of it and have more people downtown to use it.
297.	Medium density housing, especially 1 level condos and townhomes. - Single level condos are hard to find. There are a lot of seniors living in multi-level condos that would like to transition to single level condos to make room for others that are moving from big detached homes.
298.	A combination of both - Small town Ontario is being destroyed with the density being allowed.
299.	Please build on poor soils not the best sandy loams! - Smart expansion if needed. Save the best farmlands between escarpment and lake and the very good sandy loam soils.
300.	Put most highrises downtown Hamilton - Some expansion into greenfields, also semi-detached and townhouses in Ancaster and Dundas
301.	Some urban expansion <1000 has - Some expansion past Rymal road may be accommodated but the Centennial Parkway and Redhill cannot handle the sign'f

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	and in traffic with Option #1. There are unused spaces in our city to accommodate urban growth/
302.	Limit the number of people moving into Hamilton - Some highrise intensification on Hamilton Mountain plus west and east ends along Main Street.
303.	- Some of Option 1 and 2 mixture would limit reducing the greenfield development, losing good farmland should not be considered whatsoever.
304.	Leave Waterdown alone. Condos with no green space? Why? - Stop building high rises in Waterdown. What happened to our Victorian Village?
305.	- Stop building in rural lands (Farmland grow big houses!!!) because of COVID more people working at home - office buildings are empty - encourage businesses to move to other office buildings and use empty offices/empty factories as housing!! Keep our greenlands empty
306.	Stop gentrifying! - Stop gentrifying! No LRT! Stop renovictions!
307.	Stop overcrowding our beautiful city! - Stop ruining a beautiful city. We don't need anymore people! Find ways to create more greenspace not less.
308.	Intensification rate of 30% - Stop the permits allowing residential homes to build monster homes. Allowing more moderate size homes in same land space.
309.	Free Flamborough! - Stop using Flamborough as a tax base for a poorly run city
310.	Restore downtown from lakeside to Mtn Brow - Escarp. - Tear down old ruins and build low rise apartments and smaller business spaces. Make Main and King St. one ways only. Build entertainment/rec centre downtown eg. Bowling alley and music/dance hall. Restore Gage Park!!
311.	Blend of 1 and 2 - Thanks for all you are doing to think and work these issues through! We favour a combination of option 1 and option 2.
312.	Option 2 - but building housing which has built in apt or granny suites so families can afford to live with the support of extra income from tenants/live in family. - Thanks for considering our input. Please ensure roads and driving conditions are considered. Example used to take 10 min from Waterdown to downtown, now takes 40 min w/ traffic.
313.	Develop lands accessibly by your stupid LRT not greenspace - That's enough urban sprawl - develop the existing city instead - turn defunct industries into developments.
314.	Lower density - The city has a huge infrastructure problem, let's focus on immediate problems and not create more
315.	No new 'density or urban' expansion! - The City of Hamilton can't even keep it's existing population properly supplied with good living conditions such sa homes, food, medical health and recreation. Why would you make this worse?
316.	Stop building new homes! Enough is enough - The city of Hamilton has destroyed Waterdown will all of the new homes since the infrastructure cannot handle the traffic yet our property tax has doubled since 1995! Stop ripping off the people!! Time for new leadership!
317.	Why should the people make developers rich - The city should buy some existing parking lots downtown for housing, which would increase the tax coffers. No need to develop more farmland.
318.	Option 2 with further parking lot and brownfield remediation. - The City suffers from crippling infrastructure costs as a direct result of urban sprawl. Zero

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	consideration should be given to boundary expansion especially with all the surface parking in the core.
319.	Repurpose boarded up areas of King Street, Barton Street - The downtown core is disgusting. There are many gross areas in Hamilton that are just terrible. Tear them down and build housing
320.	No boundary expansion. Moderate intensification. - The expected population growth is completely controllable. Canada's goal should be net zero population growth which still leaves room for modest immigration. The planned record levels of immigration of greater than 400,000 per year is creating a housing crisis and severe environmental impacts
321.	Stop the sprawl. Fix infrastructure, don't become another Milton - The increasing density and lack of infrastructure in Ward 15 is concerning.
322.	40% Intensification rate 1000 ac land expansion - The intensification goal is too high. We are already very densely populated in Hamilton. Traffic is getting ridiculous here.
323.	Develop on brownfields. Utilities, services already in place. - The pushed through LRT would not service urban development. Save greenspace and use what is and will be there.
324.	0 Expansion at all. Build in the city get rid of all the old buildings. - The reason for us moving out here was to get away from populated areas. In the last 15 years it has grown so much out here sound from traffic unbearable. Tree's destroyed, greenspaces gone, guess there is no climate change.
325.	More medical support needed. Don't need new housing. - The West Mountain needs a hospital, more bus transportation, more walking clinics (St. Joes, Juravinski, general airport)
326.	Intensify the downtown core - There are a lot of properties in the downtown that could be developed/rebuilt or repurposed without looking elsewhere.
327.	Options are confusing - There are many empty lots that could be used for housing without using any greenspace around or in the city limits
328.	Lower density - There are not enough roads for what is being built in Waterdown as it is.
329.	Use vacant lands. - There are so many vacant buildings, parking lots, malls, etc. that could be used, this would certainly improve the esthetics of the City. M
330.	What about all the empty building - There is a lot of empty building. They could be refurbished or get rid of them and build new.. They are a disgrace.
331.	Redevelop brownfield land within urban boundary. - There is brownfield in Hamilton Centre that needs to be remediated and redeveloped. Pier 8 project is an example of what could be done.
332.	A strategic growth option - There must be a way to identify land that is not critical for food production or other important uses. Such land could be made for affordable housing.
333.	More affordable housing - These new developments are not affordable for Hamiltonians. Clearly geared towards wealthy GTA migrants. Hamilton already feels over crowded, we don't need more.
334.	Keep our Green Boundary and farmland - Think of Covid: hi-rise elevators, retrofit existing structures within city; 6-8 stories; walk to treed greenspace, small

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	shops/restaurants. Better transit. Lucky us - we have the RBC - use it! Keep Bay so all can see it - no towers = view for all.
335.	No development on greenfield lands. Leave as mix of farmland and rural. - This areas is a flight path for commercial aircrafts. Putting housing in here could one day possibly result in a major disaster.
336.	Only small residential growth - This city needs business/corporate growth! The homeowner can not take on anymore of the tax burden!
337.	No growth to many people in the world now. - This city needs transportation from the airport to the lower city.
338.	Ask any farmer living solely on farm income how he'd like an offer from a developer. - This isn't a yes or no decision. It's a complex issue with many nuances, which will need a thoughtful compromise process to decide a suitable mix.
339.	Different combination of both - This should not be an either or plan. Some land expansion will obviously be necessary, along with urban density expansion. I have lived in this city for 89 years and don't like to see good agricultural land disappear.
340.	- To all you little servants. Please don't use my tax dollars for this garbage. The best way for Hamilton to grow is to get rid of all you corrupt politicians! Resign
341.	Make more of the existing infrastructure available for habitation. - To consider either of these options without first filling existent, vacant housing is irresponsible planning. Implement a vacant home tax like Toronto did.
342.	We have too much traffic - Too big a loss of greenspace
343.	Zero intensification. - Too many housing units already. Develop more lands and please develop the roads for the huge existing volume of traffic!!
344.	Lower density - Too many new housing projected and too many condos. Replace old buildings and preserve green space.
345.	Intensification rate of 50% or less through redevelopment. Balance should be built on new greenfield lands - Too many urban development in existing urban areas with high population density will result in ghetto neighbourhoods with more crime and more gangs.
346.	Urban expansion should be limited to 450 ha. - Too much of Ontario's farmland is disappearing to development. Canada is admitting far too many immigrants.
347.	50/50 - Traffic flows should be first addressed. Any problems on the 403 causes an immovable traffic jam on Wilson St. in Ancaster. Curtail further condo development as there is only one street in town, which is even now busy/ There should not be a concentration of high density when traffic is not addressed.
348.	Annex more land and build more low density - Traffic is a mess in the city because of the existing intensification. Option 1 and 2 make City traffic worse but the city planners hate cars so cram more people in to smaller lots! Its crazy!!
349.	No expansion, no intensification - Traffic is bad, parks are crowded. If our economy requires an unending increase in people then our economy is a pyramid scheme. David Suzuki has pointed out the risk of eventually running out of fresh water. How does increasing the population help achieve climate targets?
350.	No LRT. - Transportation for Hamilton should be a gondola from the airport to the Bay.

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351.	This is not an either/or choice. Urban expansion should be minimal. - Urban density must increase, while keeping maximum urban green areas - parks, etc. We should plan to eliminate many urban parking lots, convert to housing density, green spaces. Minimize urban shopping malls and parking lots. Vastly improve public transportation. Eliminate either/or thinking! And increase greenspaces!
352.	- Urban expansion only after all brown areas, boarded up buildings and absent landlord properties have been used.
353.	Redevelopment of older neighbourhoods and brownfield lands - Use areas of existing infrastructure. That way you can upgrade water/waste with minimal disruption.
354.	No urban boundary expansion, 70 - 77% intensification, high/med density. With better transit for local and distance commuters. - Use busses replaced by LRT to speed up transit times to down town (less than 35 min trip) with better timed connections to GO transit for commuters.
355.	Tear down empty buildings - Use existing empty building to create apartments, housing, etc. Expropriate and re-energize. No LRT
356.	Expropriate unused property - Use land and buildings that are presently vacant. Factories. No LRT
357.	None of the above - Veto urban expansion. Can't support existing urban development as it causes overcrowding of schools.
358.	Too much cluster considered a fire hazard. - Was part of construction in Hamilton; for the Salvation Army, Westy, Good Shephard Centres to make a decision. Very expensive idea, raise in tax base
359.	Save the "Green Belt" We need farms and the land. - We also need less government involvement. We need elected officials to work for the people, not themselves.
360.	Controlled expansion into outlying areas where needed - We are desperately needing one storey townhouses and retired townhouses, condos to allow senior to stay in the towns where they have always lived. Geared to income also.
361.	No more using every bit of land to create more density. - We are losing too much of our green space for concrete buildings. Hamilton is being ruined. I moved to Hamilton as I loved the heredity, passing on the historical characteristics of Hamilton/
362.	Leave things alone - We are over populated as it is. Greenspace is being eaten up by more developments. We are already too crowded. Leave it alone. No! No!
363.	No growth - We do not need to grow Hamilton. Taxes are already too high and the crime rate is going up due to growing population. Keep Hamilton as is!
364.	Much lower urban intensification, no urban development outside of current city boundary. - We do not need to increase Hamilton's population and certainly should not expand rural housing development. There are insufficient road networks. We already have gridlock. We need low cost and affordable housing, subsidized.
365.	Do not destroy one more plot of agricultural land - We do not want to live in a Milton clone - redevelop Rust belt areas do not touch rural. We will all starve to death!
366.	Affordable housing - We don't need extra housing - we need affordable housing!

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367.	Develop the existing downtown and abandoned city properties, affordable housing needed - We don't need to expand as we don't want to be big like Toronto. Better city planning needed, better decisions by city council, management needed.
368.	Why not a blend of both - We have a lot of land of unused land within the city that needs revitalization. We also need a lot more (senior) affordable housing, and the need will only continue to grow.
369.	Leave our farmlands alone. - We have: empty school properties, empty warehouses, empty homes, boarded up buildings. These can all be used to build on.
370.	Is this a distraction from the LRT? Let's fix the LRT mess first. NO LRT. - We must know all costs before! LRT costs, affordable housing costs, and who's paying?
371.	Do not use farmland - We must protect our ability to sustain domestic food production and reduce infrastructure maintenance costs while retaining ownership
372.	A combination of medium density housing in the urban area, low-rise apartments and townhouses plus a limited section of greenfield land for future development - We must save as much of our greenfield lands for environmental reasons. I do not agree that it has to be option 1 or option 2. We do not want to see only highrises.
373.	Balanced plan, more development of new greenfield lands. - We need a balanced plan. We don't want over-populated, high-density in our existing urban area. This will cause many problems, based on the real experiences from many other cities.
374.	Build a hospital - We need a hospital on the West Mountain - Rymal area
375.	Tax speculators more, domestic and foreign. Anyone who owns more than their primary residence - We need a plan similar to the housing developments after WW2, higher corporate tax rates and taxes on speculators
376.	Use vacant buildings and land, not parks - We need affordable (low rent or lower house prices) housing for current residents and job growth, not the LRT. Spend our money wisely.
377.	- We need affordable housing period! Affordable housing now
378.	40% option 1, 60% option 2 - We need farmlands for food, townhomes give people some green space.
379.	Urban expansion 1,600 ha (4000 ac) - We need more land to be brought in, most of the farm land and rural land is not suitable for farming, much of it is clay.
380.	Part 1 of option 1 (60% intensification with part 2 of option 2, 0 new housing on greenfield lands) - We need our farmers
381.	More apartment buildings. Not condos - We need our farmland!!! There is a shortage of highrise apartments for rent. Condos have extra fees - No more condos - Hamilton needs more affordable apartment units - Barton st looks like a ghost town businesses boarded up etc. Build units there - lots of room.
382.	Maybe 70% intensification rate, about 700 ha of land needed more medium density housing. - We need our green spaces! If there is to be urban expansion, have medium density but include lots of natural park areas.

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383.	A combination: i.e. - expand on already serviced land - "brownfields" that are empty - such as - Victoria Ave N. and Wellington St. N. - We need our rural lands to provide food - grown close to areas of consumption.
384.	Combined part of both Options 1 and 2. - We need to think of the wild life around us. We should focus on option 2 and only use more land to develop on once we have run out. We need to make sure we aren't disturbing wild life and their homes.
385.	Some urban expansion, limited and restricted - We need valuable farmland for food security now and in the future. We also need limited and restricted development for homes and businesses
386.	Option 1 and reduce red tape w/ rezoning etc. Hire engineers/planners who understand the impact of change to density and think outside the box, not textbook planners/engineers. - We require brave political leadership to manage through this challenge. Consult with industry leaders to get solutions to affordable housing.
387.	Please start cleaning up downtown core - We should focus on Downtown Hamilton, clean up old buildings and create housing in those areas.
388.	Option 2 will select areas selected for emergency future expansion to allow for contingencies - We should strive for 0 expansion but make allowances for the unforeseen.
389.	Wetlands must be protected - Wetlands and already designated nature preservation areas respected - no changing waterfront areas - not overly developed.
390.	Torch the place - Whatever you do, Hamilton will always still be one large dump. Myself? I work to make money to leave this city behind me.
391.	Compromise! 75% Amb. Dens. 25% No Urban Boundary - What's with the indecipherable jargon?! We're talking City and farmland. Probably half the people who received this missive don't know what it means.
392.	- When are you going to clean up our city. Its a mess.
393.	Brownfield development. - When I was a girl many families headed out to Hwy 8 on Blossom Sunday (Mother's Day) the fruit trees, peaches, apples, cherries were all in bloom and it was a beautiful drive. Now much of that land is developed and it is cheaper for grocery stores to get produce from the states. Do not develop more farmland! Actually some incentives for farming would be more useful.
394.	- When the City runs out of room within the city, then consider urban expansion. Currently we have lots of room internally.
395.	- Where are we going to grow our food if we keep building on farmland???
396.	500ha urban expansion, freeze building permits in rural areas, focus on under utilized properties within city - Where's data for option 2???
397.	- Whichever option is chosen, please do not forget to replan and put massive money aside for transit and roads and potential new hiways. Don't build without thinking about roads.
398.	No urban boundary expansion but reasonable height limits on any urban densification - Who wants to have a hi-rise building across from them? Civilized people deserve to see some sky and trees to keep them happy and healthy.

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	Uncivilized people deny others the right to sky and seeing nature where they live.
399.	Plan for other option. Mandatory birth control 5 years for new immigrants. - Why are you "planning" on an amount of "81,520"? Over 30 years for Hamilton? Who chose 81,520? Not my tax dollars. Please suggest a slow down on immigration or opt to plan for 5 year mandatory birth control for all new immigrants wanting to live in Hamilton, ON
400.	Do not develop existing greenfield. - Why are you maintaining ambiguity with the term "new greenfield." What is your definition of this term and why not use "existing greenfield?"
401.	Shift the influx to new, underdeveloped areas. Distribute the population uniformly! - Why do we need more people? Are roads prepared to handle more vehicles? Are WWTPs prepared to handle more waste? There are millions of hectares of used land in Ontario - give it to the people for development!
402.	- Why expand? When in all areas of this City has plenty of open areas for renovate or building lots. And if you receive more citizens, what about transit we need LRT to draw more business We have such a lunch box city for updating.
403.	Don't put larger buildings in the City in greenspaces - Why on Earth would you let Medallion Corporation put a 20 storey building right in the middle of perfectly good greenspace on the Niagara Escarpment in Hamilton at 195 Wellington St. S. Right beside the Bruce Trail. The only thing I can think of is that money got put in the right hands. Its disgusting!
404.	No urban boundary expansion, much lower density and lower intensification - Why would you want to up the number of people in the city to such a large extent? It's already overcrowded. If you proceed with this, then many of us will leave our beloved Hamilton. Stop the madness, and don't destroy our greenspace!
405.	There is plenty of land free within the city. - Wilson holding Co. on Ken Rio corner - Stelco holding etcetera. Find a way to make this company to release some of this land.
406.	Less taxes - With all these new homes popping up we should be paying less property taxes!! This will never happen in Hamilton - have to pay for LRT city is a joke!
407.	Affordable Housing - Would like to see 1 storey townhouses and bungalows for those with disabilities and seniors
408.	Keep greenland, make better use of existing buildings. - Write in plain English. These options are unclear.
409.	- You have too much time on your hands. Plan to get rid of Trudeau. Be real. 2051? How about 2022 2023. Job, Job, Job, Etc, Etc, Etc., Health. We are dead by 2051. Why worry!
410.	No urban boundary expansion and only 1000 new housing units per year in existing urban area. - You must protect our greenspace.
411.	- Zero to minimal growth. There is no fundamental need for population growth in Hamilton -- or in Ontario

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412.	should never have been "force" amalgamated with Hamilton. Before we had a balanced budget. Taxes keep soaring. We do not have sidewalks, sewers, water. Our so called politicians must live in the area they represent. Or get out.
413.	No future expansion Build on current vacant lots within the City limits
414.	It is time Hamilton "Grew Up" We need green space for agriculture to feed a growing population and for animal habitat "building up" as in tall towers - high density - we have no other option.
415.	Balanced density scenario, 55,090 in exiting urban area. 55,090 in new greenfield urban expansion land needed 2,575 ha (6,340 ac). There is a lot of land in the city.
416.	Moderate urban expansion along with controlled strategic intensification
417.	A combination of about 25% urban expansion and higher density in the existing city, chiefly in the lower city, replacing parking lots older, low quality buildings, especially along LRT routes.
418.	Option 2 with 80,000 new housing units. Why 110000??
419.	No density
420.	No urban boundary expansion . New housing units to meet intensification rate of 50%.
421.	Hybrid half of option 1 and half of option 2
422.	How about low cost housing for the entire growth for a change? Stop the insanity of building high cost condos, please; and disallow blind bidding for homes. Thanks. Go ahead and shred this, because we know council doesn't care.
423.	Build the LRT and later on expand it as far as the airport
424.	More rental property and affordable housing. Stop development that only lines the developer's pockets and think more about the residents and their needs.
425.	Greenbelt is frozen. Keep it that way.
426.	Work with existing urban areas, lower property taxes scrap LRT which does not benefit anyone on escarpment which is highest growth rate
427.	Slow down immigration. Green space is very important to human life and wild life. I would hate not to be able to escape the concrete jungle.
428.	Affordable housing and apartments for single fathers and mothers children, with things around such as grocery stores and doctors office and schools in the same area.
429.	Perhaps 1,000 ac of expansion, and balance by intensification. We would strongly recommend limiting the height of new towers to a max of 20 floors.
430.	1. Intensification 80% 2. 500 ha expansion
431.	Deamalgamate
432.	50% urban 50% greenfields
433.	A- We must conduct more thorough examination of existing urban territory for new housing to either refurbish or demolish older unusable buildings. B- Canada is an enviable nation of surplus land and we should strive to reduce high density residential development, not increase it.
434.	Develop Barton and Cannon St before urban boundary expansion, improve what you have

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435.	Keep greenfield lands, as is more low density development is needed. Way too much townhouses in area. Roads are inadequate
436.	No expansion or urban land. And less density expansion. In all of Hamilton and especially outlying areas.
437.	No expansion or rebuild in urban core. We can never get the land back once it's gone. We need to conserve the greenbelt and more. Look at how much has been lost already.
438.	We need no more development North of Barton
439.	Maximize brownfields and vacant land or building structures in the city before expanding
440.	Very limited urban expansion (800 areas? 70% intensification) something achievable like 95,000 units within the existing boundary and 15,000 in special multi-dwelling building clusters located in strategic areas of urban expansion (no single home sprawl).
441.	Combo of 1 and 2
442.	Clean up your urban trash and keep it. Knock down and rebuild existing infrastructure to suit your needs.
443.	Develop single housing, into mid-density affordable housing. 0 ha! LRT and investments in infrastructure, with focus on public transit.
444.	Fix or repair what you have. Leave greenfields alone. Stick the LRT where the sun don't shine.
445.	Expansion along highway corridors high density. Wetland should be left untouched. Parks and greenspace is needed.
446.	City councils and city planners do their jobs and make the best informed decision. I cannot make an informed decision on this matter. There is too much to be considered that I am not aware of. We elect and hire an entire department of City Planners to make these types of decisions. Councilors and planners should do what they are paid for and make informed and intelligent decisions. if not step down and quit so others can.
447.	A combination of option 1 and 2
448.	Allow farmlands to thrive. We need green space. Expansion is necessary, but need to balance. Too often neighbourhoods pop up with no/minimal green space. Reckless.
449.	People can't afford housing, solve this problem first.
450.	Build up, not out. Leave our urban areas and wet lands alone!
451.	Unlimited expansion of city limits to increase available living space with option to raise a family in a single family home (also lower house costs).
452.	Stop spending our money on "stupidity" and look after "Canada"
453.	Maybe a combo of 1 and 2. We can't lose all our farmlands, wetlands to intensification. No concrete jungle. Are we attracting businesses who want to come to Hamilton which will bring the people? Can we use existing buildings to convert to housing? Post-COVID, many people will continue to work from home.
454.	Unfortunately, we have to say Option 3. Hamilton has to grow and needs more housing to tax to keep from raising taxes on "seniors" who have been here for 25

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	yrs or more and had many tax increase, Pick southerly areas and not near the lake or fruit farms. Raise speed limit on the Linc to move more traffic.
455.	No! LRT! No!
456.	Vacant buildings should be used in some capacity for housing; high rises; make the developers pay for more improvements for lower income, I live on Rymal Rd. It hurts that animals are displaced, how can this become less impact. - be written that trees should be replaced, one is cut down for a house (we need oxygen) side walks on both sides make it a condition to obtain permit
457.	Have we learned nothing from COVID-19? There areas with dense populations had people dying by the thousands (Toronto, Peel, etc.) Canada is a huge country. Why do planners feel must live in ant hills. Give us some elbow room to breathe.
458.	The Queen St. area is too congested. You need to space the condos throughout the city not in just 3 blocks. Will stress sewers, traffic.
459.	You tore all the houses down in the Tiffany Neighbourhood for a stadium that you never built, lots of room for affordable housing. You are running residential neighbourhoods by allowing 1 family homes to be duplexes, no parking, etc. I think it's disgusting all these investors destroying these neighbourhoods, you want more people but Toronto has increased the crime rate in Hamilton and is pushing citizens to move!
460.	Option 1 w/ a 21st century transit system. An LRT from Dundas to Grimsby and from 20 Hwy to Binbrook. With a connection to Go-Train and Via Rail or over
461.	Elect McDonald
462.	A combination of both
463.	A less dense city is a more liveable city. More apts. On Mountain. Transitional zoning to revive downtown. No LRT - will screw up neighbourhoods/roads! Plebiscite!
464.	There is no land shortages in Canada, we are bigger than the US! So China and World Economic Forum run Hamilton - Stop immigration, we can't look after what we have! Stop our houses being sold to ____ and there associates. The are money laundering when buying our houses - No NWO
465.	Cancel the LRT
466.	Use all the extra land in the city boundaries first
467.	Saskatchewan is pretty much empty :) Stoney Creek already feels over populated and congested. I moved here to get away from the insanity (from Mississauga)
468.	How much thought is being put into a viable infrastructure? I vote 'no' to any expansion/growth/sprawl/development
469.	Hamilton has plenty of brownfield areas to build new homes, as well as abandoned buildings to renovate, to provide more housing! Stop gauging
470.	Do both, combine intensification in the downtown area while gradually increasing urban expansion
471.	Combination of Option 1 and Option 2
472.	More affordable rental housing accessible to working families, single and senior populations

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473.	Intensification new housing units within urban Hamilton. Encroaching in rural areas should be high rises to house many and not taking too much green space. This all depends of course on opportunities for jobs. Low income may be the norm for many years. No monster homes are necessary.
474.	0
475.	Go back to the drawing board. Rethink the question and its consequences concerning Covid 19. COVID 19 and new viruses are worse in areas with high buildings (apt and condos) nursing homes, and single family houses built close together. This occurs in new and old lands of a city. Hamilton, Toronto, Peel, Brampton and smaller municipalities have been built up incorrectly. Repeating the same approach in new land will not solve the problems. Rethink everything about how cities ought to grow considering health concerns.
476.	High density waterfront with long term Royal Botanicals around the Bay Parks with public access. New developments owned by City - designed by City - sold developers. Very long thin winding parks public access for all intertwined within proper mix of high rise and low rise and high income and low income and gov't rental
477.	Hamilton should tell the Province to _____, let them develop in Moosonee! This does not help our "climate change"!! We (Hamilton) have had enough development for quite sometime!
478.	Replace/renew existing old/unused properties and build townhouse and high rise bldgs rather than expand into new greenfield lands
479.	Combo - 50%/50%
480.	No urban boundary expansion. Much more intensification. More taller buildings.
481.	Option 1 but halved (1650 ac) - realistic to accommodate housing affordability i.e. appealing for the rural communities/'green' aspects Hamilton is known for.
482.	No urban boundary expansion and a much lower plan for expansion in new housing units - 50,000 new units at most.
483.	Our children and grand children need housing a plan of rent to own may be future development. We do not want a homeless society in the future. Also with climate change we need to explore protecting our greenfield lands. Food shortages are worrisome. Lets have a future society - fed, clothed and housed.
484.	No expansion past now or future.
485.	Change lower intensification rate at 50%
486.	A combination of Option #1 and #2.
487.	Option 1 but 1/2 the no. of hectares - 700 ha
488.	Develop Hwy #6 N along Hwy to join up with Guelph! Take no part of the conservation area surrounding Hamilton and Dundas.
489.	Should not grow any larger
490.	City should buy old warehouse and turn them into housing and try to leave farmland along as much as possible. I think it would be cheaper to put units in these warehouses then to destroy our farmland. I know people want to buy these properties up and turn them into lofts and make money, so why doesn't turn them into housing for people who can't afford regular housing prices.
491.	No LRT; No more houses; Green city; No pollution

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492.	Build/expand roads before new housing construction. Repair roads! Expand retail in Waterdown!
493.	Neither!
494.	My area of West Mtn Auchmar land, land west of St. Joseph's on Fennell Ave., southeast corner of W 5th and Stone Church. Too much city space generating no housing tax revenue because of neighbouring interference. How much of this exists across the whole city. I suspect a lot.
495.	Combination of Option 1 and Option 2
496.	No future housing on farmland.
497.	Allow "granny suites" for the many seniors and ever present homeless ones.
498.	Knock down existing houses that Hamilton has for auctions and rebuild. Do not use greenspaces as we need them for recreation. Have more apartments or condos as this is a smaller foot print with more people
499.	Combination 1 and 2, and look at unoccupied residential and commercial spaces and renovate to create new homes.
500.	We need both types of development. Areas of the City that are old and need major repairs should be redeveloped, and we can expand boundaries for new development - for the City to grow this should be done.
501.	Option 2 but restrict intensification to centralized and specific "zoned growth" areas to keep community and neighbourhood original characteristics
502.	Use some of the land purchased (expropriated) for the LRT line. There is land (not harms) that could be used for urban expansion. Use several different parcels of land or this.
503.	Developers should investigate current used and abandoned brown spaces for multi-use and residential uses. Go vertical, not horizontal. Save our farmlands!
504.	30% density, 70% expansion
505.	None
506.	Better develop the tax base first. We cannot continue on this path. Taxes are too high as is. Develop a tax base of commercial and industrial first!
507.	Get the city fixed up. Put money into fixing roads etc and housing instead of any expansion. Leave the country for the country.
508.	Property taxes are too high in Waterdown.
509.	Expansion not needed with population growth so leave things alone and don't force them
510.	100,000 new housing units in urban area, intensification of 70%, 10,000 new housing units in greenfield, 500ha of urban expansion land needed
511.	Fix what is broken first
512.	Include Twenty Road properties as holes in already designated urban area, do not designate any other lands urban. Use intensification to wisely accommodate most of the need.
513.	25% option 1, 75% option 2
514.	Maybe not as much as 3,300 acres
515.	More density means going up but with parks and walking / biking trails surrounding each hi-rise. It is important to preserve what is left of farmland and uncultivated lands for food supply, wildlife, and climate change.

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516.	What about a middle path between 1 and 2?
517.	A mix of both options
518.	Absolutely no growth into valuable farmland outside of current boundary
519.	Compromise, do 50/50
520.	Build up and renovated
521.	Build higher density low maintenance, off grid energy efficient, solar panels, self sustaining higher towers. Hamilton needs more housing in 2021. Much more subsidized housing. Build affordable higher density for the average citizen.
522.	When building high-rise buildings, include green space decks and walk ways into them, to make them more appealing and healthy to live in.
523.	Please try to maximize density of land before expansion. We need farmlands.
524.	Use bylaws to track vacant units and de-incentivize vacancy
525.	Combination of 1 and 2
526.	This should not be a consideration until all of the homeless are housed, after which option 2 might be pursued.
527.	No urban boundary expansion and a lower average intensification rate (around 70%) and commit to affordable housing
528.	Save our green spaces, don't take away our farmlands!
529.	Options are unbelievably vague. This feels like election propaganda. Public meetings are a must.
530.	No density
531.	Mixture of both. Build low rise, 2 bedroom apartments. No high rise buildings between houses. We need 20,000 units today.
532.	The multigeneration population, those whose relatives have lived here since early city and region establishment should decide if option 1 may be good for the lands and environment.
533.	If Ontario requires this accommodation, province should have all the answers
534.	More assisted living, disabled and seniors walking parks. Stop overpopulating using Hamilton as dumping ground. Less in downtown, too much crime, homeless, ill wandering around.
535.	Remove industrial area next to the lake and transform it into prosperous residential and recreational districts. Also improve safety and social status of people that live next to it.
536.	Allow for more urban expansion than option 1
537.	More affordable apartment living. Less houses, more affordable townhouses and community living. Rent to own apartments. More community settings; small parks, dog walks, etc.
538.	Combination of 1 and 2
539.	Moderate growth to match infrastructure development
540.	Half option 1, half option 2
541.	There are all kinds of units that have been standing vacant and boarded up for years. Use them instead of building on fresh land.

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542.	Intensification rate of 70% in existing urban area, as well as 20,000 in greenfield development. It doesn't need to be one or the other. Other services have not kept pace with development now.
543.	Build outside of city boundary but allow for sizable greenspace between residential homes, parklands and green space buffers
544.	In North End, especially Bayfront area, no more expansion, no more high rises! Develop brownfields, leave waterfront to the people of Hamilton, not developers. Keep urban boundary expansion to a minimum!
545.	Redevelop low, older apartments to tall towers with no change in urban boundaries
546.	Create housing on brownfields and unused office and retail space. Increase greenspace in developed areas within addition of more trees. Preserve historic sites.
547.	Build higher density, off grid, self sustaining higher towers. Hamilton will need lots of subsidized housing right now, not in 2051, but now in 2021. Build also Luxury Condos for some rich folks, but build higher density for the average citizen.
548.	No more buildings over seven stories high, we cannot support with water and sewage
549.	Hamilton needs to take care of existing problems, cleaning up Coote's Paradise, improving housing for lower income families, addressing concerns. Not a time for expansion!
550.	Give another option with an intensification rate less than 50%
551.	Make some multistory building complexes, especially for low income folks
552.	Option 2 if LRT is placed by 2030
553.	Lower intensification rate 65-70%
554.	Smaller buildings to blend in. Too many cars on the road!
555.	There is a part of the escarpment that requires public transit instead of LRT in downtown core
556.	More medium density housing, low rise apartments, townhouses
557.	Greenfield 15% of 110,180. 16.527
558.	Social services are overwhelmed. All branches of government are in debt. Housing prices are way too high.



GRIDS 2 / MCR
Urban Growth Consultation Summary
City Wide Mail-Out

Report PED17010(m)
General Issues Committee
November 9, 2021

Background

March 29, 2021 GIC motion:

(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

Survey Development

- One page format, folded cardstock
- Postage-paid return
- Information about ‘intensification’, ‘density’, and ‘greenfield development’ and how they relate to land need
- Option to select one of three options:
 - Ambitious Density
 - No Urban Boundary Expansion
 - Other suggestions
- General Comments



Front



Back

Survey Distribution

Mail

- Distribution through Canada Post walk mail routes
- 215,822 hard copy surveys were delivered to households across the City
- One survey per household

Email

- Interest from public to provide option for all residents to provide input, including responses from multiple individuals from the same household, or from those with no fixed address
- PDF version of mail-out survey initially distributed via email, then made available on GRIDS2-MCR website
- Email submissions directed to GRIDS2-MCR project inbox

All responses due by July 23, 2021

Results

Table 1 – Report PED17010(m)

	Option 1: 'Ambitious Density'		Option 2: 'No Urban Boundary Expansion'		Option 3: Other Suggestions		Total
	#	%	#	%	#	%	
Mailed Responses	931	11.3%	6,743	81.9%	559	6.7%	8,233
Emailed Responses	157	1.5%	9,893	97.4%	104	1.0%	10,154
All Responses	1,088	5.9%	16,636	90.4%	663	3.6%	18,387

- Total of 18,387 survey responses received
- Majority of survey submissions received through email
- Option 2 – No UBE - was selected by the majority of respondents (90.4%)

Comments

Option 1 – Ambitious Density

- Variety of housing options needed other than apartments
- Cater supply to demand
- Affordability of housing if supply is limited
- Intensify development along key corridors first
- Increased residential uses in rural area and RSAs
- Opportunities for sale of farmland

Option 2 – No Urban Boundary Expansion

- Use underutilized lands in UB for redevelopment (medium/high density)
- Climate change implications of expansion
- Infrastructure development and maintenance costs of expansion
- Focus on active transport
- Affordable housing focus in existing areas
- Farmland and natural heritage protection
- Consider lower growth target

Option 3 – Other Suggestions

- Desire for reduced land need through alternative scenario
- Develop vacant sites first
- Focus development in existing areas to avoid need for UBE
- Housing affordability needs to be considered in housing options
- Medium density housing
- Intensification through infill encouraged broadly,

Noted Issues

Design

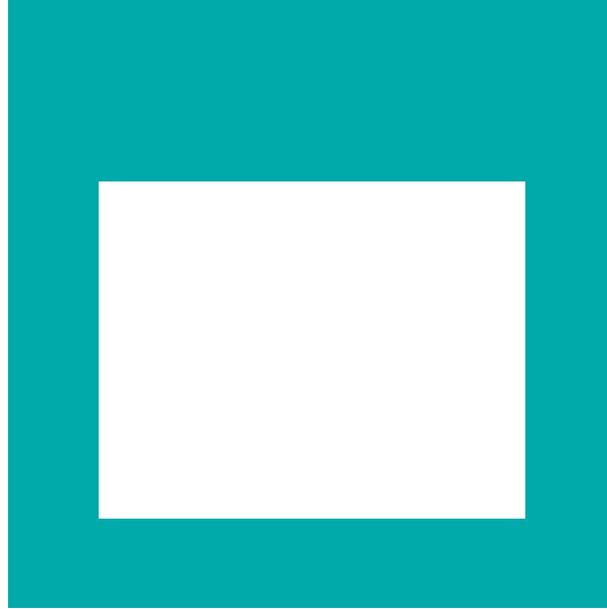
- Survey design – perceived as ‘flyer’ and discarded
- Language perceived as biased (i.e. ‘Ambitious Density’)
- Lack of information on survey page

Distribution

- Surveys not received – ‘no flyers’ households
- One per household limitations
- No online survey developed
- Not widely advertised
- Duplicate submissions (email / mail / both)

Next Steps

- Purpose of Urban Growth Survey was to inform Council of the preferences of local constituents before making a decision with respect to the Land Needs Assessment
- Results of survey to be considered alongside concurrent Staff reports:
 - Land Needs Assessment update, and Peer Review (PED17010(n))
 - “How Should Hamilton Grow” Evaluation Framework (PED17010(o))



THANK YOU



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Planning Division

TO:	Chair and Members General Issues Committee
COMMITTEE DATE:	November 9, 2021
SUBJECT/REPORT NO:	GRIDS 2 and Municipal Comprehensive Review – Final Land Needs Assessment and Addendum and Peer Review Results (PED17010(n)) (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 the City of Hamilton Land Needs Assessment to 2051 – Technical Working Paper, prepared by Lorus & Associates, dated March 2021, attached as Appendix “A” to Report PED17010(n), and Addendum, prepared by Lorus & Associates, dated October 2021, attached as Appendix “A1” to Report PED17010(n), be approved for the GRIDS 2 / MCR integrated growth management planning process;
- (b) That the Land Needs Assessment Peer Review, prepared by Watson & Associates, dated October 2021, attached as Appendix “B” to Report PED17010(n), be received;
- (c) That the following reports be received:
 - (i) Residential Intensification Market Demand Study, prepared by Lorus and Associates, dated March 2021, attached as Appendix “C” to Report PED17010(n);

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: GRIDS 2 and Municipal Comprehensive Review – Final Land Needs Assessment and Addendum and Peer Review Results (PED17010(n)) (City Wide) - Page 2 of 20

- (ii) Residential Intensification Supply Update, dated March 2021, attached as Appendix “D” to Report PED17010(n);
- (iii) Existing Designated Greenfield Area Density Analysis, dated March 2021, attached as Appendix “E” to Report PED17010(n).

EXECUTIVE SUMMARY

In March 2021, staff presented a final Land Needs Assessment (LNA) to General Issues Committee (GIC) and recommended endorsement of the Ambitious Density growth scenario which was based on an average intensification target of 60% and density in new urban expansion areas of 77 persons and jobs per hectare, resulting in a Community Area land need of 1,340 ha to the 2051 planning horizon. The LNA did not identify a need for any additional Employment Area lands.

At the March 29, 2021 GIC meeting, approval of the LNA and the Ambitious Density scenario was deferred to October 2021. Staff were directed to undertake modelling and evaluation of both the Ambitious Density scenario and a No Urban Boundary Expansion (UBE) scenario, and to report back on the findings of the modelling and evaluation in Fall 2021.

In June 2021, staff were directed to undertake a peer review of the LNA and associated Residential Intensification (RI) Market Demand Study to confirm the approach and methodology met all applicable provincial requirements. The LNA Peer Review is attached as Appendix “B” to Report PED17010(n). Overall, the peer review found that the approach and methodology utilized in the City’s LNA and RI Market Demand Study is generally an appropriate application of the Growth Plan and the Provincial LNA Methodology.

The LNA Addendum attached as Appendix “A1” to Report PED17010(n) includes new information and other changes that have taken place since March 2021, including the response to the peer review, the inclusion of the No UBE growth scenario, and updates to the March 2021 LNA regarding secondary dwelling units and intensification within the built-up area. The updates to the LNA related to detached secondary dwelling units result in a 2% decrease in land need under the Ambitious Density scenario from 1,340 ha to 1,310 ha.

Alternatives for Consideration – See Page 19

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: N/A

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Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

1.0 GRIDS 2 / Municipal Comprehensive Review (MCR)

GRIDS 2 (Growth Related Integrated Development Strategy) will result in a long-term growth strategy which allocates forecasted population and employment growth for the 2021 to 2051 time period in accordance with Provincial mandated requirements. The forecasts for Hamilton project a total 2051 population of 820,000 persons and total employment of 360,000 jobs.

The Municipal Comprehensive Review (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 Land Needs Assessment – Lorus & Associates – March 2021

A LNA is a study that identifies how much of the forecasted growth can be accommodated within the City's existing urban area based on inputted targets, and how much growth may need to be accommodated within any potential urban expansion area. The LNA considers the need for "Community Area" lands (i.e. lands to accommodate population growth and some commercial and institutional employment growth) separate from "Employment Area" lands (i.e. lands designated to accommodate primarily business park and industrial-type uses).

The City's LNA prepared by Lorus & Associates, dated March 2021, is attached as Appendix "A" to Report PED17010(n). The LNA was previously presented at the March 29 GIC meeting (See Section 3.0 below). The LNA was completed in accordance with the Provincial LNA Methodology in accordance with Provincial requirements. Table 1 below identifies the City's updated population forecast phased by 10year planning increment, and related housing unit growth based on updated demographic and census data. This breakdown is provided by the City's land economist (Lorus & Associates), based on the updated *Greater Golden Horseshoe: Growth Forecasts to 2051* from Hemson Consulting, as an input to the LNA. Table 1 also identifies the City's planned

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phasing of job growth to 2051, by 10 year planning increment. Further details on this forecast are found in the LNA attached as Appendix “A” to Report PED17010(n).

Table 1: City of Hamilton Population, Housing and Job Forecast 2021 – 2051

	2021	2031	2041	2051
Population	584,000	652,000	733,000	820,000
<i>Population growth by 10 year period</i>		+ 68,000	+ 81,000	+ 87,000
Housing units	223,000	258,000	295,000	332,000
<i>Unit growth by 10 year period</i>		+ 35,000	+ 37,000	+ 37,000
Employment	238,000	271,000	310,000	360,000
<i>Employment growth by 10 year period</i>		+ 33,000	+ 39,000	+ 50,000

Source: Hemson Consulting, 2020; Growth Plan 2019, as amended.

For the consideration of Community Area land need, the LNA modelled four land need scenarios based on different intensification and density targets. The scenarios are summarized in Table 2 below:

Table 2: LNA Results – Community Area Land Need Scenarios

Scenario	Intensification Target (%)			Land Need (ha)
	2021 – 2031	2031 – 2041	2041 – 2051	
1. Current Trends	40			3,440
2. Growth Plan minimum	50			2,190
3. Increased Targets	50	55	60	1,630
	(55% average over the period)			
4. Ambitious Density	50	60	70	1,340
	(60% average over the period)			

Source: Lorus & Associates, Land Needs Assessment Technical Working Paper, 2021

While the LNA did not model a ‘no urban boundary expansion’ option, this option was considered in Report PED17010(h) presented to GIC in December, 2020, with staff noting that this option would require an intensification rate exceeding 80% for the period from 2021 to 2051. The Report further noted that the No Urban Boundary Expansion option would be precluded going forward as it would not meet the requirements of a market-based housing supply under the Provincial LNA methodology which requires the City to plan for the full range of market needs.

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For Employment Area lands, based on the City's existing available Employment Area land supply and assumptions about the future density of development of those lands, the LNA identifies that the City's supply and demand for Employment Area jobs is in balance, with a small surplus of approximately 60 ha of Employment Area lands. No additional employment lands are required for current planning purposes. This conclusion will need to be confirmed following a final decision on the City's outstanding employment land conversion requests (see section 5.0 below).

3.0 March 29, 2021 General Issues Committee Meeting – Staff Recommendation

At the March 29, 2021 meeting of the GIC, 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 as identified in the March 2021 LNA is an UBE area of 1,340 ha to accommodate Community Area growth. (As noted in the October 2021 LNA Addendum attached as Appendix "A1" to Report PED17010(n), this land need has been reduced to 1,310 ha after taking into account the outlook for detached Secondary Dwelling Units in the existing Designated Greenfield Area and rural area.)

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.

Approval of the LNA and the Ambitious Density scenario was deferred to October, 2021. In addition, staff were directed to undertake additional consultation on the LNA in the form of a City-wide mail-out survey due to concerns that residents may not be able to fully participate due to broadband / internet connectivity issues in the rural area. An option for respondents to select a preference for 'no urban boundary expansion' was to be included in the consultation.

Staff were also directed to undertake modelling and evaluation of both the Ambitious Density scenario and the no UBE scenario, and to report back on the findings of the modelling and evaluation in Fall 2021. The LNA Addendum attached as Appendix "A1" to Report PED17010(n) includes consideration of the No UBE option.

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4.0 LNA Peer Review

At the June 23, 2021 Council meeting, staff were directed to proceed with a Peer Review of the City's Land Needs Assessment Methodology, as follows:

- “(a) That staff be directed to retain a consultant with the appropriate expertise in land economics and planning to undertake a review of the approach and methodology utilized for the “City of Hamilton Land Needs Assessment to 2051 – Technical Working Paper” and “Residential Intensification Market Demand Study” to confirm that the approach and methodology meets the requirements of all applicable provincial policies and is an appropriate application of all applicable provincial policies with respect to determining the city's land needs to 2051;
- (b) That the consultant prepare a memorandum summarizing their findings and that staff include this memorandum as part of the GRIDS2 report back at the Special GIC meeting on October 25, 2021.”

Staff retained the consulting firm of Watson & Associates through a Request for Quotations to complete a peer review of the LNA and the Residential Intensification Market Demand Report prepared by Lorus & Associates. The Peer Review is attached as Appendix “B” to Report PED17010(n), and the results of the peer review are summarized in the Analysis / Rationale for Recommendation Section of this report. The LNA Addendum attached as Appendix “A1” to Report PED17010(n) includes the Lorus & Associates response to the Peer Review.

5.0 Employment Land Review – Final Report and Deferrals – August 2021

At the August 4, 2021 GIC meeting, the final Employment Land Review report was approved by Committee, recommending a total of 48.2 ha of employment lands for conversion to non-employment uses. An additional site was recommended for conversion by Committee, resulting in a total recommended conversion area of 53.5 ha.

A total of six conversion requests remain deferred (four requests were recommended for deferral by staff and two requests were added to the deferral category by Committee at the August 4 meeting). The total area of deferred sites is approximately 101.8 ha.

As noted in Report PED17010(k), the approved total of 53.5 ha of employment lands for conversion to non-employment uses can be accommodated within the 60 ha of surplus employment lands identified in the LNA. However, staff note that following a final decision on 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 Report PED17010(k) (August 4, 2021).

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6.0 Project Chronology

Key dates / milestones in the GRIDS 2 / MCR process are highlighted in Table 3 below:

Table 3: GRIDS 2 / MCR Chronology

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 planning.	Completed
November 2018	Imagining New Communities – information sessions on greenfield density.	Completed
May 2019	Growth Plan 2019 released.	Completed
October 2019	GRIDS 2 / MCR Council workshop on intensification, density and land needs assessment.	Completed
November 2019	Draft Employment Land report received by Council.	Completed
November / December 2019	Second round of public consultation (intensification and density targets, evaluation criteria, employment land review).	Completed
January 2020	Elfrida / LPAT “motion” decision issued.	Completed
August 2020	Amendment 1 to the Growth Plan and revised Land Needs Assessment Methodology released by Province.	Completed
December 2020	Draft Land Needs Assessment and related technical reports received by Council.	Completed
January 2021	Third round of public consultation (draft LNA and related reports).	Completed
March 2021	Adoption of Land Needs Assessment.	Pending
March 2021	Draft Evaluation Framework and Phasing Criteria presented to Council.	Completed

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Time frame	Key Project Milestones	Status
April 2021	Public Consultation on Draft Framework and Phasing Criteria.	Completed
April 2021	Approval of Employment Land Review report.	Completed
May 2021	Approval of Evaluation Framework and Phasing Criteria.	Completed
May to September 2021	Growth Options Evaluation / Scenario Modelling – No Urban Boundary Expansion vs Ambitious Density.	Completed
November to December 2021	Phasing Analysis of Ambitious Density expansion options (if necessary).	Pending
December to January 2022	Public Consultation on Preliminary Preferred Growth Option.	Pending
April 2022	Approval of Final Preferred Growth Option.	Pending
April 2022	Statutory Public Open House under Section 26 of the Planning Act – MCR Official Plan Amendment.	Pending
June 2022	Council approval of MCR Official Plan Amendment and submission of Official Plan Amendment to Province for approval.	Pending

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

1.0 Provincial Legislation and Policy Framework

1.1 Provincial Policy Statement, 2020

Policy 1.4.1 of the Provincial Policy Statement (PPS) requires municipalities to provide an appropriate range and mix of housing options and densities required to meet projected growth requirements. Specifically, the PPS requires municipalities to maintain at all times, the ability to accommodate 15 years of residential growth through intensification and redevelopment, and if necessary, lands which are designated and available for residential development. Further, municipalities must also maintain land with servicing capacity to provide at least a three-year supply of residential units. Based on overall capacity, the City has sufficient supply to meet the 15-year requirement including vacant greenfield lands and intensification opportunities within the built-up area.

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However, Policy 1.4.1 must be read in conjunction with other policies in both the PPS (see policies 1.1.1(b) and 1.1.3.8(a)) which require municipalities to accommodate an appropriate ‘market-based’ range and mix of housing types. The provision of a market-based range of housing types requires municipalities to plan for a range of housing units in accordance with Provincial forecasts, including single / semi-detached units, townhouses, apartments and accessory units.

The PPS directs municipalities to promote opportunities for intensification and to implement minimum targets for intensification within built-up areas as established by provincial plans. For the City of Hamilton, the provincial plan providing direction is the Growth Plan (2019). New development in greenfield areas should have a compact form and efficient land use. Further, the PPS identifies the requirement to demonstrate that sufficient land to accommodate growth and market demand is not available through intensification, redevelopment and greenfield areas to accommodate projected growth prior to a settlement area boundary expansion occurring. The LNA demonstrates this requirement.

1.2 Growth Plan for the Greater Golden Horseshoe, 2019, as Amended

The Provincial Growth Plan mandates the population and employment forecasts which municipalities must plan to accommodate, as well as the minimum intensification and density targets the City must plan to achieve. For the City of Hamilton, the minimum intensification target is 50%, meaning that 50% of new residential units must be developed within the delineated built-up area each year, as per policy 2.2.2.1. The target is a minimum, and the City may plan to achieve a higher target as appropriate.

The Growth Plan, 2019 as amended, requires municipalities to undertake an assessment of intensification and redevelopment opportunities within the urban area prior to undertaking any municipally-initiated UBE. As it relates to the City of Hamilton, these assessments were undertaken at the same time as the LNA (and are attached as Appendices “C” to “E” to Report PED17010(n)). The Residential Intensification Market Demand Report prepared by Lorus & Associates (attached as Appendix “C” to Report PED17010(n)) and Residential Intensification Supply Update (attached as Appendix “D” to Report PED17010(n)) provide support for an increased intensification target for the City of Hamilton over the time horizon to 2051. The Existing Designated Greenfield Area (DGA) Density Analysis (attached as Appendix “E” to Report PED17010(n)) provides information to demonstrate the City is exceeding the minimum density target identified in the Growth Plan for the existing DGA.

Similar to the PPS direction, the Growth Plan requires the City to plan for a market-based supply of housing, particularly through the direction of the LNA methodology (see below). Policy 2.2.8.2 identifies the requirement for a land needs assessment to be undertaken prior to the expansion of the settlement area boundary. The policies of the

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Provincial Growth Plan state that the Province will establish the LNA methodology and that an LNA must be completed in accordance with the Provincial methodology.

A full policy review is included in Report PED17010(h), dated December 14, 2020, including consistency with the Provincial Policy Statement, and conformity to the Growth Plan, 2019 as amended, and the Urban Hamilton Official Plan.

2.0 Land Needs Assessment Methodology, 2020

In August 2020, the Province released the LNA Methodology for the GGH.

For the calculation of Community Area land need, the new method is a market-based approach that requires the preparation of a housing forecast by type, and a determination of how much of the proposed unit growth can be accommodated as intensification or development of the City’s existing greenfield lands within the urban area. If there is a shortfall in units that cannot be accommodated in the existing urban area, then this shortfall is to be accommodated through an UBE, based on an estimation of the density of each unit type. The method allows the City to consider higher intensification and density targets than the Growth Plan minimums.

For the calculation of Employment Area land need, the new methodology is closely aligned with the previous version and is based on a comparison of the long term ‘demand’ for employment lands as compared to the capacity of the employment land supply at the forecast horizon of 2051.

The LNA, attached as Appendix “A” to Report PED17010(n), has been completed in accordance with the provincially mandated method.

RELEVANT CONSULTATION

1.0 Public Consultation

Commencing in January 2021 and continuing into early February 2021, staff conducted consultation on the draft LNA through the Engage Hamilton portal and virtual public open house events. A full LNA consultation summary was provided in Report PED17010(i), dated March 29, 2021, and a consultation summary report was attached as Appendix “E” to Report PED17010(i).

Additional public consultation has been ongoing throughout 2021, though not directly related to the LNA. Engagement through the Engage Hamilton portal on the Evaluation Framework and Phasing Principles occurred in May 2021 (summarized in Report PED17010(l) dated August 4, 2021, with further updates to be provided as part of the future How Should Hamilton Grow? Evaluation). In accordance with Council direction,

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the Urban Growth Survey was undertaken in June and July 2021 to ask for resident opinions on the No UBE and Ambitious Density growth options (summarized in Report PED17010(m) dated October 25, 2021).

2.0 Province of Ontario – Ministry of Municipal Affairs

2.1 December of 2020 – Draft LNA

In November 2020, Staff provided the draft LNA to Provincial Ontario Growth Secretariat staff for review to ensure compliance with the provincially-mandated LNA method. The LNA identified four land need scenarios for Community Area land need: Current Trends, Growth Plan Minimum, Increased Targets, and Ambitious Density. The December 2020 LNA did not include a No UBE scenario.

Provincial staff provided the following feedback:

“Based on our preliminary review, your Draft Land Needs Assessment appears to conform to the requirements set out in the Land Needs Assessment Methodology (2020). Notably, we highlighted the following:

- The Draft Land Needs Assessment adequately addresses the components of the Province’s new Land Needs Assessment Methodology (2020) including the need to consider market demand across the range of housing types;
- The Draft Land Needs Assessment implements the 2051 planning horizon including updated Schedule 3 growth forecasts as per the Growth Plan for the Greater Golden Horseshoe, 2019 (A Place to Grow), as amended; and,
- Each growth scenario under consideration would support the minimum density and intensification targets established in A Place to Grow for the City of Hamilton.”

The letter is attached as Appendix “F” to Report PED17010(n).

2.2 September 2021 – No Urban Boundary Expansion Scenario

In August 2021, City staff provided a Technical Update memo prepared by Lorus & Associates to the Province of Ontario with information on the No UBE option and other technical updates to the March 2021 LNA. The technical memo was prepared to assist staff with developing and modelling the No UBE scenario. Staff requested that the Province provide comment on the conformity of the No UBE growth scenario with the LNA Methodology. In summary, the technical update outlined preliminary findings that, if adopted, the *No Urban Boundary Expansion* scenario would produce a shortfall of

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approximately 59,300 ground-related units. The Technical Update is included as Attachment 4 to the LNA Addendum (attached as Appendix “A1” to Report PED17010(n)).

In September 2021, the Province provided the letter attached as Appendix “F1” to Report PED17010(n) with the following key comments.

- The LNA Methodology requires municipalities to ensure that sufficient land is available to accommodate market demand for all housing types including ground-related housing (single/semi-detached houses), row houses, and apartments;
- Ministry staff acknowledge that the *No Urban Boundary Expansion* scenario is likely to bring about a shortage in land available to accommodate forecasted growth in ground-related housing. As such, the *No Urban Boundary Expansion* scenario appears to conflict with the objective of the LNA methodology to “provide sufficient land to accommodate all market segments so as to avoid shortages” (page 6);
- The *No Urban Boundary Expansion* scenario may cause a misalignment with forecasts in Schedule 3 of A Place to Grow as residents seek ground-related housing in municipalities where there may be sufficient supply;
- The Ministry has concerns regarding potential regional implications of the No UBE scenario, if adopted. The shortfall of available land and ground-related units that could be created as a result of the No UBE scenario may cause forecasted growth to be redirected away from the City of Hamilton into other areas that are less suited to accommodate growth;
- Ministry staff also wish to acknowledge the strong growth management principles that underpin the City’s Ambitious Density scenario. The Ambitious Density scenario appears to balance market-demand for different housing types while also implementing an intensification target (60 per cent) and a designated greenfield area density target (77 residents and jobs combined per hectare) which exceeds the targets set out in policy 2.2.2.1 and 2.2.7.2 of A Place to Grow; and,
- Based on Ministry staff review and analysis of the City’s draft LNA and the technical update, it appears that the *No Urban Boundary Expansion* scenario poses a risk that the City would not conform with provincial requirements.

The Ministry’s letter was received by Council on September 15, 2021 and referred to the Special GIC meeting to consider the LNA report.

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ANALYSIS AND RATIONALE FOR RECOMMENDATION

1.0 LNA Peer Review – Watson & Associates

As directed at the June 23, 2021 Council meeting, staff retained a consultant (Watson & Associates) to undertake a peer review of the “City of Hamilton Land Needs Assessment to 2051 – Technical Working Paper” and “Residential Intensification Market Demand Study”, both prepared by Lorus & Associates. Watson & Associates was retained through a Request for Quotations. Watson & Associates is a firm with expertise in land economics and planning as required in the Council motion. As per the Council direction, the purpose of the peer review was to confirm that the approach and methodology used in the studies meets the requirements of all applicable provincial policies and is an appropriate application of all applicable provincial policies with respect to determining the city’s land needs to 2051.

1.1 Overall Findings

Overall, the peer review found that the approach and methodology utilized in the City’s LNA and RI Market Demand Study prepared by Lorus & Associates is generally an appropriate application of the Growth Plan and the Provincial LNA Methodology.

The review identified areas within the LNA documents where additional information should be provided to increase clarity and understanding of the document. These areas where additional information should be provided are summarized by Community Area and Employment Area assessment.

1.2 Community Area LNA – Supplementary Information Suggested:

- Indication of the density (people and jobs per hectare) measured across the entire Designated Greenfield Area under each scenario; whereas currently the LNA provides a separate density calculation for new DGA and existing DGA areas;
- More information on the City’s existing DGA lands and average densities in those areas to support the future increase in planned density in future expansion areas (if required);
- Clear statement that the City will not plan for a higher forecast than the Growth Plan minimum because the Provincial forecast is already much higher than historical growth rates;
- Provision of building permit data to analyze shifts in recent housing activity to higher density forms within the Built-Up Area and information on the type of intensification occurring within the Built-Up Area; and,

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- Additional information in the RI Market Demand Report to illustrate recent intensification trends and influence of higher order transit.

1.3 Employment Area LNA – Supplementary Information Suggested:

- Provision of information on employment trends since 2016 and potential redevelopment of Bayfront lands;
- More information to support increased density assumptions within employment areas. It is noted that lower employment density assumptions would result in an increased area of land need; and,
- More information on suitability of employment lands in terms of marketability, servicing, access etc.

Staff are requesting Council to receive the Peer Review report prepared by Watson & Associates, as per Recommendation (b) of this Report.

1.4 Response to Peer Review

The response to the peer review from Lorus & Associates forms part of the LNA Addendum dated October 2021, attached as Appendix “A1” to Report PED17010(n) and summarized in Section 2 below.

2.0 LNA Addendum – Lorus & Associates, October of 2021

As per recommendation (a) of this Report, staff are requesting approval of the March 2021 City of Hamilton Land Needs Assessment to 2051 – Technical Working Paper, prepared by Lorus & Associates, as well as an Addendum to the LNA, dated October 2021, which is summarized below. The LNA Addendum addresses new information and other changes that have taken place since March 2021, including the response from Lorus & Associates to the Watson & Associates peer review, the inclusion of the No UBE growth scenario, and updates to the March 2021 LNA regarding secondary dwelling units and intensification within the built-up area. The Addendum is attached as Appendix “A1” to Report PED17010(n).

The Addendum provides an overview of the approach taken to the completion of the LNA and notes several important points about the LNA and its findings:

- The LNA methodology requires the preparation of a housing forecast by dwelling type, which considers trends in household formation and occupancy patterns that are based on long-term demographic patterns over the past 10-15 years, including the recent shift towards higher density housing forms such as the rise of the

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rowhouse market and increased share of apartment units in most markets. The trends show little change over time (e.g. propensities as people age to live together / get married, have children, buy houses with yards and eventually downsize);

- The three main scenarios modelled in the LNA (Growth Plan Minimum, Increased Targets and Ambitious Density) all involve some degree of policy intervention to achieve the Growth Plan intensification and density targets and represent a future state. A ‘market-based’ forecast does not mean development unconstrained by planning policy; and,
- The Ambitious Density scenario in the LNA is an aggressive approach to growth management, based on significantly higher density factors for new residential areas, a shift to higher density housing forms, and optimistic assumptions for future employment densities.

2.1 Response to Peer Review

The key conclusion of the Peer Review is that the LNA generally supports Provincial policy requirements of the LNA methodology and the Growth Plan, but, as noted above, there are areas where further information could provide clarity and benefit. The LNA Addendum addresses the following areas of clarification:

- Growth forecast: a higher growth forecast is not suitable for Hamilton given the long standing and consistent growth outlook for Hamilton in a broader regional context and constraints to the whitebelt land supply. The amount of growth forecast in the Growth Plan Schedule 3 is significant in relation to historic trends. A summary of actual vs forecasted growth for the 2001 – 2021 time period is attached as Appendix “G” to Report PED17010(n);
- Composition of development inside the Built-Up Area: The Addendum notes that information on the pattern of intensification, including a shift to a pattern of more apartments and high-density forms is included in the RI Market Demand Report (attached as Appendix “C” to Report PED17010(n));
- City-wide DGA density calculation: while not required by the LNA method, the Addendum has provided the resulting DGA density calculation across the entirety of the DGA (existing and new) under the three primary LNA scenarios.

The Addendum also reiterates that the City’s Existing Designated Greenfield Area density analysis provides detailed information on development potential and land supply in the DGA. Further, it is acknowledged that the density assumed in any future expansion areas is significantly higher than existing densities across the

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DGA which is in accordance with the Growth Plan direction to shift to more compact forms. Decreasing the planned density assumption in the expansion areas would result in a greater land need;

- Employment land supply information: The Addendum notes that employment land supply information has been provided at length in previous studies including the City's Employment Area Inventory, recent work on the Bayfront Industrial area and the Employment Land Review; and,
- Employment Area density assumption: information is provided in the Addendum to provide further clarity on the density assumption of 39.5 uph within employment areas over the forecast period. The Addendum provides information on the density assumptions applied in different employment areas, including the AEGD and Bayfront. Further, the Addendum identifies the Growth Plan policy to plan for intensification of employment areas (policy 2.2.5.1a).

2.2 Updates to March 2021 LNA

The LNA Addendum includes two areas of revision to the March 2021 LNA report as described below.

The revisions to the Secondary Dwelling Units assumptions described in 2.2.1 below result in a reduction in required Community Area land need under the Ambitious Density scenario from 1,340 ha to 1,310 ha.

2.2.1 Accessory Dwelling Units and Secondary Dwelling Units – Detached

The first revision addresses Secondary Dwelling Units and provides both clarification to how these units are addressed and also revises the assumptions surrounding Secondary Dwelling Units – Detached as a component of the future housing supply.

The LNA addendum clarifies the difference between Accessory Units and Secondary Dwelling Units – Detached, and how those units are addressed in the LNA. The Accessory units category are apartments added to a single detached dwelling, such as basement suites. These units are classified as apartments for the purposes of the LNA. There has been no change to the forecast of accessory units to 2051.

Secondary Dwelling Units – Detached are laneway houses, garden suites and other second units that are not attached to the main dwelling. Detached SDUs are classified as ground related single detached housing for the purposes of the LNA. Attachment 4 of the Addendum (June 2021 Technical Update Memorandum) provides an overview of the anticipated number of Detached SDUs that the City will experience prior to 2051. The City has only recently updated regulations related to SDUs, therefore it is difficult to

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predict the number of Detached SDUs anticipated going forward. Based on research within other jurisdictions, an estimate of the number of Detached SDUs to be experienced annually is provided in the Addendum, as well as an allocation of the geographic location of such units. The majority of the units are anticipated within the City's Built up Area, reflective of trends within other jurisdictions that sees SDUs primarily developed in central urban locations and on conducive lots (e.g. laneway access). The anticipated yearly breakdown of Detached SDUs is shown in Table 4 below, taken from the June 2021 Technical Update Memorandum, included as Attachment 4 of the Addendum (attached as Appendix "A1" to Report PED17010(n)):

Table 4: Forecast of Detached Secondary Dwelling Unit to 2051

Policy Area	Annual Laneway House	Annual Garden Suite	Total Annually	Total 2021 - 2051
Built-up Area	30	30	60	1,800
DGA	-	10	10	300
Rural	-	10	10	300
Total	30	50	80	2,400

Source: Lorius and Associates, based on information from the City of Vancouver Statistics and Hemson Consulting Ltd. Forecast includes laneway housing, garden suites and other stand-alone (detached) secondary housing forms

The March 2021 LNA had anticipated that a portion of the ground related housing forecast for the built-up area as intensification would include Detached SDUs. This assumption remains. However, the March 2021 LNA did not incorporate assumptions for future Detached SDUs in the existing DGA or the Rural area. Based on recent and future amendments to the City's OPs and Zoning By-laws to expand permissions for SDUs, it is appropriate to assume that limited SDU development will occur in these areas. The implications of the addition of 300 Detached SDUs in the DGA and 300 in the Rural area is a decrease in overall land need by 30 ha in the Ambitious Density scenario to 1,310 ha.

2.2.3 Unit Type Distribution – Built Up Area

Staff have undertaken more detailed analysis of the intensification unit supply for the purpose of infrastructure modelling and growth scenario evaluation. Updates have been made that shift the unit distribution inside the Built-Up Area (i.e. intensification units). The March 2021 LNA included a distribution of 3,310 singles / semis, 9,930 towns, and 52,950 apartments in the Built-Up Area under the Ambitious Density scenario.

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Following further examination of intensification supply opportunities, the unit distribution has been modified to reflect a greater supply of apartments and reduced townhouses, reflective of the majority of the intensification opportunities being located in areas that are designated and zoned for apartment development. The modification is a simple redistribution of unit supply within the built-up area and does not result in any changes to overall land need.

2.3 No UBE Scenario

The LNA Addendum includes a description of the implications of the No UBE scenario including required housing market shifts resulting from this scenario.

To identify the housing market implications of a No UBE scenario, forecast demand is compared to the available housing unit supply and unit shortfalls are identified. Forecast demand is the “market-based” housing demand by type shown in the March 2021 LNA, adjusted for the additional 300 detached SDUs allocated to the DGA/ Rural Area. The available supply is the estimated Vacant Residential Land Inventory (VRLI) supply as well as the updated intensification opportunities noted previously, including the detached SDUs that are expected to form part of the ground-related intensification inside the Built-up Area.

The results indicate a shortfall in market-based demand of approximately 59,300 ground-related households that would need to shift into apartments under a No UBE scenario, as shown in Table 5 below.

Table 5: Ground-Related Housing Shifts into Apartments under Growth Scenarios

LNA Scenario	Intensification Target	Ground-related units shifted to apartments	Ground-related share of growth
Market-based	n/a	0	75%
Growth Plan Minimum	50%	20,730	57%
Increased Targets	55%	24,800	53%
Ambitious Density	60%	28,900	50%
No Urban Expansion	n/a	59,300	22%

Source: Lorus and Associates based on March 2021 LNA report, forecasts and other information from Hemson Consulting Ltd. and City of Hamilton Staff, 2021.

Under a no expansion scenario, nearly 80% of all new households would need to be accommodated within apartment units, including families. As illustrated in Table 6 below, this compares to 50% under the *Ambitious Density* Scenario and 25% under a market-based outlook for growth, as per Table 6 below, taken from the June 2021

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Technical Update Memorandum, included as Attachment 4 of the Addendum (attached as Appendix “A1” to Report PED17010(n)).

Table 6: Housing Unit Mix, Ambitious Density and No Urban Boundary Expansion Scenarios

Growth 2021 – 2051	Single & Semi	Townhouse	Apartment (all)	Total
Market-based Mix of Growth	51%	25%	24%	100%
Ambitious Density scenario	25%	25%	50%	100%
No Urban Expansion scenario	9%	13%	78%	100%
No Expansion scenario shift from market	-42%	-12%	54%	0%

Source: Lorus and Associates based on March 2021 LNA Ambitious Density Scenario, forecast for Detached SDUs and updated information from City of Hamilton staff, 2021

The LNA Addendum notes that household formation and occupancy patterns are a ‘social construct’. Accordingly, the shift in growth patterns that must occur is not a simple increase in the number of apartment units. The shift that must occur is an increase in the number of larger family-sized households that would otherwise occupy ground-related housing, but that now must choose to occupy apartment units instead. From a planning perspective, therefore, the challenge is to maximize the tolerance of the market to be influenced by policy without jeopardizing the Schedule 3 forecasts.

3.0 Next steps – “How Should Hamilton Grow?” Evaluation of No Urban Boundary Expansion and Ambitious Density Scenarios

Utilizing the information on the No UBE scenario noted above, and as per the direction of Council, staff have modelled and evaluated the Ambitious Density scenario and the No UBE scenario against the criteria of the How Should Hamilton Grow? evaluation framework. Results of the How Should Hamilton Grow? evaluation will be presented in a separate report, including technical memorandums.

ALTERNATIVES FOR CONSIDERATION

- (1) Council may not approve the LNA and / or Addendum (attached as Appendices “A” and “A1” to Report PED17010(n)) and / or require additional information or revisions prior to endorsement;

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- (2) Council may not receive the LNA Peer Review attached as Appendix “B” to Report PED17010(n) and / or require additional information or revisions prior to receiving; and,
- (3) Council may not receive one or all of the technical background studies attached as Appendices “C” to “E” or Report PED17010(n) and / or require additional information or revisions prior to receiving.

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

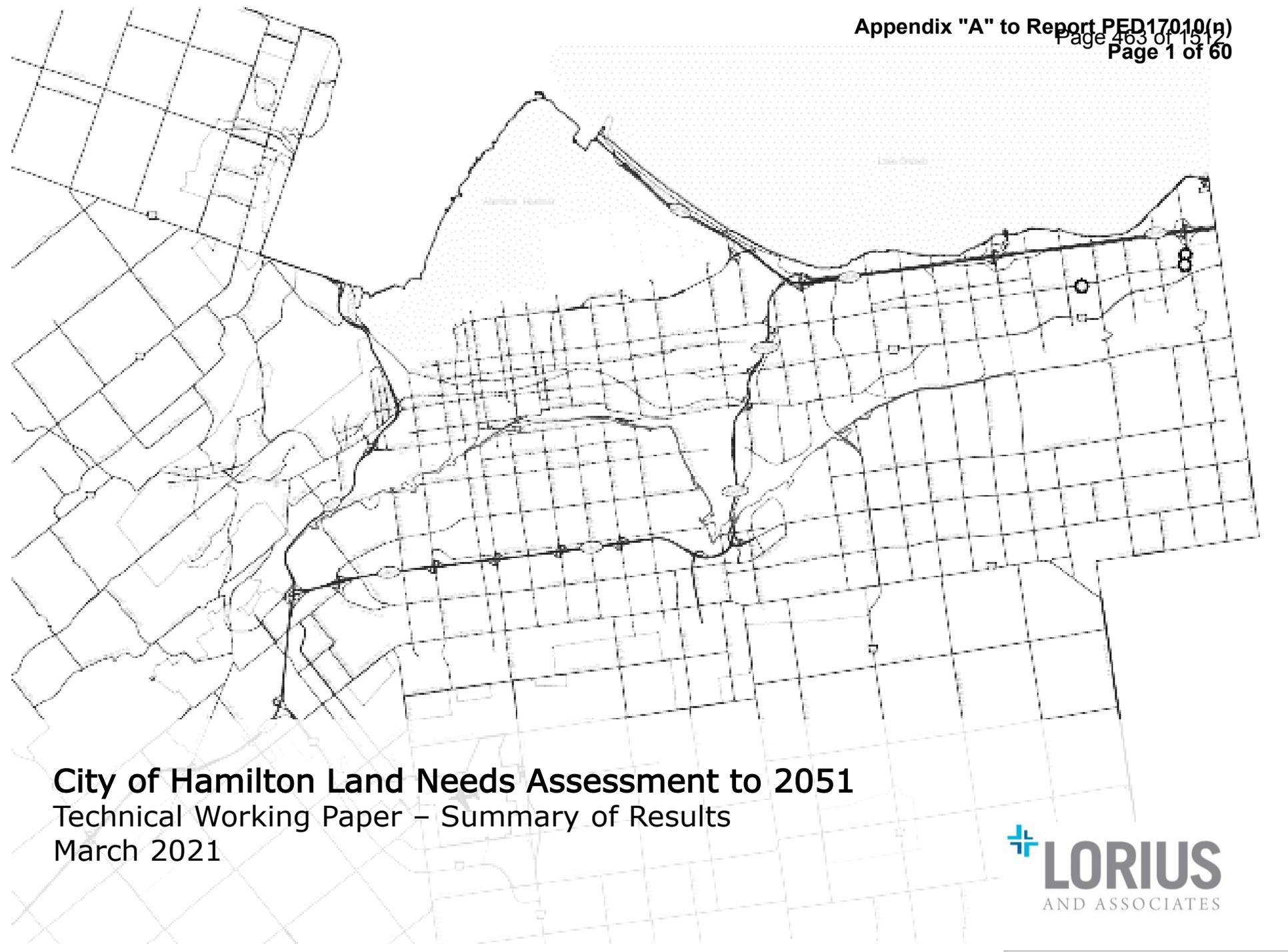
- Appendix “A” – City of Hamilton Land Needs Assessment to 2051
 Appendix “A1” – Addendum to Land Needs Assessment
 Appendix “B” – Land Needs Assessment Peer Review
 Appendix “C” – City of Hamilton Residential Intensification Market Demand Analysis
 Appendix “D” – Residential Intensification Supply Update
 Appendix “E” – Existing Designated Greenfield Area Density Analysis
 Appendix “F” – Letter from Ministry of Municipal Affairs and Housing (Ontario Growth Secretariat) – December 2020
 Appendix “F1” – Letter from Ministry of Municipal Affairs and Housing – September 2021
 Appendix “G” – Forecast vs Actual Population and Employment Growth, 2006 - 2021

HT:sd

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City of Hamilton Land Needs Assessment to 2051
Technical Working Paper – Summary of Results
March 2021

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Section 1: Introduction

The Land Needs Assessment and 'GRIDS 2'

The City of Hamilton has retained Lorus and Associates, in association with Hemson Consulting Ltd., to prepare an assessment of urban land needs over the period to 2051. The Land Needs Assessment (LNA) is required to support the update of the Growth Related Integrated Development Strategy (the GRIDS 2 update) and the Municipal Comprehensive Review (MCR) for the period to 2051.

The LNA has been prepared in accordance with the *Growth Plan for the Greater Golden Horseshoe: A Place to Grow (Growth Plan, 2020)* and updated method for completing the analysis set out in the report: *Land Needs Assessment Methodology for the Greater Golden Horseshoe (2020)* (the "Provincial method" or "mandated method"). The mandated method (2020) replaces the previous 2018 version. In accordance with the new Provincial method, the LNA for the City of Hamilton includes:

- A forecast of population, housing and employment by type to 2051;
- Housing market and trends analysis;
- Residential intensification market demand analysis;
- Employment and economic analysis; and
- Designated Greenfield Area (DGA) analysis.

The LNA is undertaken based on the results of the above technical inputs, *Growth Plan* policy directions and required components of the mandated method for analysis. The results are summarized in this Technical Working Paper. The City of Hamilton continues to engage with Provincial staff to review the results of the GRIDS 2 update. A process of public consultation will also be undertaken as part of the approval process for the MCR and implementing official plan amendment(s)(OPA).

As a result, the results of the LNA may be subject to revision depending on feedback received through the process of public consultation and Provincial review. The results may also need to be revisited at the MCR OPA stage to update for new information such as building permits, housing completions, employment land conversions or other economic factors that may have changed.

Section 1: Introduction

Economic and demographic context for analysis

Positive Long-Term Economic Outlook for the GGH

1

- Notwithstanding the short-term impacts of the COVID-19 Pandemic, the long-term economic outlook for the Greater Golden Horseshoe (GGH) is positive.
- The Greater Toronto and Hamilton Area (GTHA) will continue to attract international migrants that drive population growth.
- Rates of long-term economic growth will be generally sufficient to absorb the expanding labour force through migration.

Shifts in the Housing Market to Higher Density Forms

2

- Several factors have led to a sharp rise in housing prices over the last decade.
- A corresponding shift has occurred in the proportion of people living in denser and more affordable housing forms.
- Intensification has become more prevalent throughout the GTHA, including in the City of Hamilton, though more working from home may affect the demand for smaller living spaces going forward.

Changes in the way Office Space is Being Used

3

- Increased mixing of work activities, office sharing and automation are changing the way office space is being used.
- 'Offices' are increasingly occupying non-office forms: "flex space", co-working and industrial multiples.
- Trends are blurring the lines between traditional industrial and office use with implications for density and land use within employment areas.

Continued Demand for Greenfield Employment Land

4

- The economic outlook anticipates greater success in accommodating employment land activities through intensification.
- However, the availability of greenfield sites with good highway access will continue to be the primary driver of demand.
- Growth in e-commerce and weaknesses in global supply chains revealed by COVID-19 will support demand for local manufacturing, storage, distribution and logistics space.

Section 1: Introduction

Approach to the analysis

The assessment of urban land needs is undertaken by comparing a forecast of future demand for housing and employment to the current land supply. Within the context of PPS and *Growth Plan* policy directions to encourage a more compact urban form, conclusions are then drawn on the need, if any, for additional lands over the forecast horizon. Land needs are assessed for two key areas:

- **Community Areas** – where the vast majority of housing required to accommodate forecasted population will be located, as well as the majority of population-related jobs, most office jobs and some employment land employment jobs. Community areas include the Delineated Built-up Areas and the Designated Greenfield Area (excluding employment areas); and
- **Employment Areas:** where most of the employment land employment (employment in industrial-type buildings) jobs are, as well as some office jobs and some population-related jobs, particularly those providing services to the employment area. Employment Areas may be located in both delineated built-up areas and the designated greenfield area.

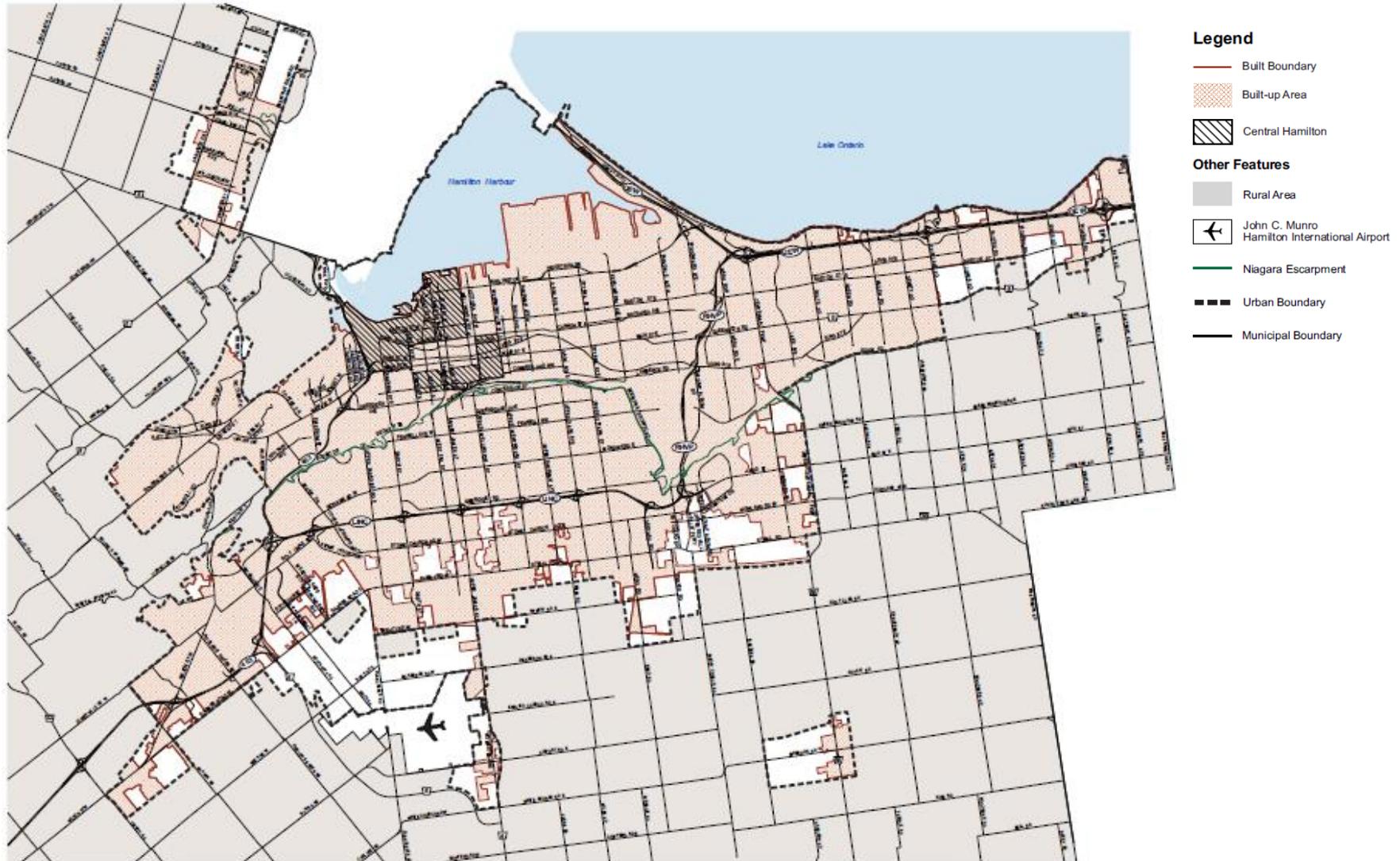
Important Terminology for Understanding the Approach

The **Delineated Built-up Area** is defined as the area that was already built when the 2006 *Growth Plan* first came into effect and is illustrated on the map on the following page. The **Designated Greenfield Area** is defined as lands within settlement areas (lands within the urban boundary) but outside of delineated built-up areas, designated in an official plan for development and required to accommodate growth over the planning horizon. The **Rural Area** is all lands outside the urban boundary, including Prime Agricultural Areas and existing employment land uses: the **Hamilton International Airport (HIA) facility** is located within the City's Rural Area.

The starting point for the analysis is the population and employment forecasts for the upper- and single-tier municipalities that are shown in **Schedule 3 of the *Growth Plan (2020)***. These are the minimum population and employment **forecasts that must be used** for long-range planning and growth management by all municipalities in the GGH, including the City of Hamilton. Higher forecasts may be considered as part of the MCR, however lower forecasts are not permitted.

Section 1: Introduction

The Built-Up Area

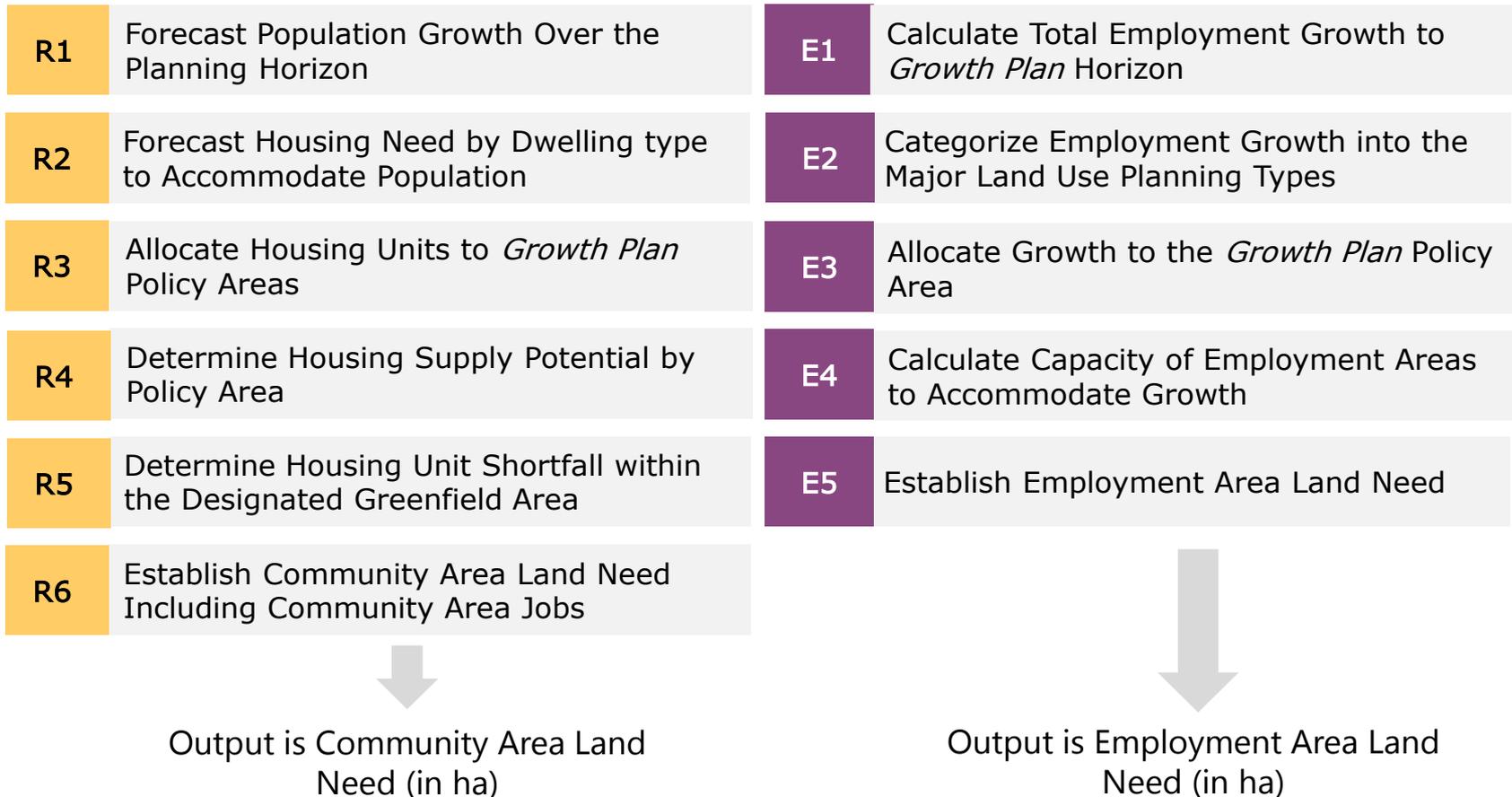


Source: Urban Hamilton Official Plan Appendix G - Boundaries Map

Section 1: Introduction

Method for land needs assessment

The analysis is undertaken according to the key components involved in the Provincial method for Community Area and Employment Area land need assessment. As described in the Provincial method report, there can be flexibility in the sequence of the LNA analysis as long as all components are completed. The sequence taken in this report is summarized below for Community (R1-R6) and Employment (E1 -E5) areas.



Section 1: Introduction

Key influences on land need under the *Growth Plan*

Within a *Growth Plan* policy context, there are two key influences on land needs. The first relates to the minimum proportion of future growth that is to be accommodated through **intensification**. The second relates to the **density of new development** to be anticipated in greenfield locations.

The 50% Intensification Target

The *Growth Plan* requires that by 2015 and each year thereafter, "a minimum of 50% of all residential development occurring annually... will be within the built up area" (Section 2.2.2.1a). This policy provides direction on the minimum proportion of new residential development to occur through intensification and refers to a **total number of new units added**, but not number of people, overall density, specific unit types or units gained or lost through changes in occupancy of the existing stock. The **intensification target has a strong influence** on the LNA results because it limits both the balance of units (and associated land) allocated to the DGA and the different types of units available to satisfy demand to 2051.

The Greenfield Density Target (50 Residents and Jobs Combined per ha)

The *Growth Plan* states that the minimum density target applicable to the DGA of each upper-and single-tier municipality...is not less than 50 residents and jobs combined per ha" (Section 2.2.7.2). Under the new LNA method, the **greenfield density target is no longer a policy input**, but a minimum threshold for conformity purposes. The density target is measured over the entire DGA of each upper- or single-tier municipality excluding natural features identified in local or Provincial plans, applicable rights-of-ways and cemeteries. The target does not include the designated Employment Areas, which are treated separately.

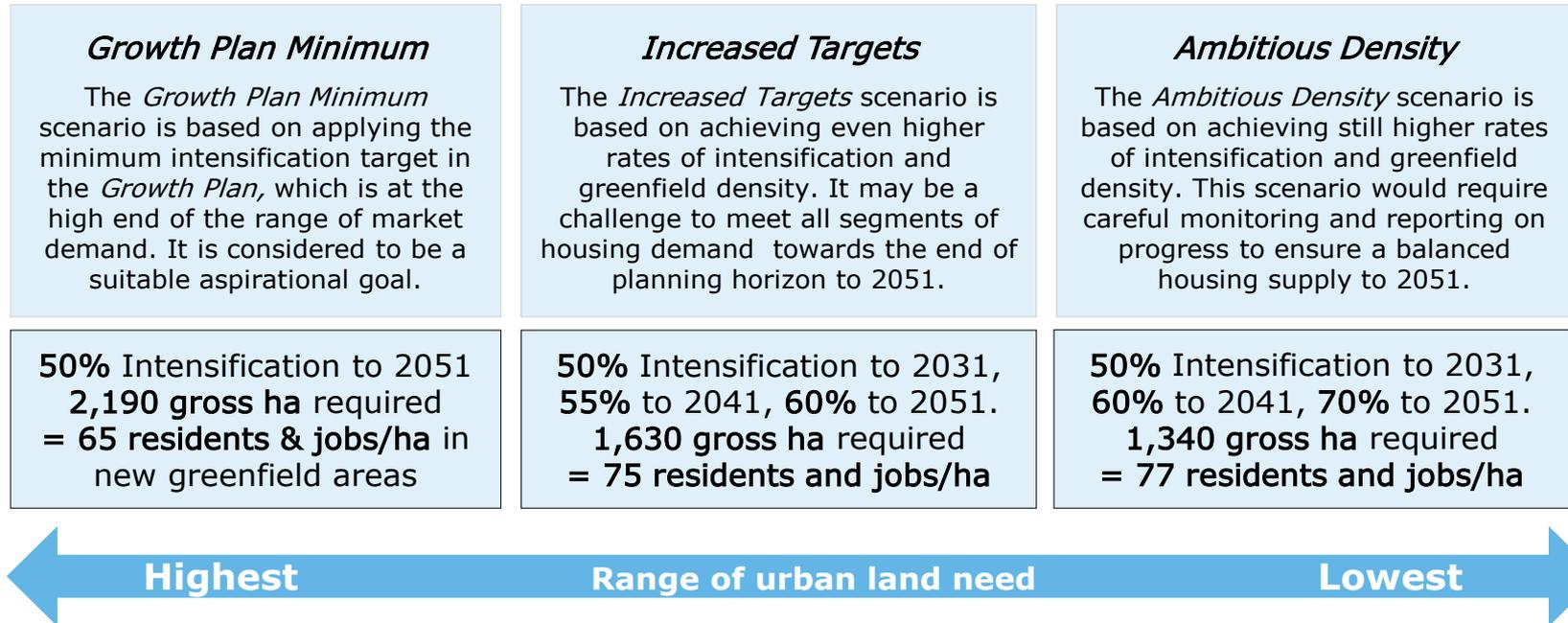
No Mandated Density and Intensification Targets for Employment Areas

Under the Provincial method, Employment Area land needs are based on an analysis of the economic activities likely to locate on those lands and approximate densities at which they are anticipated to develop. A **market-based approach is taken** to recognize the importance of economic activities to the development of 'complete communities' and the challenges associated with changing the pattern of employment growth through *Growth Plan* and associated planning policy directives.

Section 1: Introduction

Scenarios provide a range of future land need

Three scenarios of land need have been prepared. The scenarios are varied by changing the *Growth Plan* intensification target and density of new development by unit type, which are the primary determinants of land need. It is worth reiterating that the under the new Provincial LNA method, **the greenfield density target is an output of the LNA** depending on the intensification rate and unit densities applied to the analysis. The land need scenarios and results are summarized below.



To provide further context for the scenarios, a “Current Trends” analysis has also been prepared to show the results of a 40% intensification target, consistent with the approach taken in the *Residential Intensification Market Demand Analysis* (December 2020). The results indicate an even higher land need – **3,440 gross ha** – and would require that the City request an alternative target under the *Growth Plan*. Employment Area land need (mainly industrial and business park development lands) is held constant for all the scenarios since it is primarily the pattern of housing growth that the *Growth Plan* seeks to change through policy.

Section 1: Introduction

Structure of this report

The report that follows provides the results of the analysis, including Community Area and Employment Area land need, in accordance with the mandated Provincial method. It is structured as five sections:

- **Section 1 sets out the purpose** of the assignment, approach taken to the analysis and the key influences on land need under the *Growth Plan*;
- **Section 2 provides the growth context**, including the population and housing unit growth anticipated, the role of residential intensification, the employment outlook and trends in land and building space requirements, especially office and industrial-type uses;
- **Section 3 summarizes the results of the Community Area LNA** according to the mandated method for analysis. A minimum of 1,340 gross developable ha is required to accommodate growth over the period to 2051.
- **Section 4 summarizes the results of the Employment Area LNA**. The analysis shows that land supply and demand are largely in balance, with no additional lands required for current planning purposes. This result is due largely to the unanticipated lag in employment growth experienced across the GTHA over the 2011 – 2016 period. Employment growth had been accelerating in the post-2016 period until the COVID-19 Pandemic began, leading to significant job losses in early 2020; and
- **Section 5 provides our conclusions**, including a summary of total urban land needs over the period to 2051 and implications for the current UHOP, GRIDS 2 and the MCR process.

Growth Plan (2020)

The Provincial vision for growth is that Hamilton will play an **expanded economic and demographic role** within the regional metropolitan area (GGH) over the planning horizon to 2051

Community Area Land Needs

Under the mandated method for analysis a **minimum of 1,340 gross developable ha** (*Growth Plan* definition) is required depending on the unit density and intensification targets involved.

Employment Area Land Need

No additional lands are required. Forecast demand and land supply are largely in balance. A small surplus is shown over the planning horizon to 2051.

Section 2: Growth Context to 2051

Population forecast to grow significantly

The *Growth Plan* (2020) sets out the Provincial vision for growth in the GGH, including: a strong economy, cleaner natural environment and the achievement of complete communities with access to transit. A key element of the Provincial vision is a **set of forecasts that must be used**, at a minimum, for planning and growth management in the GGH, including Hamilton (Section 5.2.4). The historic and forecast minimum *Growth Plan* population forecast for 2051 is shown below in Table 1.

Table 1

City of Hamilton Historic and Forecast Population

Components of Population	2001	2011	2021	2031	2041	2051
Total Population (with undercount)	510,140	535,000	584,000	652,000	733,000	820,000
Growth last 20 years (2001-2021)			73,860			
Growth next 20 years (2021-2041)					149,000	
Growth next 30 years (2021-2051)						236,000

Source: Hemson Consulting Ltd. based on Statistics Canada Census data and *Growth Plan* Schedule 3 forecasts for 2051. Figures for 2001, 2011, 2021, 2031 and 2041 are from the base forecast models used by Hemson Consulting Ltd. to prepare the report: *Greater Golden Horseshoe: Growth Forecasts to 2051* (the "Hemson forecast report", August 2020). Figures include the Census undercount: i.e. those people that are missed in the Census, or counted twice, or otherwise should not have been counted.

As shown in Table 1, under the *Growth Plan* the City of Hamilton is forecast to achieve a total population of 820,000 in 2051. This forecast is for a significant amount of growth relative to the past: **twice as much over the next 20 years** than the last 20 years, and beyond to 2051. The reason is that, from a regional planning perspective, the *Growth Plan* anticipates an expanded economic and demographic role for the City of Hamilton over time, along with other priority centres in the western GGH.

As described in the updated *Growth Plan* forecast report, the **long-term growth outlook remains positive** notwithstanding the impacts of the COVID-19 Pandemic. In general, both the GTHA and Outer Ring are anticipated to experience rates of long-term economic growth sufficient to absorb the expanding labour force created through migration. This expectation is consistent with the Ministry of Finance's *Ontario's Long Term Report on the Economy* (2017) which remains a sound economic outlook.

Section 2: Growth Context to 2051

Forecast translates into significant new housing units

The *Growth Plan* population forecast translates into significant demand for new housing units, as shown in Table 2 below. In accordance with the mandated method, the housing forecast is based on applying household formation rates to the forecast of population growth by age cohorts as well as age-specific propensities to occupy different housing unit types. The overall housing forecast associated with the *Growth Plan* population forecast to 2051 is shown below in Table 2.

Table 2

City of Hamilton Historic and Forecast Housing Growth

Components of Housing	2001	2011	2021	2031	2041	2051
Occupied Housing Units	188,140	203,800	222,540	258,100	295,170	332,860
Growth last 20 years (2001-2021)			34,400			
Growth next 20 years (2021-2041)					72,630	
Growth next 30 years (2021-2051)						110,320

Source: Hemson Consulting Ltd. based on Statistics Canada Census data and *Growth Plan* Schedule 3 forecasts for 2051. Figures for 2001, 2011, 2021, 2031, 2041 and 2051 are from the base forecast models used by Hemson Consulting Ltd. to prepare the report: *Greater Golden Horseshoe: Growth Forecasts to 2051* (August 2020). Figures are units occupied by usual residents, which is different than the "undercount" noted in Table 1 and distinct from "Total Private Dwellings" reported by the Census that includes vacant units, seasonal and recreational units and/or units occupied by students that report themselves as living elsewhere.

As shown in Table 2, and similar to population, the housing forecast is for a significant amount of growth relative to the past. Under the *Growth Plan*, the City of Hamilton is forecast to grow to a total of 332,860 housing units in 2051. This forecast translates into more than **twice the number of new units** over the next 20 years than were completed in the last 20 years, and beyond to 2051. Again, this outlook reflects *Growth Plan* expectations for an expanded economic and demographic role for the City of Hamilton over the planning horizon. More specifically, the *Growth Plan* forecasts are structured as a share of the GGH housing market taking into account land supply, especially in southern Halton and Peel regions where rapid growth continues. Over time, as the supply of available development lands in these locations becomes increasingly constrained, Hamilton will be effectively drawn 'closer' to these established communities in the GTA-west and demand for housing will increase considerably.

Section 2: Growth Context to 2051

Outlook for residential intensification is bright

Housing Market has Shifted to Smaller and More Affordable Options

As described in more detail in the *Residential Intensification Market Demand Analysis* report (December 2020) some important shifts have occurred in the pattern of housing demand across the GGH, especially related to demand by unit type. A combination of market, pricing and policy-based factors has led to serious affordability challenges and, in turn, a shift to denser and more affordable housing forms within the GTHA combined with increased demand for new housing in less expensive markets in the Outer Ring and beyond.

Large-Scale Intensification is Emerging in other GTHA Municipalities

The shift towards more affordable housing forms, combined with emerging trends in lifestyle and employer preferences, among other factors, is one of the major reasons for the well-documented surge of new development in central Toronto. Consistent with long-standing demographic patterns, the City of Toronto will continue to play a major role in accommodating apartments: however, it is no longer the only part of the market. Large-scale intensification has started to emerge outside Toronto in more urbanized areas such as southern York and Halton Regions and the City of Hamilton.

Growth Plan Target Represents a Rapid and Substantial Increase in Intensification

As noted, under the *Growth Plan*, municipalities in the GGH are required to plan for a minimum proportion of future growth through intensification: 50% of new housing units in the case of the City of Hamilton and other major urban centres in the GGH such as the Cities of Barrie, Brantford and Guelph.

There is no question that recent housing market trends point to a strong future for intensification. And it is also clear that the City of Hamilton is in an attractive position to shift historic patterns of growth towards denser and more urban forms. However, it is important to understand that the *Growth Plan* target embodies a major shift in the nature of housing demand that will be a challenge for most municipalities to achieve, including Hamilton. So although characterized as “minimum”, the *Growth Plan* target is at the **high end of the range of demand** from a market perspective. For the City of Hamilton it represents a rapid and significant increase in the amount of growth to occur through intensification and a substantial change to the profile of future housing demand in favour of apartments.

Section 2: Growth Context to 2051

Long-term economic outlook is positive

Notwithstanding the current COVID-19 Pandemic situation the broad economic outlook for the GGH remains positive. As described in the updated *Growth Plan* forecast report, overall growth is anticipated to return to pre-pandemic expectations within three years along with associated growth in employment and income. The employment forecast for the City of Hamilton within this context is shown below in Table 3.

Table 3

City of Hamilton Historic and Forecast Employment

Components of Employment	2001	2011	2021	2031	2041	2051
Total Employment	205,100	216,900	238,000	271,000	310,000	360,000
Growth last 20 years (2001-2021)			32,900			
Growth next 20 years (2021-2041)					72,000	
Growth next 30 years (2021-2051)						122,000

Source: Hemson Consulting Ltd. based on Statistics Canada Census data and *Growth Plan* Schedule 3 forecasts for 2051. Figures for 2001, 2011, 2021, 2031 and forecast to 2051 are from the base forecast models used by Hemson Consulting Ltd. to prepare the report: *Greater Golden Horseshoe: Growth Forecasts to 2051* (August 2020). Employment includes usual place of work, work at home and no fixed place of work employment.

As discussed in the *Residential Intensification Market Demand Analysis* report (December 2020) the prior *Growth Plan* forecasts prepared in 2012 overestimated population and employment growth in Hamilton as well as all other upper and single-tier municipalities, except the City of Toronto. The main reason for the shortfall in growth is that the forecasts prepared for 2011 to 2016 did not anticipate the degree of out-migration to western Canada from Ontario or Ontario's decline in its national share of immigration.

In the post-2016 period, however, migration patterns had returned to historic averages and growth was accelerating until the COVID-19 Pandemic began in early 2020. For Hamilton, the employment forecast is for **a total of 360,000 jobs in 2051**. The growth outlook is predicated on continued diversification of the local economy, the revitalization of central City employment areas and the emergence of small major office clusters supported by well-located and extensive employment areas throughout the City.

Section 2: Growth Context to 2051

Outlook structured by major land use planning types

The approach taken to forecasting employment growth for the purposes of the LNA is based on four land use planning-based types: population-related, major office, employment land and rural-based employment. The four employment types are described below.

<p>Population-Related Employment</p> <p>Jobs that exist primarily to serve the resident population, including retail, education, health care, local government and work-at-home employment, the vast majority of which are located in community areas.</p>	<p>Major Office Employment</p> <p>Jobs contained within free-standing buildings more than 20,000 net square feet (1,858 m2) in size. This definition differs from the size threshold of 4,000 m2 used in <i>Growth Plan</i> policy for other planning purposes.</p>	<p>Employment Land Employment</p> <p>Jobs accommodated primarily in industrial-type buildings. The vast majority are located within business parks and industrial areas. However, some jobs can be found in older community areas and rural locations.</p>	<p>Rural-based Employment</p> <p>Jobs scattered throughout rural lands that typically include agriculture-related uses, small manufacturing or construction businesses run from rural properties and some associated retail, service or commercial uses.</p>
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From an employment perspective, most of the lands required to accommodate growth will be for employment land employment. The **LNA term "Employment Area" is different**, and refers to the geographic areas typically planned to be occupied by, but not necessarily used exclusively for, employment land employment. Employment Areas tend to be where most employment land employment (i.e. jobs in industrial-type buildings) are located but also contain limited major offices, in some cases, and population-related employment, particularly those providing services to the designated Employment Area.

Population-related employment tends to be accommodated in existing locations (such as the Downtown and other nodes) and through the normal course of secondary planning for new residential communities. Major office employment occurs under a unique market dynamic and at extremely high densities, so requires very little urban lands. Rural-based employment, while an important part of the City's economy, is a relatively small part of the employment base and forecast to grow marginally over the planning horizon.

Section 2: Growth Context to 2051

Land and building space requirements are evolving

From a land needs perspective, there have been some relevant trends in the recent pattern of land use and real estate development, especially for major office and industrial-type buildings. Some of these trends have been accelerated by the COVID-19 Pandemic in the short-term, however the extent to which these represent a permanent shift remains unclear.

Market Shift for Major Office Development to Downtown Toronto

One of the key features of recent growth in the GTHA has been the surge of major office development in downtown Toronto. This concentration of offices generally had the effect of reducing new space demand in other parts of the GTHA. Notwithstanding current COVID-19 effects, the short-term attraction of downtown Toronto is likely to remain. Over the longer term, however, the major office market is expected to cycle back to a more even balance between Toronto and established suburban nodes in southern York, Peel and Halton regions as well as emerging markets in Durham and Hamilton.

Office Work Increasingly Occupying Non-Office Forms

Partly in response to the recent concentration (and rising cost) of major office space, an emerging trend in many communities outside the City of Toronto has been a broadening of the built forms in which office uses are choosing to locate, including co-working, flex space and industrial multiples. The prevalence of this type of space has become more widespread across the GTHA, including Hamilton, and may be accelerated by the COVID-situation as users explore new office models. This trend along with the attraction of suburban office markets from a real estate cost perspective bodes well for the future of office growth.

Pattern of Change in Employment Areas More Complex

Trends in the locational preference of office use are 'blurring' the lines between traditional industrial and major office uses, with resulting impacts on density and land needs. While densities in some areas may increase as a result of the growing integration of different functions, this effect is being tempered by more land-extensive development elsewhere, particularly in newer employment areas focussed on the fulfilment and distribution of e-commerce activity. For the City of Hamilton, the overall density impacts depend on the nature of the individual area and types of economic activities being carried out.

Section 2: Growth Context to 2051

Demand for Employment Areas will remain strong

Notwithstanding recent shifts in the pattern of development, significant growth is still anticipated for the range of economic activities typically accommodated in Employment Areas. And although the structure of employment in the GTHA and City of Hamilton continues to shift gradually away from traditional economic sectors, Employment Areas are still required to accommodate new development.

Grown in 'E-commerce' Driving Demand for Warehousing and Distribution Facilities

Growth in e-commerce has driven a surge in demand for warehouse, distribution and logistics space. There is no evidence this pattern will change and has been accelerated by the COVID-19 Pandemic. These trends are driving demand for increasingly larger, land-extensive and low-density facilities in greenfield locations (sometimes referred to as "Big Bomber" warehouses). Although the LNA anticipates some greater success in accommodating employment land growth through intensification, the availability of large sites with good transportation access, especially 400-series highways, will remain the primary driver of demand.

Many Service Sector Uses Also Occupy Industrial Space

Contrary to popular perception, not all Employment Areas are dominated by the goods-producing sector. Recent years in the GTHA have seen significant growth in service-type activities within Employment Areas, reflected in part by the rise of the 'flex' space market and adaptive re-use in older more mature industrial areas. As these sectors grow there will be continued demand for space in Employment Areas beyond the 'traditional' manufacturing and distribution typically associated with industrial buildings.

Manufacturing will Continue to Play a Role

In our view, manufacturing will continue to play a role in new building space requirements, although the overall amounts are unclear. Some sectors have the potential to outpace expectations, especially as rates of technology adoption and the economics of small-scale local production improve. Two of the more likely outcomes arising out of the COVID-19 Pandemic are: first, a reshoring of some industries (medical supplies for instance); and second, increased automation to lower production costs and limit vulnerability to health risks. The outlook for the goods producing sector is more positive under this scenario, but likely with fewer employees (and therefore at lower densities) relative to the past.

Section 3: Community Area Land Need

Overview of mandated steps in the analysis

This section summarizes the results of Community Area land need analysis, within the broad growth context described in Section 2. The analysis is undertaken according to the mandated components of the Provincial method, shown again below for convenience. Key data sources and inputs to the analysis are summarized at right, with additional notes and commentary provided for the tables that follow.

Key Data Sources and Inputs

1. 2016 base population and household information are from Statistics Canada, including net under-coverage and non-household population rates. Total 2051 population is the *Growth Plan* forecast (2020).
2. Estimated 2021 housing units and population and forecast total housing units to 2051 are provided by Hemson Consulting Ltd. based on Statistics Canada and Canada Mortgage and Housing Corporation (CMHC) housing market information.
3. The allocation of housing units by *Growth Plan* policy area is based on a typical housing mix inside and outside the built-up area and the specific intensification target applied to the analysis.
4. Housing supply potential is based on information from the City of Hamilton Geographic Information System (GIS), land use and building permit tracking systems.
5. The housing unit shortfall within the DGA is determined based on a comparison of housing supply (R4) to forecast housing demand (R3) by unit type.
6. Community Area land need is determined by applying appropriate density factors to the unit shortfall by type and taking into account population-related employment, in accordance with the mandated method for analysis. Total DGA density is estimated based on PPU factors from the 2019 Development Charge (DC) Background Study prepared by Watson & Associates.

R1	Forecast Population Growth Over the Planning Horizon
R2	Forecast Housing Need by Dwelling type to Accommodate Population
R3	Allocate Housing Units by <i>Growth Plan</i> Policy Area
R4	Determine Housing Supply Potential by Policy Areas
R5	Determine Housing Unit Shortfall within the Designated Greenfield Area
R6	Establish Community Area Land Need Including Community Area Jobs

Section 3: Community Area Land Need

R1

Step R1 Forecast population growth over the planning horizon

The first component in the assessment of Community Area Land Need is the forecast of population over the period to 2051, shown previously in Table 1. In accordance with the *Growth Plan* Schedule 3 forecasts (2020) Hamilton is forecast to achieve a **2051 population of 820,000** including the Census net undercoverage.

Step R2 Forecast Housing Need by Dwelling Type

R2

The *Growth Plan* population forecast translates into demand for approximately **110,320 new housing units** over the 2021-2051 period, shown previously in Table 2. In accordance with the mandated method, the housing forecast is based on applying household formation rates to the forecast of population growth by age cohorts as well as age-specific propensities to occupy the four main housing unit types established in the updated *Growth Plan* forecasts: single and semi detached, rowhouse, accessory and apartment units. The result is a **market-based housing need forecast by dwelling type** shown below in Table 4, with single-family dwellings (single and semi detached) the predominate form at 50% of the forecast growth.

Table 4

City of Hamilton Market-Based Housing Unit Need by Dwelling Type

Census Year	Single and Semi	Rows	Accessory Units	Apartment Building	Total
2021	135,360	29,370	3,940	53,880	222,540
2031	154,120	37,780	4,750	61,450	258,100
2041	173,180	47,110	5,680	69,200	295,170
2051	191,370	56,970	6,700	77,820	332,860
Growth 2021-2051	56,020	27,600	2,760	23,940	110,320
Share	50%	25%	3%	22%	100%

Source: Hemson Consulting Ltd. based on Statistics Canada Census, Annual Demographic Estimates and the *Growth Plan* Schedule 3 forecasts for 2051. "Single and Semi" includes single detached and semi detached houses as well as movable dwellings as defined by Statistics Canada. Rows are rowhouses as defined for the Census. Accessory units are apartment units added to an existing single or semi-detached house, either attached or not to the existing dwelling. Apartments comprise all apartment buildings whether greater than or less than 5 storeys in height.

R2

Section 3: Community Area Land Need

Step R2 Forecast Housing Need by Dwelling Type

As shown in Table 4, the market-based mix of housing is characterized largely by ground-related units; defined as single and semi-detached units and rowhouses. As summarized in Table 5 below, roughly three quarters of the forecast housing growth is for ground-related versus apartment units. Accessory units are apartments added to an existing single, semi-detached or rowhouse rather than duplex units as defined by the Census. This change was introduced in the updated *Growth Plan* forecasts to more accurately reflect how these units are treated from a land use planning perspective.

Table 5

City of Hamilton Ground-Related versus Apartment Unit Growth

Census Year	Ground-Related	Accessory Units	Apartment Building	Total
2021	164,730	3,940	53,880	222,540
2051	248,340	6,700	77,820	332,860
Growth 2021-2051	83,610	2,760	23,940	110,320
Unit Mix 2021-2051	75%	3%	22%	100%

Source: Hemson Consulting Ltd. based on Statistics Canada Census, Annual Demographic Estimates and *Growth Plan* Schedule 3 forecasts for 2051. Figures may not add due to rounding. Forecast housing mix by dwelling type varies slightly from the *Greater Golden Horseshoe: Growth Forecasts to 2051* report, the basis for the 2020 Schedule 3 to the *Growth Plan*.

As noted, the *Growth Plan* mandates the minimum target for intensification to be 50% of new units inside the built boundary over the period to 2051. The 'market-based' unit mix shown in Table 4 and Table 5, however, is not consistent with *Growth Plan* objectives to encourage a shift to higher density forms. As a result, the forecast **housing mix needs to be adjusted** to reflect *Growth Plan* objectives and allocate the forecast housing units by *Growth Plan* policy areas. This adjustment and allocation of housing units to the *Growth Plan* policy areas is undertaken in step three of the analysis (Step R3).

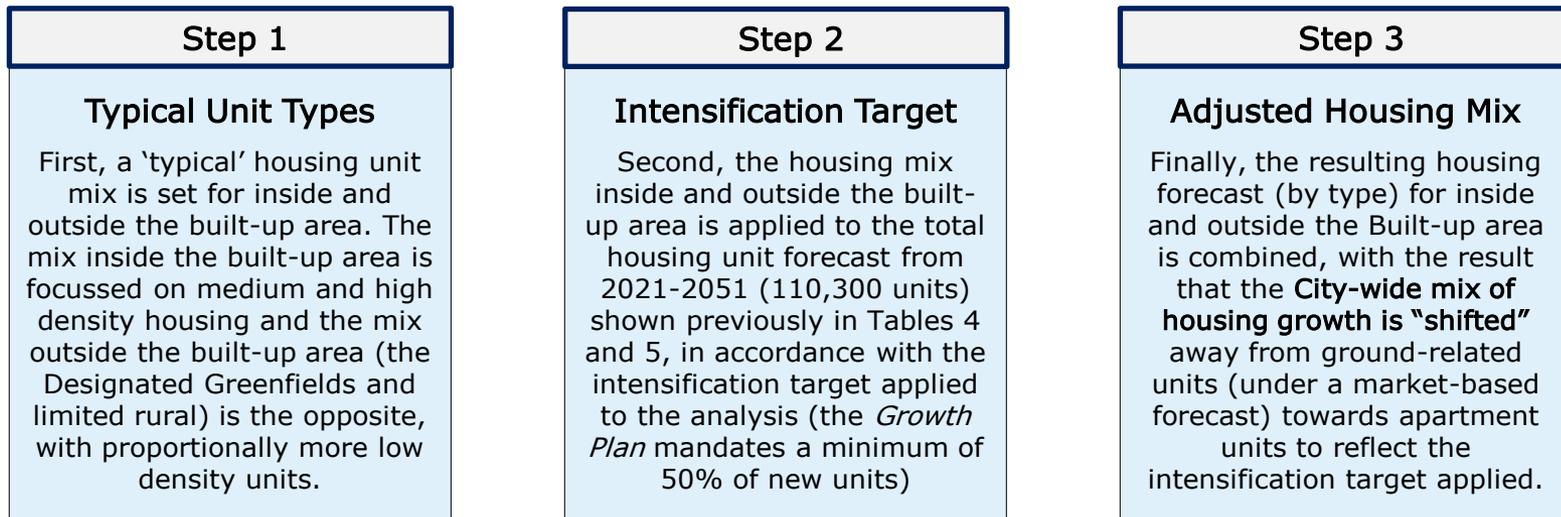
R3

Section 3: Community Area Land Need

Step R3 Allocate housing units by *Growth Plan* policy area

The third step in the analysis is to assess how the housing growth projected in Step R2 will be allocated to address *Growth Plan* requirements to direct specific shares of housing growth between the delineated built-up area, rural area and the DGA. The analysis is undertaken from an estimated 2021 base to incorporate the most recent available information and serve as the effective date of the MCR completion.

Of particular relevance is the allocation to the DGA, which forms the basis for the comparison of supply and demand (Step R4) to determine housing unit shortfalls by unit type (Step R5) and, ultimately, Community Area land need (Step R6). As described in the *Residential Intensification Market Demand Analysis* report (December 2020), the vacant land supply for ground-related housing within the City's Built-up Area is almost fully developed. As a result, there are not enough sites to accommodate the full range of housing growth. Accordingly, **demand must be redistributed to higher density apartment unit and row housing forms** that can be accommodated through intensification. There are three steps to the redistribution:



R3

Section 3: Community Area Land Need

Step R3 Allocate housing units by *Growth Plan* policy area

The effect of the housing mix adjustment is to “shift” housing units out of the ground-related category to apartment units to achieve *Growth Plan* policy goals, specifically the intensification target. The degree of the shift depends on the intensification target applied to the scenarios: with lower targets requiring a less dramatic shift than higher targets. For example, the shift and resulting allocation of housing units for the *Growth Plan Minimum* scenario is illustrated below in Table 6.

Table 6

City of Hamilton Allocation of Housing Units by *Growth Plan* Policy Area

Housing Mix by Policy Area – <i>Growth Plan Minimum</i> Scenario (50% Intensification)	Ground-Related	Accessory Units	Apartment Building	Total
Mix Inside the Built-up Area	20%	4%	76%	100%
Mix in DGA and Rural	94%	1.5%	4.5%	100%
Units – Inside the Built-up Area (50% of growth)	11,030	2,210	41,920	55,160
Units - DGA and Rural (50% of growth)	51,850	830	2,480	55,160
Policy-based Growth 2021 – 2051	62,880	3,030	44,400	110,320
Market-Based Growth (from Table 5)	83,610	2,760	23,940	110,320
Policy-based Growth (above)	62,880	3,030	44,400	110,300
Difference Market vs. Policy-based	(20,730)	+270	+20,460	0
“Shifted” Share of Market-Based Growth (from Table 5)	25%	10%	85%	0

Source: Hemson Consulting Ltd. forecast models. May not add due to rounding.

As shown shaded in Table 6, to achieve an intensification rate of 50% approximately 20,730 new households that would otherwise occupy ground-related housing units are ‘shifted’ to apartments. This represents a share of about 25% of the ground-related housing growth from 2021-2051 of approximately 83,610 units under the market based forecast as shown previously in Table 5.

R3

Section 3: Community Area Land Need

Step R3 Allocate housing units by *Growth Plan* policy area

For context, the shift to apartments is lower under a “Current Trends” analysis, as described in more detail in the *Residential Intensification Market Demand Analysis* report (December 2020). The Current Trends forecast still embodies a shift in housing demand towards apartments though to a lesser extent than the *Growth Plan Minimum* scenario. The shift and resulting allocation of housing units for the *Current Trends* scenario is illustrated below in below in Table 7.

Table 7

City of Hamilton Allocation of Housing Units by *Growth Plan* Policy Area

Housing Mix by Policy Area – <i>Current Trends</i> Scenario (40% Intensification)	Ground-Related	Accessory Units	Apartment Building	Total
Mix Inside the Built-up Area	20%	4%	76%	100%
Mix in DGA and Rural	94%	1.5%	4.5%	100%
Units – Inside the Built-up Area (40% of growth)	8,830	1,760	33,540	44,130
Units - DGA and Rural (60% of growth)	62,220	990	2,980	66,190
Policy-based Growth 2021 – 2051	71,050	2,760	36,520	110,320
Market-Based Growth (from Table 5)	83,610	2,760	23,940	110,320
Policy-based Growth (above)	71,050	2,800	36,520	110,320
Difference Market vs. Policy-based	(12,570)	-	12,570	0
“Shifted” Share of Market-Based Growth (from Table 5)	15%	0	53%	0

Source: Hemson Consulting Ltd. forecast models. May not add due to rounding.

As shown shaded in Table 7, to achieve an intensification rate of 40% approximately 12,570 new households that would otherwise occupy ground-related housing units are ‘shifted’ to apartments. This represents a share of about 15% of the ground-related housing growth from 2021-2051 of approximately 83,610 units under the market based forecast as shown previously in Table 5.

Section 3: Community Area Land Need

R3

Step R3 Allocate housing units by *Growth Plan* policy area

The required shift in demand to apartments is greater, however, under the *Increased Targets* and *Ambitious Density* scenarios because they are based on higher rates of intensification. The resulting allocation and City-wide unit mix for the three main scenarios is summarized below in Table 8.

Table 8

City of Hamilton Allocation of Housing Units by *Growth Plan* Policy Area

Housing Mix by Policy Area – <i>Allocation of units by Land Need Scenario</i>	Ground-Related	Accessory Units	Apartment Building	Total
<i>Growth Plan Minimum</i> (50% Intensification)				
Units – Inside the Built-up Area	11,030	2,210	41,920	55,160
Units - DGA and Rural	51,850	830	2,480	55,160
Growth 2021 – 2051	62,880	3,030	44,400	110,320
Unit Mix 2021-2051	57%	3%	40%	100%
<i>Increased Targets</i> (50%/55%/60% Intensification)				
Units – Inside the Built-up Area	12,140	2,430	46,120	60,680
Units - DGA and Rural	46,660	750	2,230	49,640
Growth 2021 – 2051	58,800	3,170	48,350	110,320
Unit Mix 2021-2051	53%	3%	44%	100%
<i>Ambitious Density</i> (50%/60%/70% Intensification)				
Units – Inside the Built-up Area	13,240	2,650	50,300	66,190
Units - DGA and Rural	41,480	660	1,990	44,130
Growth 2021 – 2051	54,720	3,310	52,290	110,320
Unit Mix 2021-2051	50%	3%	47%	100%

Source: Hemson Consulting Ltd. base forecast models. May not add due to rounding.

R4

Section 3: Community Area Land Need

Step R4 Determine Housing Supply Potential

After determining the allocation of housing units by *Growth Plan* policy area, the next step is to determine the supply potential to accommodate forecast growth. Of particular relevance to the LNA is the supply potential in the DGA since this provides the basis for determining housing unit shortfalls by unit type in the next step (R5), and ultimately Community Area land need in the final step of the analysis. The City’s year-end 2019 housing supply potential within the DGA is summarized below in Table 9.

Table 9

City of Hamilton Designated Greenfield Area Housing Unit Potential

Local Community Data for Year-end 2019	Single and Semi	Rows	Apartment Building	Total
Ancaster	646	406	260	1,312
Dundas	1	0	0	1
Flamborough	1,051	599	3,215	4,865
Glanbrook	1,826	1,864	125	3,815
Hamilton	1,213	689	461	2,363
Stoney Creek	499	1,373	3,135	5,007
Fruitland-Winona	1,012	3,157	1,138	5,307
Total Greenfield Supply Potential	6,248	8,088	8,334	22,670

Source: City of Hamilton Vacant Urban Residential Land (VRL) Inventory for December 2019. Housing supply potential includes all vacant lands subject to registered, draft approved or pending plans of subdivision and estimates of unit potential on lands not yet subject to plan. Virtually all of the DGA supply is subject to active development plans.

City staff have determined that there is an ample supply of potential sites to accommodate intensification within the Built-up Area (see *Residential Intensification Supply Update, 2020*, City of Hamilton). Within the City’s Rural Area, there is a large number of legal lots of record as well as Rural Settlement Areas (RSA) that have the potential for future infill development. However, from an LNA perspective only a very small proportion of growth is allocated to the rural area given *Growth Plan* and City planning policies to direct growth to urban settlement areas with full municipal services.

R4

Section 3: Community Area Land Need

Step R4 Determine Housing Supply Potential

As noted in Step R3, the Community Area LNA is undertaken from an estimated 2021 base to incorporate the most recent available information and serve as the effective date of the MCR completion. The City’s most recent housing supply information, however, is year-end 2019 as shown previously in Table 9. In order to properly compare supply and demand over the 2021-2051 period, the City’s year-end 2019 supply must be adjusted. The adjustment is made by removing a share of known completions for 2020 from CMHC housing market data and an estimate of units that will be completed from year-end 2020 to mid-year 2021. The adjusted DGA unit supply potential is summarized below in Table 10.

Table 10

City of Hamilton Designated Greenfield Area Housing Unit Potential

Components of DGA Housing Unit Supply Potential	Single and Semi	Rows	Apartment Building	Total
DGA Unit Supply Potential, Year-End 2019 (Table 9)	6,248	8,088	8,334	22,670
Estimated Completions Year-end 2019 to mid-year 2021				
City-wide estimated Completions	910	1,220	1,200	3,330
Share Designated Greenfield Area Completions	75%	80%	20%	57%
Estimated DGA Completions to mid-year 2021	680	970	240	1,890
DGA Unit Supply Potential 2021-2051	5,570	7,120	8,090	20,780

Source: Hemson Consulting Ltd., estimates of housing completions by type for the 2016 to 2021 period based on CMHC completed and under construction housing data, City of Hamilton VRL Inventory December 2019 and Geographic Information System (GIS) and Building Permit Tracking system data for residential construction to December 2020. Totals rounded.

The estimated share of DGA completions to mid-year 2021 is based on City of Hamilton building permit data for January to December 2020, which shows a pattern one would expect based on the land supply situation discussed previously. Most of the ground-related housing activity (Singles and Semis and Rows) is occurring in the DGA (roughly 75%) whereas most apartment building activity is occurring inside the Built-up area through redevelopment and intensification. This pattern is continued. The result is an adjusted supply potential for mid-2021 that is approximately 1,900 units less than for year-end 2019.

Section 3: Community Area Land Need

Step R5 Determine Housing Unit Shortfall

R5

The next step is to determine the housing unit shortfalls by comparing housing demand (Step R3) to housing supply potential (Step R4). The demand side of the comparison is the forecast housing unit growth in the DGA over the 2021-2051 period, excluding the **very small share of growth (0.5%) allocated to the Rural Area** to account for limited infill in the RSAs over time. Accessory units are also included in the Apartment Building category for the purposes of the LNA, as shown below in Table 11.

Table 11

City of Hamilton Designated Greenfield Area Housing Demand

Land Need Scenario – Housing Demand for DGA Only (no Rural units)	Single and Semi	Rows	Apartment Building	Total
<i>Current Trends (40% Intensification)</i>				
Unit Growth 2021-2051 DGA	41,030	20,980	3,970	65,980
Housing Mix of Growth	62%	32%	6%	100%
<i>Growth Plan Minimum (50% Intensification)</i>				
Unit Growth 2021-2051 DGA	32,350	19,320	3,310	54,980
Housing Mix of Growth	59%	35%	6%	100%
<i>Increased Targets (50%/55%/60%)</i>				
Unit Growth 2021-2051 DGA	28,010	18,500	2,980	49,490
Housing Mix of Growth	57%	37%	6%	100%
<i>Ambitious Density (50%/60%/70%)</i>				
Unit Growth 2021-2051 DGA	23,670	17,670	2,650	43,990
Housing Mix of Growth	54%	40%	6%	100%

Source: Hemson Consulting Ltd. base forecast models. May not add due to rounding. A very small share (0.5%) of the City-wide demand for single and semi-detached units is allocated to the rural area. No growth in apartments or rows are allocated to the rural area. DGA housing demand for each scenario translates to approximately 99.7% of the total DGA and Rural demand from Table 8.

R5

Section 3: Community Area Land Need

Step R5 Determine Housing Unit Shortfall

The comparison of supply (from Table 10) to demand (from Table 11) indicates a housing unit shortfall in the DGA for only ground-related units as shown in Table 12 below. There is a surplus of apartment unit supply so this category is shown as not applicable ("n/a") in terms of housing unit shortfall.

Table 12

City of Hamilton Designated Greenfield Area Housing Unit Shortfall

Land Need Scenario – Calculation of Housing Unit Shortfall or Surplus	Single and Semi	Rows	Apartment Building	Total
<i>Current Trends (40% Intensification)</i>				
Unit Growth 2021-2051 DGA (Table 11)	41,030	20,980	3,970	65,980
DGA Unit Supply Potential (Table 10)	5,570	7,120	8,090	20,780
Unit (Shortfall) or Surplus	(35,460)	(13,860)	n/a	n/a
<i>Growth Plan Minimum (50% Intensification)</i>				
Unit Growth 2021-2051 DGA (Table 11)	32,350	19,320	3,310	54,980
DGA Unit Supply Potential (Table 10)	5,570	7,120	8,090	20,780
Unit (Shortfall) or Surplus	(26,780)	(12,200)	n/a	n/a
<i>Increased Targets (50%/55%/60%)</i>				
Unit Growth 2021-2051 DGA (Table 11)	28,010	18,500	2,980	49,490
DGA Unit Supply Potential (Table 10)	5,570	7,120	8,090	20,780
Unit (Shortfall) or Surplus	(22,440)	(11,380)	n/a	n/a
<i>Ambitious Density (50%/60%/70%)</i>				
Unit Growth 2021-2051 DGA (Table 11)	23,670	17,670	2,650	43,990
DGA Unit Supply Potential (Table 10)	5,570	7,120	8,090	20,780
Unit (Shortfall) or Surplus	(18,110)	(10,550)	n/a	n/a

Source: Lorius and Associates based on information from Hemson Consulting Ltd. May not add due to rounding.

R5

Section 3: Community Area Land Need

Step R5 Determine Housing Unit Shortfall

A summary is provided in Table 13 below. As can be seen, there is a shortage of ground-related housing supply for all scenarios. The largest shortage is shown for the *Current Trends* scenario because it has the lowest intensification target and associated shift in ground-related demand to apartment units. The housing unit shortfall is progressively reduced in the other land need scenarios as the intensification target is increased. There is no shortage of Apartment Building supply under any scenario.

Table 13

City of Hamilton Designated Greenfield Area Housing Unit Shortfall

Land Need Scenario – Summary DGA Supply Shortfall 2021-2051	Single and Semi	Rows	Apartment Building	Total
<i>Current Trends (40% Intensification)</i>				
Unit (Shortfall) or Surplus	(35,460)	(13,860)	n/a	n/a
<i>Growth Plan Minimum (50% Intensification)</i>				
Unit (Shortfall) or Surplus	(26,780)	(12,200)	n/a	n/a
<i>Increased Targets (50%/55%/60%)</i>				
Unit (Shortfall) or Surplus	(22,440)	(11,380)	n/a	n/a
<i>Ambitious Density (50%/60%/70%)</i>				
Unit (Shortfall) or Surplus	(18,110)	(10,550)	n/a	n/a

Source: Lorus and Associates based on information from Hemson Consulting Ltd. May not add due to rounding.

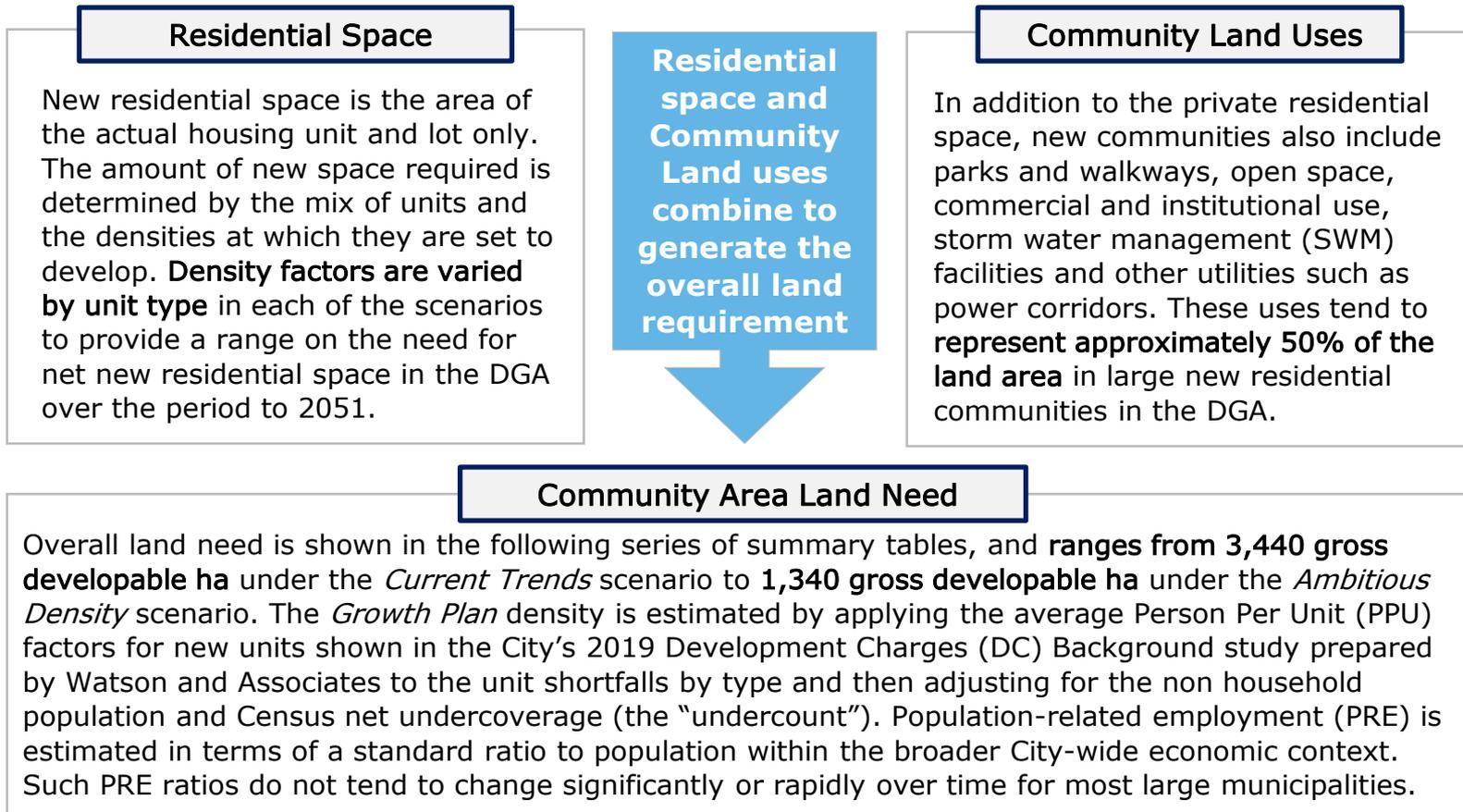
The shortfalls shown above represent the additional housing units that are required beyond the existing supply. In accordance with the new Provincial LNA method, these **additional units are to be provided through settlement area expansion**. The additional housing demand by type is converted to a land requirement in the final Step (R6) by applying density factors and taking into account population-related employment and other community land uses such as roads, schools, open space and utilities.

R6

Section 3: Community Area Land Need

Step R6 Establish Community Area land need

The final step in the Community Area LNA is to convert the housing unit shortfall into a land requirement. In the DGA, Community Area land requirements comprise two components: the private residential space (the net area of the actual housing unit and lot): and supporting community land uses such as open space, walkways, commercial and institutional use, roads and local infrastructure. The need for residential space and supporting community land uses combine to generate the overall land requirement.



R6

Section 3: Community Area Land Need

Step R6 Community Area land need – *Current Trends*

A summary of Community Area land need for the *Current Trends* scenario is shown below in Table 14. The housing unit shortfall translates into a net residential land need of approximately 1,720 net ha. Accounting for additional Community Land uses at a typical rate of 50% (i.e. 50% of the total new lands required are in non-residential use) results in a **total land need of 3,440 gross ha**. Estimated *Growth Plan* density is approximately **53 residents and jobs combined per ha**.

Table 14

City of Hamilton Community Area Land Need to 2051

Scenario Summary LNA Results	Single and Semi	Rows	Apartment Building	Total
<i>Current Trends (40% Intensification)</i>				
<i>Ground-Related</i>				
Unit (Shortfall) or Surplus (Table 13)	(35,460)	(13,860)	n/a	(49,320)
Density Factors (Units per net ha)	25	46	n/a	29
Land Need for Residential Space (net ha)	1,420	300	n/a	1,720
Factor to account for Community Land Use				50%
Community Area Land Need (gross ha)				3,440 ha
<i>Growth Plan</i> density (residents+jobs per ha)				53 rjha

Source: Lorus and Associates based on information from Hemson Consulting Ltd. and City of Hamilton. *Growth Plan* density estimated by applying PPU factors for new units from the 2019 DC Background Study to the DGA shortfall (3.405 for Low Density and 2.437 for Medium Density) and adjusting for the non-household population (at a rate of 1.67%) and undercount (at a rate of 2.8%) based on 2016 Census information. Population-related employment is estimated at a rate of 1 job per 8.0 new residents. For LNA purposes apartments are not included with the result that net and *Growth Plan* density are somewhat understated.

The density factors applied to the ground-related housing unit shortfall under the *Current Trends* scenario are measured from a sample of residential subdivisions from 2017-2020 in the Hamilton DGA. The density for single and semi-detached units (**25 units per net ha**) represents, on average, between a 45 ft. and 50 ft. lot frontage. Similarly, the density for rows (**46 units per net ha**) is based on a sample of developments from 2017-2020 including traditional "street" or block townhouses and higher density forms such as back-to-back townhouses. "Stacked" townhouses are considered apartment units as defined for the Census.

R6

Section 3: Community Area Land Need

Step R6 Community Area land need – Growth Plan Minimum

A summary of Community Area land need for the *Growth Plan Minimum* scenario is shown below in Table 15. The housing unit shortfall translates into a net residential land need of approximately 1,095 net ha. Accounting for additional Community Land uses at a typical rate of 50% results in a **total land need of 2,190 gross ha**. The estimated *Growth Plan* density is approximately **65 residents and jobs combined** per ha.

Table 15

City of Hamilton Community Area Land Need to 2051

Scenario Summary LNA Results	Single and Semi	Rows	Apartment Building	Total
<i>Growth Plan Minimum</i> (50% Intensification)				
<i>Ground-Related</i>				
Unit (Shortfall) or Surplus (Table 13)	(26,780)	(12,200)	n/a	(38,980)
Density Factors (Units per net ha)	30	60	n/a	36
Land Need for Residential Space (net ha)	890	205	n/a	1,095
Factor to account for Community Land Use				50%
Community Area Land Need (gross ha)				2,190 ha
<i>Growth Plan</i> density (residents+jobs per ha)				65 rjha

Source: Lorus and Associates based on information from Hemson Consulting Ltd. and City of Hamilton. *Growth Plan* density estimated by applying PPU factors for new units from the 2019 DC Background Study to the DGA shortfall (3.405 for Low Density and 2.437 for Medium Density) and adjusting for the non-household population (at a rate of 1.67%) and undercount (at a rate of 2.8%) based on 2016 Census information. Population-related employment is estimated at a rate of 1 job per 8.0 new residents. For LNA purposes apartments are not included with the result that net and *Growth Plan* density are somewhat understated.

The density factors applied to the ground-related housing unit shortfall under the *Growth Plan Minimum* scenario reflect a smaller lot pattern of development. The density for single and semi-detached units (**30 units per net ha**) represents a 40ft. lot frontage on average. The density for Rows (**60 units per net ha**) represents newer block towns with a 20 ft. lot frontage. Higher density rows, such as smaller lot street towns (15 to 18 ft. lot frontage) and back-to-back units, are introduced into the mix for the *Increased Targets* and *Ambitious Density* scenarios at an average of 80 units per net ha.

R6

Section 3: Community Area Land Need

Step R6 Community Area land need – *Increased Targets*

A summary of Community Area land need for the *Increased Targets* scenario is shown below in Table 16. The housing unit shortfall translates into a net residential land need of approximately 815 net ha. Accounting for additional Community Land uses at a typical rate of 50% results in a **total land need of 1,630 gross ha**. The estimated *Growth Plan* density is approximately **75 residents and jobs combined** per ha.

Table 16

City of Hamilton Community Area Land Need to 2051

Scenario Summary LNA Results	Single and Semi	Rows	Apartment Building	Total
<i>Increased Targets (50%/55%/60%)</i>				
<i>Ground-Related</i>				
Unit (Shortfall) or Surplus (Table 13)	(22,440)	(11,380)	n/a	(33,820)
Density Factors (Units per net ha)	35	65	n/a	41
Land Need for Residential Space (net ha)	640	175	n/a	815
Factor to account for Community Land Use				50%
Community Area Land Need (gross ha)				1,630 ha
<i>Growth Plan</i> density (residents+jobs per ha)				75 rjha

Source: Lorus and Associates based on information from Hemson Consulting Ltd. and City of Hamilton. *Growth Plan* density estimated by applying PPU factors for new units from the 2019 DC Background Study to the DGA shortfall (3.405 for Low Density and 2.437 for Medium Density) and adjusting for the non-household population (at a rate of 1.67%) and undercount (at a rate of 2.8%) based on 2016 Census information. Population-related employment is estimated at a rate of 1 job per 8.0 new residents. For LNA purposes apartments are not included with the result that net and *Growth Plan* density are somewhat understated.

The density factors applied to the ground-related housing unit shortfall under the *Increased Targets* scenario are increased further. The density for single and semi-detached units (**35 units per net ha**) represents still smaller lot units (on average a 36 ft. lot frontage). The density for Rows (**65 units per net ha**) represents a blended rate of 80% "street" or traditional block towns with a 20 ft. lot frontage (as per the *Growth Plan Minimum* scenario) and 20% higher density rows at an average of 80 units per net ha. For the *Ambitious Density* scenario, the share of higher density rows is increased further within the housing mix.

R6

Section 3: Community Area Land Need

Step R6 Community Area land need – *Ambitious Density*

A summary of Community Area land need for the *Ambitious Density* scenario is shown below in Table 17. The housing unit shortfall translates into a net residential land need of approximately 665 net ha. Accounting for additional Community Land uses at a typical rate of 50% results in a **total land need of 1,340 gross ha**. The estimated *Growth Plan* density is approximately **77 residents and jobs combined** per ha.

Table 17

City of Hamilton Community Area Land Need to 2051

Scenario Summary LNA Results	Single and Semi	Rows	Apartment Building	Total
<i>Ambitious Density (50%/60%/70%)</i>				
<i>Ground-Related</i>				
Unit (Shortfall) or Surplus (Table 13)	(18,110)	(10,550)	n/a	(28,660)
Density Factors (Units per net ha)	35	70	n/a	43
Land Need for Residential Space (net ha)	520	150	n/a	670
Factor to account for Community Land Use				50%
Community Area Land Need (gross ha)				1,340 ha
<i>Growth Plan</i> density (residents+jobs per ha)				77 rjha

Source: Lorus and Associates based on information from Hemson Consulting Ltd. and City of Hamilton. *Growth Plan* density estimated by applying PPU factors for new units from the 2019 DC Background Study to the DGA shortfall (3.405 for Low Density and 2.437 for Medium Density) and adjusting for the non-household population (at a rate of 1.67%) and undercount (at a rate of 2.8%) based on 2016 Census information. Population-related employment is estimated at a rate of 1 job per 8.0 new residents. For LNA purposes apartments are not included with the result that net and *Growth Plan* density are somewhat understated.

The density factors applied to the ground-related housing unit shortfall under the *Ambitious Density* scenario are increased still further. The density for single and semi-detached units (**35 units per net ha**) is maintained to represent small lot units (a 36 ft. lot frontage on average). However, the density for rows (**70 units per net ha**) is increased to a blended rate 50% "street" or traditional block towns with a 20 ft. lot frontage at an average of 60 units per net ha and 50% higher density rows at an average density of 80 units per net ha.

Section 3: Community Area Land Need

Step R6 Community Area land need Scenario Summary

A summary is provided in Table 18 below. As shown, Community Area land need is greatest for the *Current Trends* scenario because it has the lowest intensification target and associated densities of ground-related housing development. Land need is reduced as the intensification target is increased and a steadily 'denser' pattern of ground-related housing development is incorporated into the analysis. These results are also reflected in the estimated *Growth Plan* density, which increases in a similar fashion.

Table 18

City of Hamilton Community Area Land Need to 2051

Summary of results 2021-2051 by Land Need Scenario	Community Area	<i>Growth Plan</i> Density
<i>Current Trends</i> (40% Intensification)	3,440 ha	53 rjha
<i>Growth Plan Minimum</i> (50% Intensification)	2,190 ha	65 rjha
<i>Increased Targets</i> (50%/55%/60%)	1,630 ha	75 rjha
<i>Ambitious Density</i> (50%/60%/70%)	1,340 ha	77 rjha

Source: Lorus and Associates based on information from Hemson Consulting Ltd. and City of Hamilton

As shown above, the *Growth Plan* density target of 50 residents and jobs per ha is achieved for all land need scenarios. From a market perspective, achieving both the *Increased Targets* and *Ambitious Density* scenarios may be a challenge, but only towards the end of the planning horizon to 2051 as the available greenfield supply becomes constrained. As noted in the *Residential Intensification Market Demand Analysis* report (December 2020) Hamilton is in an attractive position to shift the historic pattern of growth towards denser and more compact urban forms: but there are limits to the level of change that can be reasonably achieved. As such, careful monitoring and reporting on progress would be required to ensure a balanced land supply is available to accommodate growth under the higher-density land need scenarios.

R6

Section 3: Community Area Land Need

Step R6 Community Area land need Scenario Summary

The City’s analysis of greenfield density confirms that the existing DGA also exceeds the required *Growth Plan* density of 50 residents and jobs per ha, as summarized below in Table 19. Accordingly, all Community Area land need scenarios conform to the *Growth Plan* density requirements. As noted however, the *Current Trends* scenario would require that the City request an alternative intensification target.

Table 19

City of Hamilton Density of Existing and New DGA at Build-Out

Component of Calculation	Results
Total Population (including Census net undercoverage)	114,710
Total Employment (not including designated Employment Areas)	13,270
Total DGA Capacity (residents + jobs) at Build-out	127,980
Ratio of Total DGA Employment to Population (1 job per 8.6 residents)	8.6
Total Designated Greenfield Area (all figures in ha)	4,231
Less Natural Features area (<i>Growth Plan</i> definition)	305
Less Applicable Infrastructure Rights of Way	0
Less designated Employment Areas	1,780
Less Cemeteries	5
Existing Designated Greenfield Area (in ha) net of allowable take-outs	2,141
Density in Residents + Jobs per ha of Existing DGA at Build-out	60 rjha
Density in Residents + Jobs per ha of LNA Scenarios to 2051	53 rjha to 77 rjha

Source: City of Hamilton information from *Existing Designated Greenfield Density Analysis* (December 2020).

The next component of the LNA is **Employment Areas**: where most employment land employment (employment in industrial-type buildings) is accommodated as well as a limited amount of major office and population-related jobs, particularly those providing services to the employment area. The Employment Area land needs analysis is described in the next section, beginning with an overview of the approach taken to the analysis.

Section 4: Employment Area Land Need

Overview of mandated steps in the analysis

This section summarizes the results of Employment Area land need analysis, within the broad growth context described in Section 2. The analysis is undertaken according to the mandated components of the Provincial method, shown again below for convenience. Key data sources and inputs to the analysis are summarized at right, with additional notes and commentary provided for the tables that follow.

E1	Calculate Total Employment Growth to <i>Growth Plan</i> Horizon
E2	Categorize Employment Growth into the Major Land Use Planning Types
E3	Allocate Growth to the <i>Growth Plan</i> Policy Area
E4	Calculate Capacity of Employment Areas to Accommodate Growth
E5	Establish Employment Area Land Need

Key Data Sources and Inputs

1. Total employment is based on data from the 2016 Census and includes usual place of work, work at home and no usual place of work, in accordance with the *Growth Plan* Schedule 3 forecast definition.
2. Employment growth by type is based on 2016 Census employment by economic sector (NAICS), data from the City's employment survey and available information on the inventory of major office buildings. Population-related employment is based on a ratio to population. Such ratios do not tend to shift rapidly for most communities and have proven to be a sound basis for forecasting.
3. Allocation of employment is based on an analysis of rural employment including rural population-related employment, the Hamilton International Airport (HIA) facility and other City and Census information on the distribution of employment by economic sector.
4. The capacity of existing Employment Areas is based on current density factors derived from the City's GIS system and other data sources to inform expectations about the pattern of future economic activity.
5. Land need (E5) is calculated as the difference between the current employment area capacity and forecast employment at 2051.

Section 4: Employment Area Land Need



Step E1 Calculate total employment growth to *Growth Plan* horizon

Similar to the Community Area component of the LNA, the first step in the assessment of Employment Area land need involves the calculation of employment growth to the *Growth Plan* horizon (2051). In accordance with the *Growth Plan* Schedule 3 forecasts (2020) Hamilton is forecast to achieve a **2051 employment of 360,000**. Total employment includes usual place of work, work at home and no usual place of work (often called “no fixed” place of work). The five-year growth from a **2016 base** to the estimated 2021 employment and forecast for the periods to 2031 and 2051 is shown in Table 20 below.

Table 20

City of Hamilton 2016, 2021 and Forecast 2051 Employment

Component of Census Employment	2016	2021	2031	2051
Usual Place of Work	187,540	194,600	221,600	294,300
Work at Home	15,790	16,400	18,600	24,800
No Fixed Place of Work	26,040	27,000	30,800	40,900
Total Employment	229,370	238,000	271,000	360,000
Growth by Census Period		8,630	33,000	89,000

Source: 2016 Usual Place of Work and Work at Home employment is from Statistics Canada. No Fixed Place of Work employment is from Hemson Consulting Ltd., based on the redistribution of this component in similar economic sectors within a common labour market area. Forecast 2021, 2031 and 2051 are from the *Greater Golden Horseshoe: Growth Forecasts to 2051* (August 2020). For illustrative purposes, employment by Census component for the estimated 2021 and forecast 2031 and 2051 employment totals is maintained at shares calculated from the 2016 Census figures.

The *Growth Plan* employment forecast for Hamilton takes into account the City’s growing role in the regional metropolitan area and the evolving regional land supply situation, especially in southern Halton and Peel Regions where employment has been growing steadily for decades. Similar to housing, as the supply of development lands in these locations is increasingly constrained, the City of Hamilton will be effectively drawn ‘closer’ to established communities in the GTA-west and demand for employment area lands will increase.

Section 4: Employment Area Land Need

Step E2 Categorize employment growth by major type

The total Census employment and *Growth Plan* Schedule 3 forecasts to 2051 must then be categorized into the major land use planning-based types discussed in Section 2. The four employment types are: **Major Office, Employment Land, Population-Related and other Rural-based employment**. The approach taken to categorizing current employment and forecast growth to the *Growth Plan* horizon is summarized below.

Analysis of Rural Employment

An analysis of rural employment is undertaken to assess the total number of jobs and composition of rural economic activity. This analysis is required to inform the estimate of the amount and location of job growth by major type and location on a City-wide basis. An estimate of employment at the Hamilton International Airport (HIA) facility is included. Although in the rural area, the HIA facility accommodates economic activity that is considered employment land employment, so must be taken into account in the LNA.

Analysis of 2016 Census Employment by Sector

An analysis of 2016 Census employment by North American Industry Classification System (NAICS) sector is undertaken to prepare a preliminary distribution of employment to the major planning types. The results are then "reality checked" iteratively with other available information such as the inventory of major office space, employment land densities and ratios of population-related employment. Adjustments are made to ensure the final distribution is reasonable and supportable within a broader City-wide context.

Categorization of Growth Over the Period to 2051

The forecast to 2051 is prepared by assigning shares of employment growth by type to the *Growth Plan* policy areas including the designated Employment Areas, Community Area and Rural area. The shares of growth are based on the types of economic activity anticipated over the *Growth Plan* horizon, their likely location within the community and, in the case of the designated Employment Areas, the approximate densities at which they are anticipated to develop. The City of Hamilton's well-documented resurgence as a significant economic and cultural centre within the GGH provides much of the longer-term context for this analysis: particularly its expanding role in research and development, technology and creative industry sectors.



Section 4: Employment Area Land Need

Step E2 Categorize employment growth by major type

The categorization of Census 2016 employment into the major land use types is shown below in Table 21. The largest share is population-related (55%) followed by employment land (28%) and major office jobs (15%). Other rural-based employment is a small part of the City-wide employment base.

Table 21

City of Hamilton 2016 Employment by Type

Employment Type	2016	Share
Major Office (jobs in freestanding buildings more than 20,000 sq.ft.)	33,700	15%
Population-Related (jobs that serve the resident population)	126,500	55%
Employment Land (jobs in industrial and business park developments)	63,570	28%
Other Rural-based (primary, recreation and rural employment land-type jobs)	5,600	2%
Total Employment	229,370	100%

Source: Statistics Canada NAICS data, City of Hamilton Employment Survey and information on the major office inventory provided by Costar, Blair Blanchard Stapleton Limited and City staff. Other Rural-Based employment, by type, does not include population-related or urban employment land-type uses: these jobs are allocated to the Rural area later in the analysis.

For the purposes of **City-wide employment by major type**, "Other Rural-based" employment includes agriculture, aggregates, recreation-based and other scattered uses that might typically be found in urban employment areas, but are located on rural employment lands. Population-related and urban employment land jobs (the HIA facility) are allocated to the Rural area in a later step to estimate total rural employment.

Major Office employment is based on an analysis of the economic sectors that tend to occupy office space, cross-referenced with an estimate of employment in the City's occupied office space. Similarly, 2016 population-related employment is an estimate of retail, education, health care and public administration, as well as 'work at home' employment, cross-referenced with the ratios in other comparable communities in the GGH. Employment land employment is calculated as the residual of the other types, adjusted iteratively for consistency with the City's 2016 land supply and employment survey information for the designated employment areas.



Section 4: Employment Area Land Need

Step E2 Categorize employment growth by major type

The City-wide categorization of the 2016 and forecast 2051 employment by type is shown below in Table 22. Growth is forecast for all the major types, except for the “Other Rural-based” category. Population-related employment accounts for the most (52%) of total 2051 employment, reflecting the significant population growth forecast under the *Growth Plan* (2020) as discussed in Sections 2 and 3.

Table 22

City of Hamilton 2016 and Forecast 2051 Employment by Type

Employment Type	2016	Share	2051	Share
Major Office (s)	33,700	15%	68,400	19%
Population-Related	126,500	55%	187,810	52%
Employment Land	63,570	28%	98,190	27%
Other Rural-based	5,600	2%	5,600	<2%
Total Employment	229,370	100%	360,000	100%

Source: Statistics Canada Census data, City of Hamilton Employment Survey and information on the major office inventory provided by Costar, Blair Blanchard Stapleton Limited and other information from the City of Hamilton.

Growth in employment land employment will be the key driver of demand for new employment areas, along with limited growth in major office and population-related employment. Employment land employment includes growth associated with the Hamilton International Airport (HIA) facility (approximately 2,000 jobs to 2051). It is important to note that this is not an allocation of employment to the Airport Employment Growth District (AEGD), but rather an expectation of growth at the HIA facility itself.

Other Rural-based employment is stable to 2051: including scattered employment land-type activities that might typically be found in urban employment areas, but are located in rural areas. Employment that exists in response to the resident population (population-related employment) as well as urban employment land jobs (in this case, the HIA facility) are both allocated to the rural area in a later step (E3) of the analysis.



Section 4: Employment Area Land Need

Step E2 Categorize employment growth by major type

A summary of growth by type to 2051 is provided in Table 23 below. As noted, the analysis is undertaken from a 2016 base. This approach is different that the calculation of Community Area land needs, which is based on the growth increment over the 2021-2051 period. A 2016 base is suitable for estimating Employment Area land needs because the analysis is focussed on total employment at the *Growth Plan* horizon (2051) rather than the growth increment over the period from 2021 to 2051.

Table 23

City of Hamilton Forecast Employment Growth By Major Type

Period	Major Office	Population Related	Employment Land	Other Rural Based	Total
2016 Census	33,700	126,500	63,570	5,600	229,370
2016-2051 Growth	34,700	61,310	34,620	0	130,630
2051 total	68,400	187,810	98,190	5,600	360,000

Source: Statistics Canada Census data, City of Hamilton Employment Survey information, *John C. Munro Hamilton International Airport Economic Impact Analysis* (2014 and 2018 reports) and *Growth Plan* Schedule 3 forecasts. May not add due to rounding.

The analysis is also undertaken from a 2016 base because the **estimated distribution of employment by type can be based on known information** regarding economic conditions at that time including the 2016 Census employment, City of Hamilton employment survey and other data sources. Although shifts among the various land use-based categories do not tend to occur quickly, the 2016 distribution is nevertheless considered to be more reliable as a foundation for analysis than 2021 estimates, especially in light of the substantial and **complex economic impacts caused by the COVID-19 Pandemic**. This situation is unlike the 2021 housing and population figures, discussed previously in Section 3, which are much better known because they are estimated from actual unit completions and units under construction since Census day 2016.

Section 4: Employment Area Land Need

Step E2 Categorize employment growth by major type

The outlook for the three other major employment types is based on recent and emerging growth trends, in particular the City's well-documented resurgence as a significant cultural and economic centre within the GGH. Notwithstanding the short-term impacts of the COVID-19 Pandemic, the City has become a much more attractive location for investment, including business park and industrial-type uses and new office space. The burgeoning innovation, technology-related and creative industry sectors are of particular note in this latter regard.

Major Office Employment

As shown in Table 22, the outlook is for an increase in share from 15% to 19% of the total employment, which may seem modest. However, the associated employment growth and space demand is substantial. At a rate of 230 sq.ft. per worker (Hemson forecast report, 2020, GFA basis) 34,700 major office jobs translates into **nearly 8 million sq. ft. of new office space**. Some of this space has already been built as part of recent heritage adaptive reuse projects in downtown Hamilton since 2016. For context, the forecast demand to 2051 is approaching triple the size of the current office inventory of the City of Burlington: approximately 3.2 million sq. ft..

Population-related Employment

As noted, population-related employment is forecast in terms of a ratio to population. The estimated employment for 2016 shown in Table 21 translates into a ratio of roughly 1 job for every 4.4 residents, **consistent with other central places** such as the City of Toronto, Barrie and Brantford that provide services to a surrounding regional area. For the LNA, 2051 population-related employment is based on maintaining the 2016 rate of 4.4 residents per job to reflect the City's continued growth and economic role as a regional service centre.

Employment Land Employment

Similar to the 2016 base, growth in employment land employment is calculated as the residual of the other types within the context of broader growth trends. In our view, the outlook remains positive. Demand for large-scale distribution and logistics facilities shows no signs of slowing rapidly or significantly. Manufacturing will continue to play a role in new space demand, just with **fewer workers (and more automation)** relative to the past. Industrial-type buildings will also accommodate a portion of the professional service and technology-related activities that are anticipated to grow strongly over the period to 2051.



Section 4: Employment Area Land Need

Step E3 Allocate employment growth to *Growth Plan* policy areas

With the outlook for employment established, the next step is to allocate growth by major land-use category to the applicable *Growth Plan* policy areas: the Community Area, Employment Area and areas outside settlement areas (the Rural area). The allocation is required primarily to determine how many jobs will be located in the designated Employment Areas, but also how many jobs will be accommodated in the Community Area and included in the *Growth Plan* density requirement. A brief summary of the expectations for employment by *Growth Plan* policy area is provided below and discussed in more detail in the following sections.

Rural Area	Employment Area	Community Area
<ul style="list-style-type: none"> • No major office employment exists or expected to 2051. • Marginal population-related employment growth due to limited infill and population growth in the RSAs. • Some growth in employment land employment allocated to the Airport facility (HIA) to account for its role in City-wide employment. • Employment in other rural-based agriculture, aggregates, recreation and scattered employment land-type uses set to remain stable. 	<ul style="list-style-type: none"> • Stable share of major office growth, reflecting the current market and policy objectives to focus offices in transit-supportive locations such as the downtown UGC. • Some growth in population-related employment as older employment areas age and accommodate a wider range of economic use. • All of the employment land employment growth, due to the locational and built form requirements of industrial-type development. 	<ul style="list-style-type: none"> • Most of the major office growth, in accordance with market expectations and City policy objectives. • Most of the population-related employment growth, reflecting the role of the downtown, major retail centres, health care and post-secondary education institutions. • Gradual decline in the limited amount of scattered older industrial-type uses through economic change or residential intensification to 2051.



Section 4: Employment Area Land Need

Step E3 Allocate employment growth to Rural Area

The analysis of rural employment indicates a total of 15,110 jobs for 2016, as shown below in Table 24. The allocation of growth by type is based on City and Statistics Canada data for the Rural Area and expected ratios of jobs to population within the control total of the 2016 Census rural employment.

Table 24

City of Hamilton Allocation of Employment by Type – Rural area

Period	Major Office	Share of City total	Pop-Related	Share of City total	Emp Land	Share of City total	Other Rural	Share of City total	Area Total	Share of City total
2016 Base	0	0%	7,590	6.0%	1,920	3%	5,600	100%	15,110	7%
2016-2051 Growth	0	0%	860	1.5%	2,010	6%	0	100%	2,870	2%
2051 total	0	0%	8,450	4.5%	3,930	4%	5,600	100%	17,980	5%

Source: Statistics Canada Census data, City of Hamilton Employment Survey, information on the major office inventory provided by Costar, Blair Blanchard Stapleton Limited, and *John C. Munro Hamilton International Airport Economic Impact Analysis* (2014 and 2018 reports) and *Growth Plan* Schedule 3 forecasts. May not add due to rounding. Includes employment at the HIA facility.

There are no major offices (buildings greater than 1,858 m² in size) currently or anticipated in the Rural Area. 2016 Population-related employment is estimated at approximately 7,590 jobs and forecast to grow marginally to 2051. As discussed in Section 2, only a very small share of population growth (and therefore population-related employment) is allocated to the Rural Area. Similarly, other Rural-Based employment (mainly primary industry, recreation and scattered employment land-type uses) is anticipated to remain stable.

Employment at the Hamilton International Airport (HIA) facility is estimated to be approximately 2,000 jobs in 2016 and forecast to roughly double over the period to 2051. This expectation is based on the historic rates of employment growth at the airport facility shown in the economic impact studies noted above and other sources. It should also be reiterated that this is not an allocation of growth to the Airport Employment Growth District (AEGD), nor a detailed forecast of airport economic activity, but rather a small allocation of urban employment land employment to the HIA facility for the purposes of the LNA.



Section 4: Employment Area Land Need

Step E3 Allocate employment growth to Employment Areas

The allocation of employment growth by major type to the Employment Areas is shown below in Table 25. As discussed previously, these are the geographic areas in Hamilton planned to be predominantly occupied by, but not exclusively used for, employment land employment.

Table 25

City of Hamilton Allocation of Employment by Type – Employment Area

Period	Major Office	Share of City total	Pop-Related	Share of City total	Emp Land	Share of City total	Other Rural	Share of City total	Area Total	Share of City total
2016 Base	4,040	12%	6,960	5.5%	54,350	86%	0	0%	65,350	28%
2016-2051 Growth	4,170	12%	8,070	13%	34,510	100%	0	0%	46,740	36%
2051 total	8,210	12%	15,030	8.0%	88,860	91%	0	0%	112,090	31%

Source: Statistics Canada Census data, City of Hamilton Employment Survey information and information on the major office inventory provided by Costar, Blair Blanchard Stapleton Limited and *Growth Plan* Schedule 3 forecasts. May not add due to rounding.

Employment Land Employment comprises most (86%) of the City-wide 2016 total, with a limited amount in the Rural Area (3% at the HIA facility) and the balance scattered throughout the Community Area as discussed in a subsequent step. All of the net future Employment Land Employment growth (100%) is allocated to the urban Employment Areas. The share of major office employment in 2016 is estimated based on available information on office space in the Employment Areas and held constant over the forecast period. The result is only a limited allocation of growth in major office jobs to the designated Employment Areas to 2051.

Population-related employment is estimated from the City’s 2016 Employment Survey, which shows a total of approximately 7,000 jobs in the retail, healthcare, education, arts and accommodation and food sectors. These jobs are expected to gradually increase over time. This growth, however, is not anticipated to be “major retail” employment, but rather smaller-scale retail, personal services and restaurants catering to the existing business park employees. Many of these functions are already being provided within the City’s older employment areas in central locations proximate to existing concentrations of jobs and residents.



Section 4: Employment Area Land Need

Step E3 Allocate employment growth to the Community Area

The allocation of employment growth by major type to the Community Area is shown below in Table 26. As described in Section 1, Community areas include delineated built-up areas and the Designated Greenfield Area (excluding employment areas). A component of Community Area population-related employment growth is allocated to the DGA as the 'jobs' in the 'jobs + residents' figure shown in Table 18.

Table 26

City of Hamilton Allocation of Employment by Type – Community Area

Period	Major Office	Share of City total	Pop-Related	Share of City total	Emp Land	Share of City total	Other Rural	Share of City total	Area Total	Share of City total
2016 Base	29,660	88%	111,950	88.5%	7,300	11%	0	0%	148,910	65%
2016-2051 Growth	30,540	88%	52,390	85.5%	(1,900)	(6%)	0	0%	81,020	62%
2051 total	60,190	88%	164,340	87.5%	5,400	5%	0	0%	229,930	64%

Source: Statistics Canada Census data, City of Hamilton Employment Survey information and information on the major office inventory provided by Costar, Blair Blanchard Stapleton Limited and Growth Plan Schedule 3 forecasts. May not add due to rounding.

The majority of current and future major office employment (88%) is allocated to the Community Area. This outlook is based on maintaining the current market and policy focus of the City's office market in the Urban Growth Centre (UGC). Population-related employment growth is also concentrated in the Community Area, reflecting the role of the downtown, major retail centres, health care and post-secondary education institutions in providing goods and services to both local and broader regional market areas.

There is also a small amount of scattered employment land-type uses. According to the City's 2016 Employment Survey, there are 7,400 jobs in the construction, manufacturing, wholesale trade and transportation sectors outside the UGC and designated Employment Areas. These jobs are in the form of older industrial uses in more mature parts of the Community Area. The amount is anticipated to gradually decline over time, as a result of economic change and/or redevelopment to non-employment uses. This expectation is consistent with the pattern of change observed in other GTHA communities.

E4

Section 4: Employment Area Land Need

Step E4 Calculate capacity of existing Employment Areas

Steps E1 to E3 so far in the analysis have: calculated total employment growth to 2051, growth by major land use type to the *Growth Plan* horizon and allocated the forecast growth – by type – to the *Growth Plan* policy areas. To summarize, Employment Areas are forecast to accommodate a total of **112,090 jobs in 2051**, as shown previously (outlined 2051 total) in Table 25.

The next step is to assess the capacity of existing Employment Areas to accommodate this growth forecast and, in turn, the need for additional lands over the planning horizon. The assessment of land supply is organized into three major categories; Built Employment Areas, Newly Developing Employment Areas and Employment Areas outside the current settlement area boundary.

<p>Built Employment Areas</p> <p>Employment Areas that are fully developed, or almost fully developed, inside the current settlement area including the Bayfront Industrial Area and other central employment areas</p>	<p>Newly Developing Areas</p> <p>Employment Areas that are unbuilt or largely unbuilt, inside the current settlement area, including the AEGD, Red Hill, Ancaster and Flamborough Employment Areas</p>	<p>Outside Settlement Areas</p> <p>Existing areas located outside the settlement areas, in this case the HIA facility. While not a 'designated employment area' within the meaning of the UHOP, it must be taken into account.</p>
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The purpose of this step is to estimate the total jobs that can be accommodated in existing Employment Areas at the *Growth Plan* horizon. For the City of Hamilton, these areas are designated "Employment Area" within the Urban Hamilton Official Plan (UHOP) and include the Bayfront Industrial Area and other central industrial areas as well as greenfield business parks such as the AEGD, Red Hill north and south and the Ancaster and Flamborough Employment Areas. The estimated capacity of these areas to accommodate growth provides the basis for determining Employment Area land need in a subsequent step of the analysis. Based on preliminary analysis, approximately 40 ha of employment area lands are identified for conversion as part of the City's draft Employment Land Review. This amount does not materially affect the results of the LNA. However if the amount of conversion sites increases, there may be a need to offset this loss by providing additional lands to ensure the City's ability to accommodate growth to 2051.

Section 4: Employment Area Land Need

Step E4 Calculate capacity of existing Employment Areas



The City of Hamilton’s Employment Area supply is made up of a system of industrial and business park lands including developed industrial areas along the waterfront and vacant greenfield business parks to the south. To reflect variations in the age and character of the different areas, the land supply is further distinguished into five sub-areas:

1. The **HIA Airport facility**, which is located in the Rural Area, outside the designated settlement area. Although not a designated Employment Area within the UHOP, it accommodates employment land employment that must be accounted for;
2. The **Bayfront Industrial Area**, which is treated as a special case given its unique economic base, very low density and potential to distort City-wide averages if not addressed independently;
3. Other **Central Urban Areas**, that are built or largely built including the Stoney Creek Business Park, the East Hamilton, Dundas and Hester Industrial areas and West Hamilton Innovation District (WHID);
4. The **Developing Greenfield Areas**, including the Red Hill, Ancaster and Flamborough Business Parks; and
5. The **Airport Employment Growth District (AEGD)**; which is the City’s major greenfield growth area. It is expected to develop at relatively low employment densities given the strong demand for logistics and distribution facilities. Although the AEGD may have been constrained by servicing to date, strategies to resolve this challenge have been put in place. As an ideal business park location, and with the servicing issues resolved, the AEGD is expected to grow much more rapidly that it has in the past.

HIA Airport Facility
 Outside settlement area

Bayfront Industrial Area
 Large, very low density

Central Urban Areas
 Established and building out

Developing Greenfields
 Established and growing

AEGD
 The City’s major new greenfield growth area

The developed industrial areas play a significant role in Hamilton’s economic base, especially the Steel Cluster and associated manufacturing activity. The vacant business park locations in Red Hill, the AEGD and other growing greenfield areas will accommodate the bulk of new industrial development over the planning horizon. The approach to estimating the capacity of these areas to accommodate growth is described next, followed by a series of tables setting out the results of the analysis.

Section 4: Employment Area Land Need

Step E4 Calculate capacity of existing Employment Areas

E4

The capacity of existing Employment Areas is estimated by first establishing the 2016 employment base as well as the vacant and occupied land supply available to accommodate growth. The outlook for growth, by area, is determined through a combination of economic analysis and *Growth Plan* policy direction to make more efficient use of vacant and underutilized employment lands. The result is an estimate of the total amount of employment that can be accommodated in existing areas at 2051, which is then compared to the forecast jobs to determine land need. This approach is explained in more detail below.

Five-Step Approach to Estimating Capacity of Existing Employment Areas

- 1. Estimate 2016 Employment.** Employment in the City's Employment Areas for 2016 is estimated based on information from the City's employment survey, adjusted to align with the 2016 Census employment total and City-wide estimates of employment by type. As discussed, the categorization of employment by type and allocation to *Growth Plan* policy areas is an iterative process.
- 2. Determine Land Supply.** The occupied and vacant land supply for each Employment Area is estimated based on information from the City's GIS database. The occupied land supply is required to calculate the 2016 employment area density. The vacant land supply is where most of the designated Employment Area growth will occur, especially in the City's developing greenfield areas and the AEGD. Figures are shown in terms of the **net land area**, based on the City's GIS parcel fabric.
- 3. Calculate Current Density.** The net density for each Employment Area is calculated from the 2016 land supply and employment estimated in the previous steps (Table 25);
- 4. Establish Growth Outlook.** For built areas (the Bayfront and other central Urban Areas) density is set to increase in accordance with *Growth Plan* policy directions. For newly developing areas (the developing greenfield areas and AEGD) density is set to reflect the types of economic activity anticipated over the horizon to 2051. Growth at the HIA is an allocation to the facility itself, not to the AEGD.
- 5. Determine Employment Capacity.** Employment capacity is calculated by applying the density factors in 2051 to the net vacant and occupied land supply. The density of employment area job growth over the 2016 to 2051 period is an output of this calculation.

The results are summarized in the data tables in the following pages.



Section 4: Employment Area Land Need

Step E4 Calculate capacity of existing Employment Areas

The estimated 2016 employment by area and LNA category is shown in Table 27 below.

Table 27

Step 1: Estimated 2016 Employment by Area

LNA Category		Employment	Share
1. Outside Settlement Area	<i>Airport Facility (HIA)</i>	2,000	3%
2. Bayfront Industrial Area	<i>Bayfront Industrial Area</i>	20,430	31%
3. Central Urban Areas	East Hamilton Industrial Area	5,500	8%
	Stoney Creek Business Park	15,640	24%
	West Hamilton Innovation District (WHID)	2,920	4%
	Dundas Industrial Area	770	1%
	Hester Industrial Area	130	<1%
	<i>Total Central Urban Areas</i>	24,960	38%
4. Developing Greenfield Areas	Ancaster Business Park	4,620	7%
	Flamborough Business Park	1,700	3%
	Red Hill North Business Park	8,150	12%
	Red Hill South Business Park	2,470	4%
	<i>Total Developing Areas</i>	16,940	26%
5. Airport Emp. Growth District	<i>AEGD Employment Area</i>	1,030	2%
Employment Areas Total	City-wide Total from Table 25 (2016 Base)	65,350	100%
	City-wide Urban Total excluding HIA facility	63,350	97%

Source: Lorus and Associates estimate, based on City of Hamilton 2016 Employment Survey information for designated Employment Areas and Statistics Canada information on employment by NAICS sector. Employment Area totals are adjusted upwards to a 2016 Census base to account for existing businesses that are 'missed' by the survey. A small additional adjustment is made to account for private contractors (mainly truck drivers and construction workers). May not add due to rounding.



Section 4: Employment Area Land Need

Step E4 Calculate capacity of existing Employment Areas

The estimated 2016 land supply is shown in Table 28 below. The 2016 supply for the Bayfront Industrial area does not include intensification potential on the Stelco lands, which is added in the next step.

Table 28

Step 2: Estimated 2016 Land Supply by Area (Net ha)

LNA Category	All figures in net ha	Occupied	Vacant	Total	%Built
1. Outside Settlement Area	<i>Airport Facility (HIA)</i>	560	n/a	560	n/a
2. Bayfront Industrial Area	<i>Bayfront Industrial Area</i>	1,340	40	1,380	97%
3. Central Urban Areas	East Hamilton Industrial Area	150	10	160	95%
	Stoney Creek Business Park	515	85	600	86%
	WHID	35	10	45	79%
	Dundas Industrial Area	20	0	20	100%
	Hester Industrial Area	5	0	5	100%
	<i>Total Central Urban Areas</i>	725	105	830	88%
4. Developing Greenfield Areas	Ancaster Business Park	100	105	205	48%
	Flamborough Business Park	65	70	135	48%
	Red Hill North Business Park	150	70	220	69%
	Red Hill South Business Park	105	175	280	37%
	<i>Total Developing Areas</i>	420	420	840	50%
5. Airport Emp. Growth District	AEGD Employment Area	125	725	850	15%
Employment Areas Total	City-wide total	3,160	1,290	4,460	n/a
	City-wide Urban excluding HIA	2,600	1,290	3,900	67%

Source: Lorus and Associates estimate, based on City of Hamilton GIS Parcel fabric. Occupied supply is net parcel area. Vacant land supply is adjusted (the "gross-to-net adjustment") at 92.5% for Developing Greenfield Areas and 80% for the AEGD Employment Area. No adjustment is applied to the Bayfront or Central Urban Areas vacant supply (100% parcel).



Section 4: Employment Area Land Need

Step E4 Calculate capacity of existing Employment Areas

The estimated 2016 employment density is shown in Table 29 below. The 2016 density for the Bayfront Industrial area does not include intensification potential on the Stelco lands, which is added in the next step.

Table 29

Step 3: Estimated 2016 Employment Density by Area

LNA Category		Occupied ha (Table 28)	Employment (Table 27)	Density (jobs/ha)
1. Outside Settlement Area	<i>Airport Facility (HIA)</i>	560	2,000	3.6
2. Bayfront Industrial Area	<i>Bayfront Industrial Area</i>	1,340	20,430	15.3
3. Central Urban Areas	East Hamilton Industrial Area	150	5,500	37
	Stoney Creek Business Park	515	15,640	30
	WHID	35	2,920	82
	Dundas Industrial Area	20	770	45
	Hester Industrial Area	5	130	23
	<i>Total Central Urban Areas</i>	725	24,960	34.6
4. Developing Greenfield Areas	Ancaster Business Park	100	4,620	47
	Flamborough Business Park	65	1,700	26
	Red Hill North Business Park	150	8,150	54
	Red Hill South Business Park	105	2,470	24
	<i>Total Developing Areas</i>	420	16,940	40.5
5. Airport Emp. Growth District	AEGD Employment Area	125	1,030	8.1
Employment Areas Total	City-wide total	3,160	65,350	n/a
	City-wide total excluding HIA	2,600	63,350	24.3

Source: Lorus and Associates estimate, based on City of Hamilton 2016 Employment Survey information for designated Employment Areas and Statistics Canada information on employment by NAICS sector. May not add due to rounding.

Section 4: Employment Area Land Need

E4

Step E4 Calculate capacity of existing Employment Areas

The next step in the analysis is to forecast growth for the Employment Areas by LNA category, as summarized below. The outlook is based on *Growth Plan* policy directions to increase the density of existing built areas and an expectation of the types of economic activity anticipated in the newly developing areas to 2051. The broad outlook for each of the LNA Employment Area categories is provided below.

Outlook Based on *Growth Plan* Policy and Expectations of Future Economic Activity

- 1. Airport Facility (HIA).** Employment at the HIA facility (which is separate from the AEGD) is anticipated to double from roughly 2,000 jobs in 2016 to 4,000 jobs in 2051 for the purposes of the LNA. These jobs are not included in the assessment of urban employment area land needs.
- 2. Bayfront Industrial Area.** The outlook for the Bayfront area includes the intensification potential of the nearly 800 acre (310 ha) Stelco lands for a mix of new employment, continued growth at the Port of Hamilton facility and the evolution of the existing economic base. Total employment is forecast to increase (on a net basis) by approximately 5,000 jobs to 2051.
- 3. Central Urban Areas.** As shown in Table 28, the Central Urban employment areas are nearly fully built-out at 88% occupied. Overall density is set to increase slightly over the forecast period as these areas age and accommodate a wider range of use, and in accordance with *Growth Plan* policy directions to make more efficient use of existing employment areas and increase employment densities;
- 4. Developing Greenfield Areas.** The developing greenfield areas are anticipated to build-out at current levels of density, reflecting continued demand for the range and profile of new industrial-type use and economic activities shown by the existing pattern of development. The pattern of new development varies from the redevelopment or reuse of space in older employment areas, which is more complex.
- 5. Airport Employment Growth District (AEGD).** The AEGD is anticipated to develop at relatively low densities in a City-wide context over the period to 2051, informed by input from the City's economic development team on recent development activity. The outlook is based on the expectation of demand for increasingly larger and land-extensive goods movement facilities to support the needs of e-commerce, as well as new manufacturing jobs: but with more automation and fewer workers compared to the past.

The results for the LNA categories are discussed in more detail in the sections that follow.

Section 4: Employment Area Land Need

Step E4 Calculate capacity of existing Employment Areas



The current and forecast density factors are summarized below in Table 30. As shown, overall City-wide density increases from an estimated 24.3 jobs/ha in 2016 to 29.4 jobs/ha in 2051.

Table 30

Estimated 2016 and Forecast 2051 Employment Area Density

LNA Category (density figures in jobs per net ha)	2016	2016-2051	2051
1. Employment Areas Outside Settlement Area (HIA)	3.6	n/a	7.2
2. Bayfront Industrial Area	15.3	n/a	18.4
3. Central Urban Areas	34.6	38.0	35.0
4. Developing Greenfield Areas	40.5	41.5	41.0
5. Airport Employment Growth District	8.1	33.8	30.0
City-Wide Employment Area Total (excluding HIA)	24.3	39.5	29.4

Source: City of Hamilton 2016 Employment Survey and land supply information. Density figures shown for the 2016-2051 reflect density of growth on new lands so are not shown for the HIA or Bayfront, where growth is all intensification.

Density for the Bayfront Industrial area increases from 15.3 jobs/ha to 18.4 jobs/ha as a result of the nearly **5,000 net new jobs added** to reflect the potential for redevelopment on the Stelco lands and continued growth at the Port of Hamilton. The density of the Central Urban Areas is set to increase, in accordance with *Growth Plan* directions for employment intensification. The density of Developing Greenfield Areas is set to remain essentially stable, increasingly marginally over the period to 2051.

The density for the AEGD reflects a pattern of development characterized by large distribution and logistics facilities along with some manufacturing uses. A density of 30 jobs/ha translates into an average of 140m² per employee at between 35-40% site coverage, with very limited office and population-related employment. This distribution is in accordance with the AEGD Secondary Plan policy directions to support the downtown UGC as the City's pre-eminent centre for commercial and office development. A lower average space per employee rate (i.e. higher density) is used for the City's 2019 DC work (1,200 sq.ft. or 110m² per employee) because it includes all types of industrial employment on a City-wide basis.



Section 4: Employment Area Land Need

Step E4 Calculate capacity of existing Employment Areas

The resulting capacity estimates for the existing Employment Areas are shown in Table 31 below. On a City-wide basis, the current land **supply can support approximately 114,420 jobs at full built-out** (excluding the HIA facility). No long-term vacancy factor has been explicitly incorporated into the analysis.

Table 31

Estimated 2051 Capacity of Existing Employment Areas

LNA Category	2016	2016-2051	2051
1. Employment Areas Outside Settlement Area	2,000	2,000	4,000
2. Bayfront Industrial Area	20,430	4,960	25,390
3. Central Urban Areas	24,960	3,910	28,870
4. Developing Greenfield Areas	16,940	17,640	34,570
5. Airport Employment Growth District	1,030	24,560	25,590
City-Wide Employment Area Total (2016 base from Table 25)	65,350	53,070	118,420
City-wide total excluding HIA	63,350	51,070	114,420

Source: Lorus and Associates estimate, based on City of Hamilton 2016 Employment Survey information for designated Employment Areas and Statistics Canada information on employment by NAICS sector. May not add due to rounding. Employment for areas outside settlement areas is rounded and shown for illustrative purposes only.

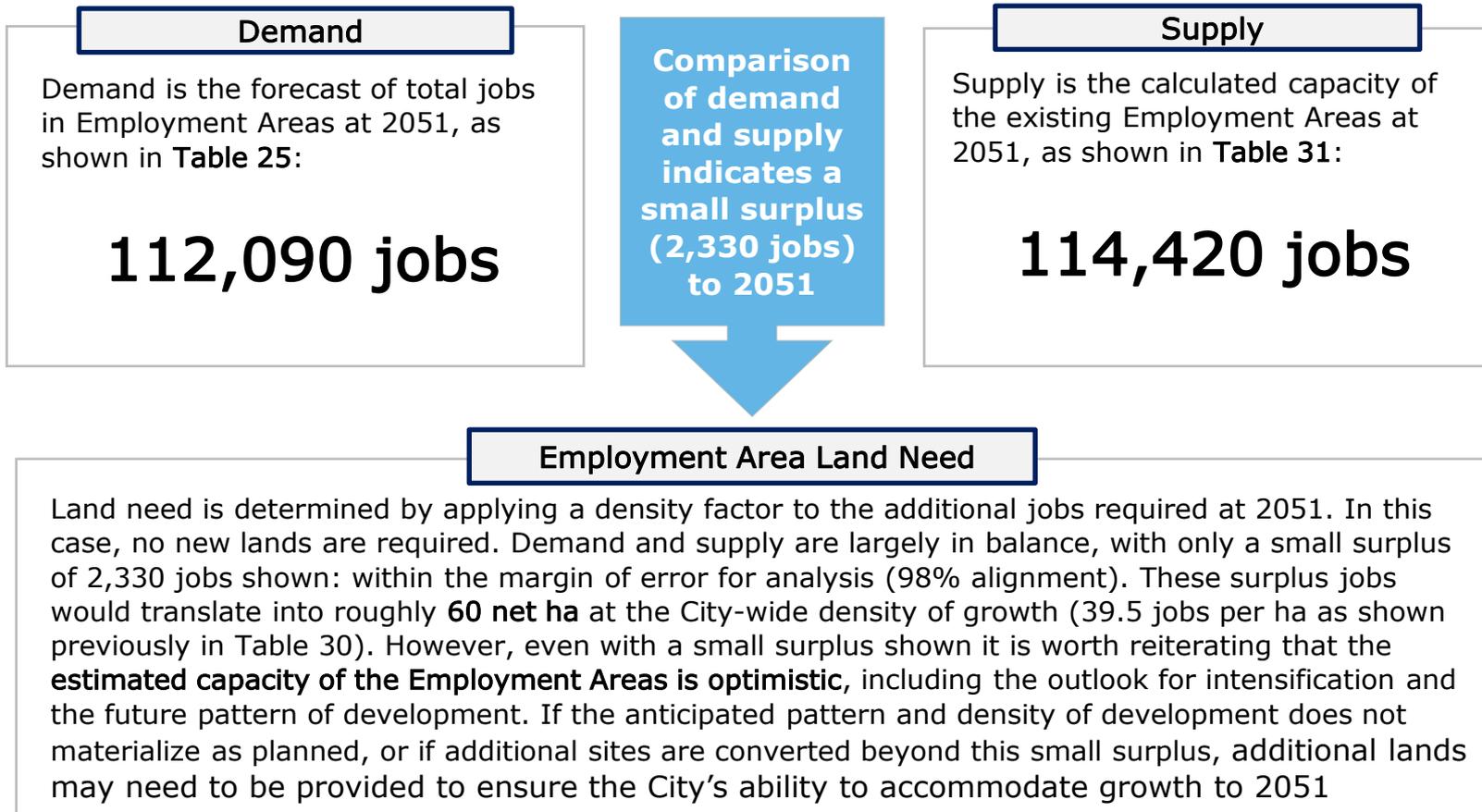
The estimated capacity of existing Employment Areas shown above is optimistic. The outlook for the Bayfront anticipates net new job growth after accounting for declines in the existing base. The almost fully-developed Central Urban Areas are set to grow in employment whereas the experience of most other communities (except the City of Toronto) has been one of stability to decline over time. New jobs are added, but others are lost due to economic change and redevelopment to non-employment uses. As such, the analysis implicitly incorporates a certain amount of employment intensification. The analysis also assumes the full use of the designated land supply: 100% development, which is aggressive from a market perspective. As such, the above analysis anticipates a very efficient use of the employment area land and building supply over time, in accordance with the broad economic outlook and *Growth Plan* policy directions to increase employment densities.

E5

Section 4: Employment Area Land Need

Step E5 Establish Employment Area land need

Similar to Community Area land need, forecast demand and calculated supply are brought together in the final step of the analysis for Employment Area land needs. The output is a conclusion as to whether there is a sufficient amount of land in settlement areas to accommodate forecast growth to the *Growth Plan* horizon at 2051. In this case, supply and demand are in balance over the period to 2051.



Section 5: Conclusions

Reconciling results of the analysis

As discussed in Section 3, the Community Area analysis shows a range of land need depending on the intensification target and density factors applied to the scenarios. Land need is highest under the *Current Trends* and *Growth Plan Minimum* scenarios and land need is lower under the *Increased Targets* and *Ambitious Density* scenarios. As discussed in Section 4, the Employment Area analysis shows that supply and demand are in balance over the period to 2051, with only a small surplus shown.

Community Area 1,340 to 3,440 ha Required

Community Area land need ranges from **1,340 ha** under the *Ambitious Density* scenario to **3,440 ha** in the *Current Trends* scenario. A land need of **1,630 ha** is shown for the *Increased Targets* scenario, which envisions a denser pattern of new residential development while still maintaining an aggressive target for intensification.

Employment Area No New Lands Required

Supply and demand for Employment Area lands are in balance, with no additional lands required for current planning purposes. Comparing a total **demand of 112,090 jobs** to a calculated capacity of **114,420 jobs** suggests a small surplus over the period to 2051; approximately 60 net ha or 150 net acres.

These results are best estimates based on available information and the mandated method for the LNA set out by the Province. The results could change based on new information or a different approach to the analysis. And, as noted in the introduction, the City of Hamilton continues to engage with Provincial staff to review the results of the GRIDS 2 update. A process of public consultation will also be undertaken as part of the approval process for the MCR and implementing OPA(s). As a result, the results of the LNA summarized in this Technical Working paper may be subject to revision depending on the feedback received through the process of public consultation and Provincial review. In particular, the results may need to be revisited at the MCR OPA stage to update for new information such as building permits, housing completions or other economic factors that may have changed. However, under any of the land need scenarios, some level of greenfield expansion will be required to 2051.

Section 5: Conclusions

Consultation, review and next steps

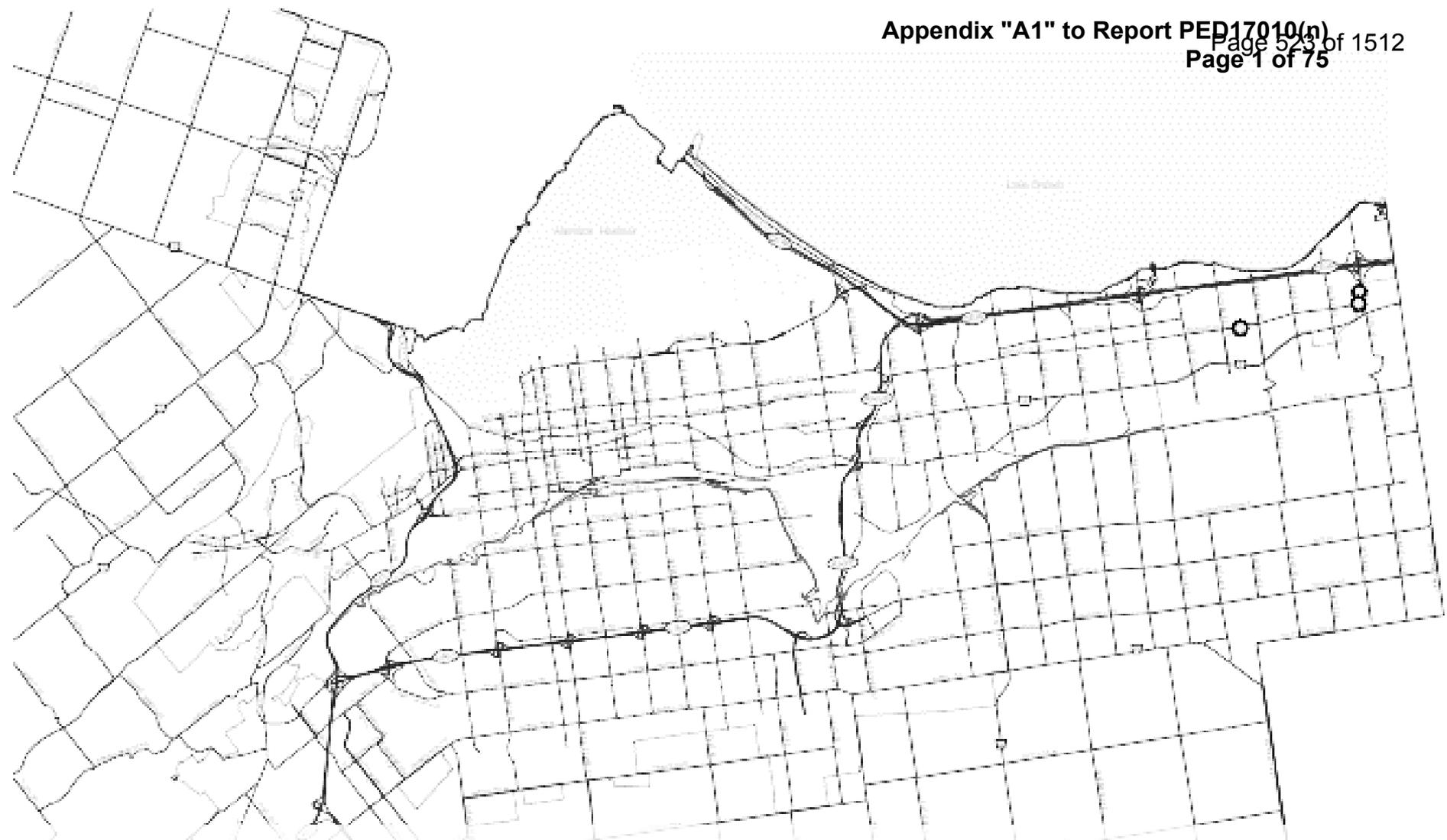
The purpose of this Technical Working Paper is to provide the results of our assessment of urban land needs over the period to 2051. The analysis has been undertaken in accordance with the *Growth Plan* (2019, as amended) and mandated Provincial method for completing the analysis. Depending on the scenario that is ultimately endorsed by Council, further analysis will need to be undertaken by the City to implement the associated greenfield density and intensification figures.

The *Increased Targets* and *Ambitious Density* scenarios, in particular, are based on elevated intensification targets (beyond the minimum *Growth Plan* requirement) and a progressively denser pattern of ground-related housing over the planning horizon. From a market perspective, both scenarios may be a challenge to achieve towards the end of the period to 2051 as the supply of greenfield lands become increasingly constrained. As such, careful monitoring and reporting on progress will be required to ensure a balanced housing supply is made available to accommodate all housing market segments.

Further analysis will also be required from an employment perspective, especially in light of the conclusion that no additional lands are required. Rather than determining the preferred location of a new employment area, the strategic objective under these circumstances is to encourage the most efficient use of the existing land base. To encourage the most efficient use of the occupied supply, intensification must be facilitated especially in the developed central urban employment areas. To encourage an efficient use of the vacant land supply, higher intensity employment uses must be encouraged through a combination of land use planning permissions and incentives for new users to adopt high quality building standards. This objective will be a particular challenge to achieve in the AEGD, where demand is expected to be strong for relatively low-density goods movement and logistics facilities, along with some new manufacturing uses.

Through the upcoming process of review and consultation, it is also likely that additional questions will arise and further information requests will be made regarding the LNA and its implications for the MCR and GRIDS2. The City will have the opportunity to address these and other land needs-related matters as it moves forward with the process of consultation and Provincial review.





City of Hamilton Land Needs Assessment to 2051
Addendum to March 2021 Technical Working Paper – Summary of Results
November 2021



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Section 1: Introduction and Purpose of Report

Context for Analysis

The City of Hamilton Land Needs Assessment (LNA) has been undertaken to support the update of the Growth Related Integrated Development Strategy (the GRIDS2 update) and Municipal Comprehensive Review (MCR) for the period to 2051. The Final LNA and related reports were considered by Council at the March 29, 2021 meeting of the General Issues Committee (GIC).

The current LNA study process has been underway since 2017 and **continues a long history of work** on housing, economic development and urban land needs beginning with the original GRIDS study process in 2003. Amongst the more recent materials that inform the current LNA are:

- The 2021 *Residential Intensification Market Demand Study* and 2016 *Residential Land Needs Analysis* Technical Working Paper;
- Phase 1 of the Bayfront Industrial Area Strategy, the 2016 *Market Opportunities Study – A Strategy for Renewal*;
- The 2014 *Current and Future State of Hamilton’s Advanced Manufacturing Sector* and 2015 *Foreign Direct Investment (FDI)* Economic Development strategies;
- The 2009 *Employment Area Land Budget Update* and revisions for the Ontario Municipal Board (OMB) proceedings for the *Airport Employment Growth District (AEGD)* in 2012 and 2013;
- The 2008 *City of Hamilton Employment Land Conversion Analysis*, 2006 *Comprehensive Employment Study* and associated 2007 Peer Review Report; and
- Staff documents including analyses of greenfield density and intensification potential, Employment Land conversion, vacant land inventories and others.

A more complete list of background materials and documentation is provided in the Attachments to this report. This body of work has consistently concluded that Hamilton has great economic potential and is very well-suited to compete for new investment. Rapid population and employment growth remains the expectation based on the City’s urban structure, strategic location, transportation connections and the availability of large, competitive employment areas throughout the community.

Section 1: Introduction and Purpose of Report

Council Direction on the LNA Results

By way of brief review, the draft LNA results were presented to Council (GIC) in December 2020. Three main scenarios were identified based on varying rates of intensification within the Built-up Area (shown by the map on the following page) and greenfield density targets:

- The *Growth Plan Minimum* Scenario: which is based on the minimum level of City policy intervention, a target of 50% of new units inside the Built-up Area and a density of 65 residents and jobs combined in new greenfield areas that results in a **land need of 2,190 gross ha**;
- The *Increased Targets* Scenario: which is based on higher targets of 55% of new units inside the Built-up Area and a density of 75 residents and jobs combined in new greenfield areas that **lowers the land need to 1,630 gross ha**; and
- The *Ambitious Density* Scenario: which is based on still higher targets for intensification (an average of 60% of new units) and density in new greenfield areas (77 residents and jobs combined per ha) that **lowers land need further to 1,340 gross ha**.

Final LNA results were presented to the City's GIC on March 29th, 2021. City staff recommended that Council adopt the *Ambitious Density* scenario, which represents an aggressive approach to growth management from a planning perspective. The LNA has also identified that the supply and demand for Employment Area lands are in balance with no new land required for current purposes; a conclusion also predicated on a very efficient use of the existing land and building supply.

At the March 2021 GIC meeting, Council tabled the staff recommendation to adopt the *Ambitious Density* scenario. Council also directed that additional public consultation be completed and that staff model and evaluate the No Urban Boundary Expansion (NUBE) scenario and report back on the results. In May 2021, Council adopted new zoning regulations to encourage Secondary Dwelling Units (SDU) across the City, which has implications for the LNA results. In June 2021, Council also directed a Peer Review of the LNA to confirm the method and approach meets applicable Provincial planning policy requirements, with the findings to be provided as part of the report back at the GIC meeting in October 2021.

Section 1: Introduction and Purpose of Report

The Built-Up Area



Source: Urban Hamilton Official Plan Appendix G - Boundaries Map

Section 1: Introduction and Purpose of Report

Purpose and Structure of This Report

The purpose of this Addendum Report is to document the changes that have taken place and information that has arisen since March 2021 and describe how it affects the LNA conclusions. Further discussion is also provided on issues raised in the Peer Review related to the notion of "Market" vs. "Policy-based" or "Target-based" Land Needs and the implications of a No Urban Boundary Expansion Scenario from a Provincial planning policy perspective. The report is structured into five summary sections:

- **Section 1** sets out the background and context for analysis, recent Council direction on the LNA and the purpose of this report;
- **Section 2** provides an overview of the method and approach taken to the LNA including the mandated Provincial methodology and planning policy requirements and the very strong growth management principles embodied in the *Ambitious Density* scenario;
- **Section 3** summarizes the results of the Peer Review undertaken by Watson and Associates including the key areas of the LNA that could benefit from further explanation and issues raised about the "Policy-Based" approach taken to the analysis;
- **Section 4** summarizes the updated Community Area LNA, including the outlook for Secondary Dwelling Units (SDU) including detached SDUs such as "Laneway Houses" and "Garden Suites", updates to the unit distribution inside the Built-up Area and implications of the no expansion scenario; and
- **Section 5** provides a discussion of Employment Area land need, including additional clarification on the approach taken and the potential for land need to be higher based on less optimistic employment density and capacity expectations. The need for the City to closely monitor land supply is also discussed in light of the potential for further employment land conversion or changes to other economic or market factors that could shift the current balance into a shortage position.

A series of Attachments provide additional background information as well as other technical updates that have been made since the March 2021 LNA was completed.

Section 2: Method and Approach to the LNA Analysis Undertaken According to Mandated Method

Following the March 29th GIC meeting, the City has received considerable feedback on the interpretation and mandated Provincial method for land needs assessment: in particular the 'subjective' nature of the inputs. While it may be correct that the method inputs are open to some interpretation, they must nevertheless be based on sound evidence and data that are transparent and defensible to satisfy Provincial requirements. For Community Area (residential) land needs in particular:

- The method requires the preparation of a housing forecast by type (single and semi-detached, rowhouse and apartment) that cannot be avoided. To forecast housing by type, the analysis must consider current and future **trends in household formation and occupancy patterns** as a basis for the outlook.
- It must also be recognized that **household formation is fundamentally a social construct**: driven by long-standing demographic patterns that show little sign of change. Across the broader population, people are still choosing to live together, get married, have children, buy houses with backyards and – in some cases – downsize after divorce, widowhood or in response to other economic factors.
- Evidence shows that this lifecycle-driven demand for housing by type is **remarkably consistent and predictable over time**, along with the age structure of the larger population including international migration. The housing market shifts that have occurred over the last 10-15 years (notably towards higher density forms such as rows and apartment units) are taken into account in the 'market-based' forecast of housing by type (Table 4 of the March 2021 LNA) that is the starting point for analysis.

The Provincial method requires that municipalities balance the need for a 'market-based' supply of housing to accommodate all market segments and avoid land shortages, while still conforming to the intensification and density targets of the *Growth Plan for the Greater Golden Horseshoe (A Place to Grow)*. It is recognized in the method that striking this balance may involve adjustments to the forecast housing mix "to the extent possible" while still planning for the Schedule 3 forecasts. These adjustments are reflected – to varying degrees – in the three main scenarios prepared for the LNA.



Section 2: Method and Approach to the LNA

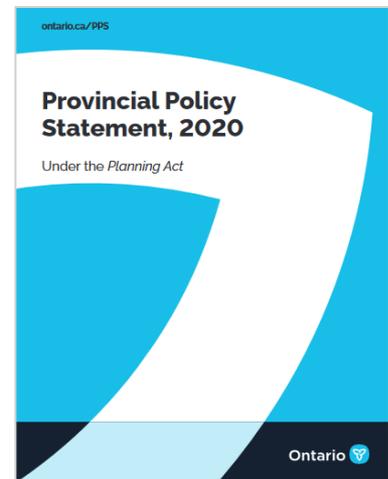
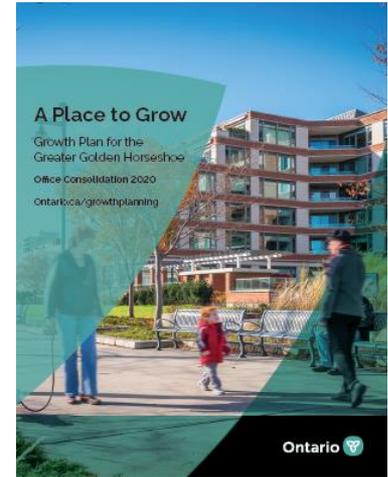
Approach Guided by Provincial Planning Policy Requirements

Within the context of the Provincial method, the approach to the City's LNA is guided by Provincial planning policy requirements in particular *A Place to Grow* but also the new *Provincial Policy Statement* (PPS, 2020) that speaks to satisfying market demand for housing and, among other matters, directs municipalities to maintain the ability to accommodate residential growth for a minimum of 15 years.

A primary objective of *A Place to Grow* is to **optimize the use of the existing urban land supply** to avoid over designating lands for future urban development. This objective is to be achieved with an "Intensification First" approach to limit the number of new housing units allocated to the Designated Greenfield Area (DGA). Both the PPS and *A Place to Grow* encourage municipalities to go beyond the minimum standards and targets set out in the Provincial policy and plan.

Municipalities are also directed to make more efficient use of existing employment areas and increase employment density, as described in Section 2.2.5 *Employment*, while ensuring the availability of sufficient land to meet the market requirements of all types of industry. Major Office and Institutional uses are directed to the Urban Growth Centres (UGC) and the conversion of employment lands to non-employment uses is to be carefully controlled.

Within this context, it is important to point out that "**market-based**" does not mean **development unconstrained** by planning policy. The market is shaped by policy and vice versa: the policy is shaped by what people want. The planning **challenge is to maximize the tolerance of the market** to be influenced by policy without jeopardizing the Schedule 3 forecasts, which would not meet Provincial requirements. All three of the main LNA scenarios represent varying degrees of policy intervention to achieve City and Provincial planning goals for density and intensification.



Section 2: Method and Approach to the LNA

Ambitious Density Scenario Embodies Strong Growth Management Principles

From a planning perspective, it should be noted that all LNA scenarios embody some degree of policy intervention. No purely 'market-based' scenario is likely to have the unit mix required to meet the 50% minimum intensification target. For the *Ambitious Density* scenario, a particularly aggressive shift in unit mix is envisioned:

- A substantial increase in total residential intensification and **shift to higher-density apartment forms** is envisioned, which has the effect of substantially reducing the amount of new urban expansion lands required.
- Achieving the necessary shifts in housing mix will be a challenge from a market and demographic perspective. The City has been removing regulatory barriers that will help capture market opportunities but cannot increase demand.
- Investment in the City's Light Rail Transit (LRT) system is expected to strengthen demand for apartments in the downtown, however the **downtown market will only deliver about half of the total** intensification units required;
- Similarly, the density factors for new greenfield areas represent a **considerable increase from past market trends**. From a residential perspective, net residential densities are set nearly as high as possible without generating a need for greenfield apartment unit construction, which would undermine efforts to focus intensification within the Built-up Area; and
- Expectations for **employment are also optimistic**, both in terms of "Population-related Employment (PRE)" in new greenfield areas and within the designated Employment Areas, where further intensification is envisioned.

Therefore, the *Ambitious Density* Scenario is **not a pure "market-based" approach** to the LNA, but rather embodies a high level of policy intervention to optimize the use of the existing urban land supply and avoid over-designating land for future urban development while still planning to achieve the Schedule 3 Growth Plan forecasts. The Peer Review confirms that the LNA method and approach is generally an appropriate application of *A Place to Grow* and Provincial LNA methodology, although some areas of the analysis could benefit from further clarification.

Significant Increase in Intensification

Intensification increases from 17,700 units in the 2021-2031 period to 22,200 (2031-2041) and 26,300 units in the 2041-2051 period.

Significant Increase in DGA Density

Density of new areas is substantially higher than in the current existing or planned DGA, and represents an extremely compact urban form

Optimistic Expectation for Employment

Driven by increased levels of remote work arising from COVID and a very efficient use of the existing land and building supply within designated Employment Areas

Section 3: Summary of Peer Review Results

LNA Generally Supports Provincial Policy Requirements

As noted previously, in June 2021 Council directed staff to retain a consultant with the appropriate experience in land economics to undertake a review of the approach and methodology used for the March 2021 *City of Hamilton Land Needs to 2051 Technical Working Paper – Summary of Results* and companion report: the *Residential Intensification Market Demand Study* (the "Intensification Study"). Watson and Associates Economists Ltd. was retained to complete the assignment.

The scope was to assess the study approach and methodology and determine whether it meets the requirements of all applicable provincial policies and is an appropriate application of applicable provincial policies with respect to determining the City's land needs to 2051. Council further directed that the consultant prepare a memorandum summarizing their findings and staff include this memorandum as part of the GRIDS2 report back at the Special GIC meeting on October 25, 2021. The Peer Review has been completed and the report is provided in Attachment 2.

The key conclusion of the Peer Review is that the **LNA generally supports Provincial policy requirements**, those primarily being the mandated Provincial LNA method and Growth Plan (*A Place to Grow*). However, reference is also made to the PPS requirement that municipalities provide for an appropriate range and mix of *housing options* and densities required to meet projected requirements of current and future residents of the *regional market area*. Of particular relevance from a LNA and MCR perspective is the PPS requirement that municipalities shall:

"...maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development (PPS 2020 Policy 1.4.1 a)."

From a total housing supply perspective, the City currently has the ability to accommodate growth for the required minimum 15-year period. A substantial supply of potential intensification sites has been identified inside the Built-up Area and there are existing greenfield areas designated and available for residential development. However, to provide an appropriate housing unit mix to accommodate all market segments and avoid shortages over the period to 2051, additional lands are required.

Section 3: Summary of Peer Review Results

Four key Areas Could Benefit from Additional Explanation

Notwithstanding its overall support for the LNA, the Peer Review did identify some areas that could benefit from further explanation. This is not unexpected since the results of the March 2021 analysis were set out in summary form for ease of communication. Four key areas are identified:



Each area is addressed in turn in the sections that follow, including commentary and responses as required. The Peer Review findings do not fundamentally change our conclusion that a balanced approach is required including both intensification and new greenfield expansion areas. Rather than question this result, the Peer Review suggests that more greenfield lands could be required under a less aggressive approach to managing growth; especially for Employment Area lands.

1. Composition of Development Inside the Built-up Area (BUA)

The Peer Review notes in Section 2.2.3 that the Intensification Study would benefit by providing more detail on the composition of development inside the Built-up Area in order to illustrate the amount and share of “pure” intensification relative to ‘greenfield lands’ inside the Built-up Area.

This issue is addressed generally in Section 3.3 *The Pattern of Intensification*, where it is explained that as the remaining supply of large vacant, underutilized or remnant ‘greenfield’ sites is developed within the Built-up Area, the pattern of **intensification must shift to apartments** in the nodes and corridors and the downtown UGC. While details on the nature of this shift may be of interest, it is not relevant to conformity with the Provincial intensification target, which refers only to the total number of units without regard to type, location or density, as explained in Section 1.2 *Planning for Intensification*.

Section 3: Summary of Peer Review Results

Four key Areas Could Benefit from Additional Explanation

2. City-Wide DGA Metrics and Change for the LNA Scenarios

The Peer Review notes in Section 2.2.6 that the LNA would benefit from a more fulsome discussion of DGA metrics including average people and jobs over the entire DGA, density trends and the change in overall DGA density for each of the LNA Scenarios. Reference is made to *A Place to Grow* Policy 2.2.7.3 that indicates the minimum **density target is to be measured over the entire DGA**. We would agree that providing such information would be beneficial.

Table 1

City-wide Designated Greenfield Area (DGA) Density

Summary by Land Need Scenario	2021 DGA Density	New DGA Density	2051 DGA Density
<i>Current Trends</i> (40% Intensification)	60 rjha	53 rjha	55 rjha
<i>Growth Plan Minimum</i> (50% Intensification)	60 rjha	65 rjha	62 rjha
<i>Increased Targets</i> (50%/55%/60%)	60 rjha	75 rjha	66 rjha
<i>Ambitious Density</i> (50%/60%/70%)	60 rjha	77 rjha	66 rjha

Source: Lorius and Associates based on information from the City of Hamilton. The 2051 DGA density for the *Increased Targets* and *Ambitious Density* scenarios are nearly identical because of the similarly high net density factors applied to new unit growth. The main difference is in the rate of intensification, which is higher for the *Ambitious Density* scenario.

As shown in Table 1 above, there is an increase in City-wide DGA density for all LNA scenarios except for *Current Trends*. For both the *Increased Targets* and *Ambitious Density* scenarios, a particularly significant increase is envisioned, translating into a **shift towards a much more compact urban form** compared to past 'market-based' trends. Nevertheless, while the scale of increase may be of interest from a growth management perspective, it is not relevant to the Provincial LNA methodology, which simply requires that conformity with the minimum intensification and DGA density targets be confirmed, or that adjustments to the housing mix are made to achieve *A Place to Grow* conformity "to the extent possible".

Section 3: Summary of Peer Review Results

Four key Areas Could Benefit from Additional Explanation

2. City-Wide DGA Metrics and Change for the LNA Scenarios (continued)

As shown in Table 1, the Peer Review also notes that all scenarios assume a density of 60 rjha for DGA lands currently designated within the City of Hamilton, but apply different densities for the urban lands to be brought into the settlement area and that it would benefit the reader if this assumption was more clearly explained. We agree. For the benefit of the reader here:

- The existing DGA density is held at 60 rjha because there are **few opportunities to achieve further density increases** on the currently designated land supply. The Built-up Area and associated boundary for the DGA was set by the Province in 2008 and does not change over time.
- Most of the existing DGA is already **developed or subject to active development plans** meaning that only a small percentage of the remaining DGA is true vacant greenfields that provide an opportunity to plan for increased densities (subject to good planning and servicing);
- The estimated unit potential in the existing DGA assumes that future **development will proceed at the higher end of the density range** in the applicable Secondary Plan and 'no plan' areas, which is not always the case. New developments are often below the maximum allowed;
- Part of the reason is that **increased density can lead to neighbourhood opposition**, especially in cases where a new development is proposed at a higher density than surrounding lands. While best efforts are made to ensure compatibility when calculating future development potential, there remains the possibility that neighbourhood concerns will impede planned density increases; and
- The planned density calculation also assumes that some larger parcels currently occupied with a single detached dwelling will be **redeveloped at a higher density over the long term**, which is a reasonable expectation but cannot be guaranteed from a planning perspective.

Planning to achieve a density of 60 rjha in the existing DGA is likely to be a challenge and represents an optimistic view of the future. Ensuring that new development occurs at these high densities **will require planning policy support and cooperation** from the development community, staff and council. This issue is discussed in the City's analysis of greenfield density provided as Appendix D to the March 2021 Council package and is also addressed in the July 2021 LNA Technical update Memorandum, which also formed part of the Peer Review materials and is provided in Attachment 4.

Section 3: Summary of Peer Review Results

Four key Areas Could Benefit from Additional Explanation

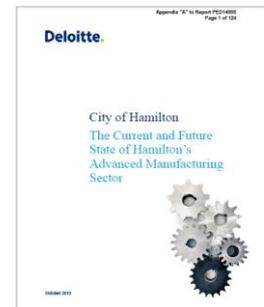
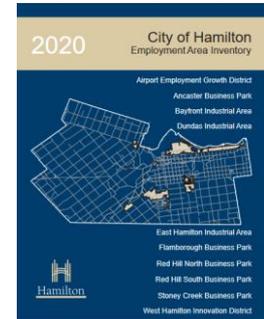
3. Suitability of Employment Area Land Supply to Accommodate Growth

The Peer Review notes in Section 2.3 that more information is required on the suitability of the Employment Areas to accommodate job growth over the planning horizon, including: size of vacant parcels, visibility, access to highways and other major goods movement facilities and infrastructure, serviceable lands and potential servicing constraints that may influence the rate of land absorption to the plan horizon.

The suitability of the City's Employment Area land supply to accommodate job growth has been addressed at length through previous study and staff review:

- Detailed **supply reviews and updates** were prepared as part of the 2008, 2012 and 2013 Employment Area land budget reports noted previously. A detailed inventory of supply on a parcel-by-parcel basis (the Employment Area Inventory) is also maintained by the City, updated regularly and made publically available on the municipal website;
- The **feasibility and competitiveness** of the land supply to attract new business investment is addressed in the employment land conversion analyses noted previously as well as the most recent *Employment Land Review* (2021) prepared by City staff; and
- Several **supporting strategies** have been prepared to encourage new investment and job growth including the Bayfront Strategy for Renewal, and the Advanced Manufacturing and FDI strategy noted previously. As also noted in the LNA, strategies to resolve current servicing constraints for the AEGD have been put in place.

Collectively, these background reports have consistently shown that the Employment Area land supply is made up of an integrated system of industrial and business park lands, each of which plays a distinct and important role in the City's economy. With few exceptions, the entire land supply is competitive and feasible for industrial-type use and must be retained to achieve the Schedule 3 forecasts. It was considered unnecessary to reiterate these long-standing conclusions in the LNA though we do acknowledge that reference to the relevant background documents could have benefited the reader.



Section 3: Summary of Peer Review Results

Four key Areas Could Benefit from Additional Explanation

4. Employment Area Density Assumptions

The Peer Review also raises the issue of employment area density, in particular why the density for the 2016 to 2051 period is assumed to be considerably higher than as observed in 2016: the base year for the analysis. It is further noted that the LNA density assumption is very sensitive: meaning that relatively small changes to the input lead to much greater variability in the overall results.

To illustrate this sensitivity, the Peer Review notes that the density assumption utilized is 39.5 jobs/ha over the 2016 to 2051 period, which supports the conclusion that supply and demand are in balance. If, for example, the City utilized the 2016 density of 24.3 jobs/ha for the analysis, the designated employment area land supply **capacity would decrease by 19,600 jobs**; which at standard industrial densities could translate into a **need for up to 650 ha of additional employment lands**.

While this example is arithmetically correct, it requires clarification. As explained in the LNA, the density of growth over the 2016 to 2051 period is **not an input**: but rather an output of the analysis based on Provincial policy directions to optimize the existing urban land supply to avoid over-designating future urban lands. It would not necessarily be appropriate, in our view, to apply the 2016 City-wide density to future growth because that figure includes the very large and low-density Bayfront Industrial Area, as well as the AEGD, which are treated separately in the analysis given the potential to distort City-wide averages.

The increase in City-wide employment density is largely the result of expectations for the Airport Employment Area Growth District (AEGD), which is beginning to emerge as a major growth area. The density of the Central Urban and Developing Greenfield areas is set to remain essentially stable (increasing marginally) over the period to 2051 reflecting Provincial policy requirements to make more efficient use of existing employment areas and increase employment density.

Density Clarification

City-wide Employment Area density in 2016 is estimated to be **24.3 jobs/ha**, which is relatively low because it includes the very large and low-density Bayfront Industrial Area and AEGD, which has just begun to accommodate significant amounts modern industrial-type development.

The estimated density of the other Employment Areas is in the range of **35 to 40 jobs/ha**, consistent with other similar municipalities within the metropolitan area.

It is important to clarify that the **density of growth over the 2016 to 2051 period is an output of the analysis** based on *A Place to Grow* directions to optimize the existing urban land supply to avoid over-designating lands for future urban development in Section 2.2.5 1. a)

Section 3: Summary of Peer Review Results

Important Issue Raised on "Policy-based" Approach to the LNA

On a broader methodological note, the Peer Review raises an important issue related to the notion of "Market" versus "Target" or "Policy-based" analytical approaches to the LNA. In particular, the Peer Review notes that the LNA would benefit from additional discussion on market-based trends that would lend support to the shifts envisioned for the various LNA scenarios. More specifically:

- For Community Area land needs, reference is made to 'market-based' trends and 'short-term real estate conditions' and the need to explain how factors such as affordability, demographic trends and infrastructure investment (among others) are expected to support increased DGA density for new areas, or if the increase is "simply just a planning policy shift";
- It is noted that the people and jobs density input is very sensitive, and the density input "can be perceived as subjective" without market consideration; and
- Similarly, it is noted that the Intensification Study would benefit from a discussion of how recent and planned investments in higher order transit is anticipated to support and "rationalize the shift towards higher intensification" under the *Increased Targets* and *Ambitious Density Scenario*. Likewise for Employment Areas, it is noted that additional information on recent development activity and absorption which "supports the increasing Employment Area density trend" would be beneficial.

The Peer Review is correct to note that the LNA should balance market-based trends and Provincial planning policy objectives. However, it is worth reiterating that the general intent of *A Place to Grow* is to **cause a shift away from historic market-based trends** in development towards more intense and compact urban forms. With few exceptions, a substantial shift to denser forms of housing such as row houses and apartments as well as increased employment density must be assumed in order to achieve MCR conformity. It is then to each of the local municipalities – though their planning instruments, infrastructure investment and other tools – to manage growth in a manner that achieves the necessary policy shifts.

Accordingly, the LNA **does not attempt to forecast different 'market-based' trends** for each scenario, but rather the required outcomes of increasingly aggressive intensification and density targets to achieve key City and Provincial planning objectives. Or to put it somewhat more plainly: the LNA is setting the stage for the future policy-based market and not the market of yesterday.

Section 4: Updated Community Area Land Needs

Forecast of Detached Secondary Dwelling Units

Following the adoption of the new zoning regulations to encourage Secondary Dwelling Units (SDU) across the City, additional analysis was undertaken to clarify the approach taken to SDUs in the LNA, in particular detached SDUs such as "Laneway" housing, "Garden Suites" and other stand-alone secondary housing forms.

As an initial point of clarification, the "Accessory Unit" category in the 2020 *Growth Plan* forecasts and 2021 LNA are apartments added to an existing single-detached or semi-detached house (e.g., basement suites) and **do not include detached SDUs** such as Laneway Houses. Detached SDUs are considered single-detached units, as explained in the April 2021 memorandum provided in Attachment 3.

The issue of detached SDUs is not explicitly addressed in the LNA. However, these units were generally anticipated to form part of the ground-related intensification that will need to occur within the Built-up Area to achieve the aggressive policy-based targets in the *Ambitious Density Scenario*. An allowance for detached SDUs was not incorporated into the forecast for the DGA and Rural areas in the LNA.

To address this issue, a forecast of detached SDUs was prepared based on the City of Vancouver experience and recent analyses of the occupancy profile and distribution of secondary units. Overall, the outlook for detached SDUs is anticipated to be relatively limited – **approximately 80 units per year** – and focussed largely within the Built-up Area reflecting the attraction of urban locations for this type of development and limits on their development potential within the DGA.

For the *Ambitious Density Scenario*, the result is that overall land need is reduced by approximately 30 gross (buildable) ha: from a total of **1,340 ha to 1,310 ha** over the period to 2051. The detached SDU forecast is explained in the June 2021 Technical Update Memorandum that is provided in Attachment 4.

Laneway Housing Examples



Smaller – 500 sq.ft



Mid– 1,000 sq.ft



Larger – 1,500 sq.ft

Section 4: Updated Community Area Land Needs

Updates to Unit Distribution Inside the Built-up Area

As described in the LNA, to achieve the *Ambitious Density* Scenario the City will need to accommodate **66,190 units through intensification** – mostly in the form of mid- and high-rise apartment buildings. However, some ground-related housing units are also required: 3,310 Singles/Semis and **9,930 rowhouses**: as shown in Table 5 to the Final LNA Staff Report provided as part of the March 2021 Council package.

Within the Built-up Area, ground-related housing is allocated largely to rows (75% of the total) because a greater proportion of row houses and other multiples tend to be achieved through intensification than Singles or Semis, which mostly take the form of replacements of existing homes. The expectation for both types is for intensification to occur beyond the identified vacant residential land supply:

- For Singles/Semis, the estimated 2021 vacant supply is approximately 900 units. Comparing this supply to growth of 3,310 units indicates a shortage of roughly 2,400 units that will need to occur through intensification, including detached SDUs such as Laneway Houses and Garden Suites; and
- Similarly, for rows the vacant supply is not sufficient. However, the expectation is that additional small-scale development sites will arise over time including: non-residential lots, schools or Place of Worship sites that become available for infill and other current or future surplus public lands not yet known.

Following the March 2021 meeting, City staff have undertaken more detailed analysis in regards to the anticipated breakdown of intensification units (by type) within the Built-up Area as input to future growth and infrastructure modelling exercises. Based on the results, the rowhouse allocation within the Built-up Area has been reduced to better reflect the updated supply potential. The **update affects unit distribution inside the Built-up Area** and shifts the overall City-wide housing mix of growth marginally towards Apartments but does not change DGA land need.

Row House Adjustment

In the March 2021 LNA, a **typical housing mix** of was set for inside the Built-up Area: 80% Apartments and 20% ground-related units (Singles/Semi and Row).

Most of the growth in the ground-related category is allocated to rowhouses, resulting in a **total of 9,930 units** over the planning period to 2051.

A somewhat lower potential has been shown through updated analysis, **roughly 7,600 units** that includes the current vacant land supply, redevelopment sites and a 15% contingency for future infill projects that cannot be identified in advance.

The **rowhouse allocation has been reduced** accordingly, which changes the City-wide mix of growth but does not affect DGA land need.

Section 4: Updated Community Area Land Needs

The "No Urban Boundary Expansion" Scenario

1. Preliminary Modeling Indicates a Shortfall of 59,300 Units

As noted, three main scenarios were prepared in 2020: the *Growth Plan Minimum*, *Increased Targets* and *Ambitious Density* scenarios. The "No Urban Boundary Expansion" (NUBE) Scenario was not modelled at the time but is now being considered as a growth option in accordance with Council direction arising out of the March 2021 GIC meeting. Preliminary modeling of the NUBE Scenario indicates a **shortfall of nearly 60,000 ground-related units** that would need to be 'shifted' into family-sized apartment units in order to achieve the Schedule 3 forecasts, as shown in Table 2 below.

Table 2

Ground-Related Housing Shifts Required by LNA Scenario

LNA Scenario	Intensification Target	Ground-Related Shift to Apts.	Ground-Related Share of Growth
<i>Market Based</i> (Table 4, March 2021 LNA)	n/a	0	75%
<i>Growth Plan Minimum</i> (50% Intensification)	50%	20,730	57%
<i>Increased Targets</i> (50%/55%/60%)	55%	24,800	53%
<i>Ambitious Density</i> (50%/60%/70%)	60%	28,900	50%
<i>No Urban Boundary Expansion</i> (NUBE)	n/a	59,300	22%

Source: Lorus and Associates based on March 2021 LNA report, forecasts and other information from Hemson Consulting Ltd., and City of Hamilton staff, 2021.

A supply-based approach is taken to the analysis that is different than the March 2021 LNA that is based on increasing rates of intensification over time. The result is varying degrees of market shifts required to achieve *A Place to Grow* policy goals: in particular the shift of ground-related forms into apartment units by LNA scenario. Under the approach taken here, the forecast of 'market-based' demand is compared to the total available supply, including both VRLI supply and identified intensification potential, to illustrate the unit shortfalls. The "no expansion" scenario is addressed in more detail in the June 2021 Technical Update memorandum that is provided in Attachment 4.

Section 4: Updated Community Area Land Needs

The "No Urban Boundary Expansion" Scenario

2. Scenario Does Not Meet Provincial Planning Policy Requirements

As discussed at the December 2020 and March 2021 GIC meetings, the NUBE scenario was not modelled in the LNA because it did not meet Provincial planning policy requirements and was not considered to be good planning. We remain of this view for reasons summarized below:

- Since its inception in 2006, the Province growth plan has **consistently envisioned an expanded economic and demographic role** for Hamilton and other priority centres to the west. By virtually any measure, the forecast is for significantly more growth to 2051 relative to the past;
- Population growth will be driven by much higher levels of in-migration with employment growth supported by the City's burgeoning "Creative Industries" sector and a system of large, integrated and competitive Employment Areas. A **higher forecast is not suitable** in the context of long-standing forecast expectations and constraints on the available residential land supply;
- As shown in Table 2, the NUBE scenario results in a significant shortfall of ground-related units that would need to be 'shifted' into apartments. The shift is **not a simple "1 for 1" transfer** but rather an increase in the number of larger family-sized households that must choose to live in apartment units. The provision of new **'family-friendly' apartments remains limited** for most municipalities, including Hamilton;
- Speculation at the urban fringe could lead to poorly planned, incremental expansions into the rural area, which is not good planning. Over time, rather than 'shift' into apartments the **ground-related market would likely migrate** to locations outside of Hamilton in the southwest GGH;
- Such a dispersal would have the effect of **redirecting growth to locations less able to manage** it and cause a regional misalignment of the Schedule 3 forecasts. It would also have the effect of planning for a lower growth forecast in Hamilton, which is **prohibited under the Provincial LNA Method**.
- Current **infrastructure constraints compound these challenges**, in particular the need to upgrade water and wastewater servicing capacity to support near-term intensification in the downtown UGC.

Recent correspondence from the Ministry is provided in Attachment 5 that confirms a no expansion option may not conform to Provincial policy requirements. Of particular concern is the risk of **negative regional impacts on Prime Agricultural areas** in the Outer Ring communities with lower intensification and density targets that would likely receive the additional growth pressure.

Section 5: Implications for Employment Area Land Need

Capacity-based Approach Taken to the Analysis

It is important to clarify that Employment Area land needs are based on a comparison of long-term demand to the capacity of the land supply at the forecast horizon in 2051. This is different than the approach taken to Community Area land needs that is based on the growth increment over the period to 2051.

Taking this approach means that current trends (in and of themselves) and expected absorption rates do not affect the result in terms of land need because the **analysis is based on capacity at the forecast horizon** without regard to intervening events since the forecast was adopted in *A Place to Grow* (2020). It is also important to note that underlying the Employment Area LNA is a **forecast of employment by type**, which has a strong bearing on the conclusions:

- As explained in the LNA, most of the lands required to accommodate the forecast employment in 2051 are for "Employment Land" employment, i.e. jobs primarily in large, modern industrial-type buildings;
- Population-related employment tends to be accommodated in existing locations (such as the Downtown, major retail centres and other nodes) and through the normal course of secondary planning for new residential communities; and
- Major office employment occurs under a unique market dynamic and at extremely high densities, so requires very little urban lands.

For the Major Office Category in particular, the LNA incorporates a more optimistic outlook than past analyses, supported by the City's recent resurgence as a major economic and cultural centre within the Greater Golden Horseshoe (GGH). Because major offices develop at such high densities, overall land need is reduced as more offices are included in the mix. And for Employment Areas in particular, the analysis anticipates a very efficient use of the existing supply in accordance with the economic outlook and Provincial policy directions to increase density.

Office Market Expectations

The Employment Area LNA begins with a forecast of employment by type, which underpins the conclusion that no new lands are required.

The outlook for Major Office employment has a **strong bearing on results** because population-related jobs tend to grow at consistent ratios to population and rural-based employment is set to remain stable over the period.

The outlook for Major Offices is for employment to increase from 15% to 19% of total employment, translating into **nearly 8 million sq. ft. of new space** including new builds and adaptive reuse projects in the downtown.

Should the major office market not perform as well as expected, **additional Employment Area lands may be required** to accommodate the forecast employment growth to 2051.

Section 5: Implications for Employment Area Land Needs

Density Assumptions are in Accordance with Provincial Policy

The employment density assumptions in the LNA are in accordance with *A Place to Grow* Section 2.2.5 that directs municipalities to make more efficient use of existing employment areas and vacant and underutilized lands and to increase employment densities, while ensuring the availability of sufficient land in appropriate locations to accommodate growth. Under this approach, there is no question that the **estimated capacity of existing areas is optimistic**:

- The almost fully developed Central Urban Areas are set to grow in employment whereas the experience of most other communities **tends to be one of stability or decline**. New jobs are added, but others are lost over time due to economic change or conversion to non-employment use;
- Similarly, the density of Developing Greenfield Areas increases overall, with the result that the analysis implicitly incorporates a certain amount of employment intensification in accordance with Provincial policy;
- A specific intensification adjustment is made for the Bayfront area to reflect the **unique potential on the Stelco lands** and continued strong growth at the Port of Hamilton, as discussed in the Phase 1 Bayfront *Market Opportunities Study – A Strategy for Renewal* noted previously.

The density input for the AEGD reflects a pattern of development characterized mainly by large distribution and logistics activities with some new manufacturing, similar to other comparable employment areas along the Highway 401 corridor in Peel and Halton regions. Major Office and Population-related Employment is limited, to reflect City and Provincial policy directions to support the downtown UGC as the centre for commercial and institutional employment. Full development of the land supply is also assumed, which is optimistic from a market perspective.

Similar to the major office market expectations, if these policy-based expectations are not achieved, additional employment area lands could be required.

Bayfront Intensification

As explained in the 2016 Strategy for Renewal, the Bayfront area represents a significant **opportunity for employment intensification**.

The biggest opportunity relates to the **potential on the Stelco lands**. As such, a specific adjustment is made for LNA purposes.

The potential is estimated based on **80% development of the 150 ha Phase 1 lands** previously identified at a density of 37.5 jobs/ha, or approximately 4,500 jobs.

Continued growth at the Port of Hamilton is estimated to result in 2,500 new jobs to 2051, based on maintaining the reported on-site growth rate since 2018.

After accounting for declines in the existing employment base of roughly 2,000 jobs, the outlook is for **5,000 net new jobs to 2051**.

Section 5: Implications for Employment Area Land Needs

City will Need to Monitor Land Supply Going Forward

As discussed previously, the Peer Review suggests that Employment Area land need could be higher if lower density inputs were incorporated into the analysis. For example, at a standard industrial density of 37.5 jobs per net ha and "net to gross" factor of 80%: **a shortage of 19,600 jobs would translate into a need for roughly 650 gross ha.** While we would not necessarily support the use of existing 2016 densities within *A Place to Grow* context, it is nevertheless correct that land needs would be higher under a less optimistic approach to the analysis.

Employment land **conversion also remains a concern**, especially given the direction arising out of the August 4th 2021 GIC meeting to add sites to the list for consideration. Should significant additional conversions be approved, there may be a need to offset this loss by providing additional employment lands to ensure the City's ability to accommodate growth to 2051. Other factors could also shift the current balance into a shortage position, including lower than expected office growth, declines in the density of existing employment areas or delays in the anticipated redevelopment of the Stelco lands, particularly in regards to servicing agreements.

We remain of the view that supply and demand are in balance to 2051 but further conversions or other economic and market factors could change that balance. Accordingly, the City will need to closely monitor the land supply going forward and, if necessary, undertake a re-evaluation at the time of the next MCR. Given the very large potential supply of Employment Area lands, and unlike Community Area lands, there is no need to provide additional supply for current planning purposes.

However, as explained in the LNA, **actions will need to be taken to encourage efficient use of the land base** on both vacant and occupied lands. Employment intensification will need to be actively facilitated, especially in developed central urban employment areas, and higher intensity employment uses must be encouraged in developing greenfield areas. A combination of land use planning permissions and financial and other incentives are required for new users to adopt high quality building standards. This objective will be a particular challenge to achieve in the AEGD, where strong demand is expected for relatively low-density goods movement and logistics facilities.

Attachment 1

Background Reports to the March 2021 LNA

Background Documents to the March 2021 LNA

The March 2021 LNA relies on information from a number of background documents and other City materials. The relevant documents are summarized below.

- *Residential Intensification Market Demand Study*, Lorus and Associates in association with Hemson Consulting Ltd, March 2021
- *Residential Intensification Supply Update*, City of Hamilton, March 2021
- *Existing Designated Greenfield Area Density Analysis*, City of Hamilton, March 2021
- *Employment Land Review*, City of Hamilton, August 2021
- *GRIDS2 Growth Summary 2006 – 2016*, City of Hamilton, August 2017
- *Foreign Direct Investment Economic Development Strategy*, Deloitte, January 2016
- *Residential Land Needs Analysis Technical Working Paper*, Deloitte, November 2016
- *Bayfront Industrial Area: A Strategy for Renewal*, Deloitte, August 2015
- *The Current and Future State of Hamilton's Advanced Manufacturing Sector*, Deloitte, October 2013
- *Employment Area Land Budget Update*, Hemson Consulting Ltd., September 2009 and subsequent updates and revisions undertaken as part of the Ontario Municipal Board (OMB) proceedings for the *Airport Employment Growth District* (AEGD) in 2012 and 2013;
- *Employment Land Conversion Analysis*, Hemson Consulting Ltd., February 2008
- *Comprehensive Employment Study* (CES), Hemson Consulting Ltd., 2008 and associated Peer Review prepared by Metropolitan Knowledge International (MKI), September 2007

In addition to the background documents above, the LNA makes use of information provided by:

- The *Vacant Urban Residential Land Inventory* (VRLI) that provides information on the supply of vacant land for residential development within the urban area by community, structure type and development status
- The *Employment Area Inventory* that provides a parcel-by-parcel listing of land supply in the Business Park and Industrial Areas, including site size, location and servicing status
- The *Annual Employment Survey* (2016-2019) that documents business growth by sector and key trends in the nature and location of employment and land use across the City

Attachment 2

Watson Peer Review Report



City of Hamilton
Land Needs Assessment
Peer Review

City of Hamilton

Final Report

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List of Acronyms and Abbreviations

BUA	Built-up Area
DGA	Designated Greenfield Area
GGH	Greater Golden Horseshoe
LNA	Land Needs Assessment

Chapter 1

Introduction

1. Introduction

1.1 Terms of Reference

Watson & Associates Economists Ltd. (Watson) was retained in July 2021 by the City of Hamilton to undertake a Peer Review of the following reports prepared by Lorus & Associates:

- City of Hamilton Land Needs Assessment to 2051 Technical Working Paper – Summary of Results, March 2021; and
- City of Hamilton Residential Intensification Market Demand Analysis, March 2021.

The first document listed above focuses on the City’s urban land needs, while the second document listed provides further information regarding market demand for residential intensification within the City of Hamilton. These documents are hereinafter referred to as the “City’s LNA Documents” when referred to collectively.

Upon our review of the City’s LNA documents, Watson prepared a list of questions and comments that were discussed with Lorus & Associates on August 5, 2021.

Subsequent to this meeting Lorus & Associates provided supplemental background information to Watson. The supplemental background information was also reviewed by Watson, in addition to the City’s LNA Documents referenced above.

1.2 Scope of Peer Review

This peer review includes an assessment of the overall study approach and application of the requirements by component of the Provincial Land Needs Assessment (LNA) Methodology for the Greater Golden Horseshoe (GGH), 2020, hereafter referred to as the Provincial LNA Methodology.¹ The Provincial LNA methodology requires a series of inputs and analyses for each component. Each of these inputs should be tested to validate assumptions and their sensitivity within the framework of the Provincial LNA Methodology, which emphasizes providing a market-based supply of housing while conforming to the Growth Plan for the Greater Golden Horseshoe (GGH), 2020,

¹ A Place to Grow: Growth Plan for the Greater Golden Horseshoe. Land Needs Assessment Methodology for the Greater Golden Horseshoe (GGH), 2020. Ontario.

hereafter, referred to as the Growth Plan.² Watson has reviewed the data and analysis provided in the City's LNA documents to confirm if the assumptions and analysis logically support the conclusions regarding the City's long-term Land Need Scenarios, including: 1) Growth Plan Minimum, 2) Increased Targets and 3) Ambitious Density. Further, our peer review identifies potential gaps that the City's consulting team should potentially explore to strengthen the City's LNA analysis and conclusions.

Based on the aforementioned, our review of the City's LNA Documents includes the following:

- A high-level examination of the methodology adopted in the City's LNA Documents, including underlying assumptions and overall empirical design;
- A review of key inputs and supporting analysis related to required Growth Plan targets, including: percentage housing intensification, Designated Greenfield Area (DGA) density, and Employment Area density;
- An examination of the overall conclusions provided in the City's LNA documents; and
- Recommendations to strengthen the City's LNA Documents.
- It is important to note that as part of our review, Watson has not undertaken comprehensive original research or data compilation related to the City's LNA.

² A Place to Grow: Growth Plan for Greater Golden Horseshoe (GGH). Office Consolidation, 2020. Ontario.

Chapter 2

Summary of Key Findings

2. Summary of Key Findings

In accordance with the findings of our review, it is our opinion that the overall approach and methodology utilized in the City's LNA Documents prepared by Lorus & Associates is generally an appropriate application of the Growth Plan and the Provincial LNA Methodology. Notwithstanding, we have identified key areas of the LNA documents that would benefit from further clarification and additional supporting analysis, which are discussed below.

2.1 Review of Land Needs Assessment Scenarios

Three scenarios are contemplated in the City's LNA Documents, including:

- 1) Growth Plan Minimum: 50% intensification, Community Area density of 65 people and jobs/ha in new greenfield areas.
 - 2) Increase Target: 50% Intensification to 2031, 55% to 2041, 60% to 2051 and Community Area density of 75 people and jobs/ha on new greenfield lands.
 - 3) Ambitious Target: 50% Intensification to 2031, 60% to 2041, 70% to 2051, Community Area density of 77 people and jobs/ha on new greenfield lands.
- While not specifically noted in the City's LNA Documents, it is our understanding that that the Ambitious Density Scenario had been selected by staff as the preferred scenario. This scenario is premised on the following:
 - A transitional housing intensification target starting at 50% of total City-wide housing growth to 2031, followed by 60% to 2041 and 70% to 2051;
 - 60 people and jobs per ha in the existing designated area of the DGA;
 - Community Area density of 77 people and jobs/ha on new DGA expansion lands;
 - Community Area land need of 1,340 gross ha; and
 - A small surplus (60 net ha) of Employment Area land to 2051.
 - All scenarios adopt the Growth Plan, Schedule 3 population and housing forecasts to 2051 for the City of Hamilton.

- The housing forecast by structure type utilized for the Growth Plan Minimum Scenario has been derived from a report, entitled, "Technical Report: Greater Golden Horseshoe Forecast to 2051", hereafter referred to as the Technical Report to the Growth Plan.³
- All scenarios assume the same density assumptions for Employment Areas.

As further background to the City's LNA Documents, a memorandum prepared by Lorus & Associates, entitled, "City of Hamilton Land Needs Assessment (LNA) Technical Update", prepared as of July 31, 2021, was reviewed as part of our review. This memo provides the following supplemental information with respect to the City's LNA Documents and the corresponding long-term Land Need Scenarios:

- An illustrative Current Trends scenario was prepared to show the results of a lower intensification target (40% of new units). It was noted that this scenario is not considered suitable given the potential for Hamilton to shift the pattern of development towards denser urban forms.
- It was noted that a "No Urban Expansion Option" was not modelled, as such an option does not meet Provincial planning policy requirements and is not considered good planning. It was suggested that a No Urban Expansion Option would result in the City not meeting its Schedule 3 minimum forecasts, as growth would be directed elsewhere.
- The density assumption under the Ambitious Density scenario, for new greenfield housing is very high: on average 35 units per net ha for single and semi-detached units and 70 units per net ha for row houses. It is further noted, while there may be some site-specific examples of such units at higher densities, on a community-wide basis the Ambitious Density Scenario represent an extremely compact urban form.
- The Ambitious Density Scenario is not a pure "market-based" approach to the LNA, but rather embodies deliberate policy intervention to optimize the use of the existing urban land supply and avoid over-designating land for future urban

³ Greater Golden Horseshoe: Growth Forecast to 2051, August 26, 2020. Technical Report. Hemson Consulting Ltd.

development while still planning to achieve the Schedule 3 Growth Plan forecasts. Given the level of policy intervention involved, the Ambitious Density Scenario requires careful monitoring and reporting on progress to ensure a balanced supply of housing types to 2051, in accordance with the mandated LNA method.

Comments:

- It should be noted that the Growth Plan minimum for the City of Hamilton is 50% residential intensification and an average of 50 people and jobs/ha across the entire DGA, as per Growth Plan, policy 2.2.7.2. It is recommended that the description of the Growth Plan Minimum Land Needs Scenario should be modified accordingly to avoid confusion.
- As summarized in Table 19 of the City of Hamilton LNA to 2051 Technical Working Paper, we understand that the average density subject to policy 2.2.7.3 under the Ambitious Density Scenario is 60 people and jobs/ha with a higher density of 77 people and jobs assumed for Community Area expansion lands. The descriptions of the Land Needs Scenarios should include metrics on average people and jobs density over the entire DGA including both occupied and vacant lands. As per Growth Plan policy 2.2.7.3: “the minimum density target will be measured over the entire designated greenfield area.”
- All three Land Needs Scenarios assume 60 people and jobs/ha for DGA lands currently designated within the City of Hamilton. The Land Needs Scenarios apply different densities for the urban lands to be brought into the settlement areas, but do not alter the average density on existing DGA lands. It would benefit the reader if this assumption was more clearly explained in Section 1 of the City of Hamilton LNA to 2051 Technical Working Paper when the Land Needs Scenarios are first introduced. It would also be helpful to understand the impact of the adjusted densities related to the settlement boundary expansion lands on the total DGA density (existing plus future lands) under each Land Need Scenario. It is important that this distinction is made in the City’s LNA documents when addressing DGA density variation between the three Land Needs Scenarios.

- The City's LNA Documents would benefit from additional background analysis which describes existing conditions regarding average DGA density. It is unclear how much average DGA levels are expected to rise relative to existing conditions, and what the near-term real estate conditions are to support such a rise in average DGA density. It is recommended that DGA lands within registered unbuilt, drafted approved, proposed development applications, and lands with no development applications are identified and categorized. This would help to determine how much average the density on DGA lands in active plans are likely to increase relative to existing conditions, and what weight this represents when considering the City's total DGA land supply. It is recommended that further information is provided regarding the housing supply assumptions in Table 9 of the City of Hamilton LNA to 2051 Technical Working Paper by development approval status.
- Further context should be provided to explain why a higher DGA density (and/or a shift with a greater share of high-density) is assumed for the new Community Area lands (those in the whitebelt to be brought into the settlement areas) versus the existing DGA under each Land Needs Scenario. This should include a discussion which addresses if this proposed shift reflects anticipated market trends influenced by housing affordability, major infrastructure investment (i.e. high-order transit), demographics and planning policy, or simply just a planning policy shift. Further, it would be beneficial to discuss how a higher density assumption in the DGA would not undermine efforts to direct high density development in the BUA.

2.2 Review of City of Hamilton LNA Components – Community Area

2.2.1 Component 1 – Population Forecast

This LNA component requires that municipalities review the 2051 population forecast contained in the Growth Plan Schedule 3. It is important to note that the growth forecasts in Schedule 3 of the Growth Plan are considered minimums and municipalities may prepare alternative forecast scenarios that are higher, provided that such forecasts provide a range of housing options as well as providing additional labour opportunities for the GGH labour market.

Comments:

- Section 2 of the City of Hamilton LNA to 2051 Technical Working Paper provides a brief explanation to support the utilization of the Growth Plan Schedule 3 forecast - the minimum growth forecast. It is noted in the City's LNA documents that the forecast to 2051 is a significant amount of growth relative to the past: twice as much over the next 20 years than the last 20 years.⁴ It is further noted that the long-term growth outlook for Hamilton is positive and that this is consistent with the expectation of the Ministry of Finance Ontario's Long-Term Report on the Economy (2017).
- It is recommended that the City consider adding more context regarding the magnitude of growth anticipated to 2051, such as:
 - historical versus forecast annual City-wide population and employment growth rates;
 - a review of the City's share of historical/forecast population and employment growth for the City of Hamilton relative to the remaining GTA; and
 - the amount of forecast net migration required to achieve the minimum forecast relative to historical trends.
- Building on the above analysis, a statement should be provided that explains why that a higher growth forecast is not appropriate for the City of Hamilton.

2.2.2 Component 2 – Housing Need by Structure Type

This LNA component requires that GGH municipalities demonstrate that the housing forecast allows for sufficient choice to meet market demand and the projected needs of current and future residents. Further, an analysis of housing by structure type is required based on a forecast of age-specific housing propensity by type.

Comments:

⁴ City of Hamilton Land Needs Assessment to 2051 Technical Working Paper, p.10.

- Watson has reviewed the housing forecasts by structure type generated in the City's LNA Documents to assess whether the forecasts are supported by the analysis in the City's LNA Documents regarding future market-based trends. Ultimately, the City's analysis must demonstrate that the housing forecast which supports the preferred Land Needs Scenario offers a suitable range of housing choice reflecting anticipated demographic trends (i.e. trends in population age structure) and socio-economic trends (i.e. housing affordability) as well as lifestyle and other factors.
- As previously discussed, the City of Hamilton LNA to 2051 Technical Working Paper, places considerable emphasis on the Technical Report to the Growth Plan, as the baseline for its "Current Trends" forecast, with some modifications for accessory units.
- The City's LNA Document would benefit from additional analysis which describes recent trends in housing by structure across the City. Page 22 of the City of Hamilton LNA Technical Working Paper describes the required shift from the "Current Trends", to achieve the "Policy-Based" outcome. While it is implied in the City's LNA Documents it should be explicitly stated that a key objective of the City's LNA is to balance "future market-based" trends and Provincial policy over the 2021 to 2051 planning horizon, not simply shift "Current Trends" as a result of required planning policy objectives. As a starting point, the City of Hamilton LNA to 2051 Technical Working Paper would benefit by comparing the "Current Trends" housing forecast over 2016 to 2021 period with actual residential building permit activity (for new dwellings) or residential completion data between 2016 to 2020 for the City of Hamilton. The review would help show that "Current Trends" have already shifted further towards high-density housing over the past few years relative to the base analysis relied on using the Technical Report to the Growth Plan (a high-level review of recent housing trend has been prepared by Watson and is summarized in Appendix A). Further analysis could then be provided regarding the housing mix associated within active development applications to indicate were near-term trends in housing by structure type appear to be heading over the next decade.
- Ultimately, the housing mix and housing intensification target associated with the preferred Land Needs Scenario should strike a balance between delivering a future housing supply which reflects an appropriate shift in housing by structure

type reflective of anticipated market trends and required policy objectives. Without the background information suggested above, it is difficult to fully assess the reasonableness of the housing forecast by structure type associated with each of the Land Needs Scenarios.

2.2.3 Component 3 – Housing Allocations by Policy Area

This component requires an allocation of housing by type and by policy area, including DGA, built-up area (BUA) and Rural Area with consideration of servicing, affordability, market demand and urban structure.

Comments:

- Watson has reviewed the allocations between BUA and DGA to ensure that the City has allocated housing demand to support market choice of housing and policy direction. We have no significant concerns regarding the allocation of growth by policy area under the Growth Plan Minimum and Increased Target Land Needs Scenarios. Notwithstanding, the City of Hamilton Residential Intensification Analysis Market Demand Analysis report would benefit by providing more detail to demonstrate the composition of housing development within the BUA since 2006 by structure type. This would help illustrate the amount and percentage of “true” intensification as opposed to greenfield lands captured within the BUA which have since developed during the post-2006 period.
- The City of Hamilton Residential Intensification Analysis Market Demand Analysis Report would also benefit by providing additional commentary which supports how recent and planning high-order transit infrastructure investment is anticipated to support the planned shift towards higher housing intensification as set out in the Increased Target and Ambitious Land Needs Scenario. Recent experiences in Hamilton, as well as across other GTA municipalities, such as York and Peel Region, associated with major infrastructure investments and the corresponding market strength for housing intensification would help to rationalize the forecast shift proposed in the intensification forecast under the Increased Target and Ambitious Land Needs Scenario.
- While not a requirement of the Provincial LNA methodology, an allocation of the preferred Land Needs Scenario by urban settlement (e.g., Ancaster, Dundas,

Hamilton, etc.) would further illustrate local influences which are anticipated to inform key targets related to residential density intensification as well as Community Area and Employment Area density. The analysis at this geographic level is important in understanding potential imbalances of supply and demand across the municipality, as well as infrastructure phasing. It would also assist in developing planning policies and other planning/financial tools where larger gaps may exist between market demand and long-term policy objectives.

2.2.4 Component 4 – Housing Supply

This LNA component requires an extensive analysis of housing supply opportunities and available land to accommodate anticipated housing. A key task of this component is an intensification supply analysis that supports the intensification target, as informed by anticipated real estate market trends, as well as policy objectives of the Growth Plan (e.g., building complete communities and supporting transit).

Comments:

- Watson has reviewed the housing supply summarized in the City's LNA Documents. As previously discussed, it is recommended that the City consider providing supplementary information on the housing supply by structure type by status, e.g., draft approved, registered unbuilt and remaining vacant lands. This information would provide insights regarding the housing supply by structure type anticipated in the short and medium-term. Further, a commentary should be provided whether the City can accommodate Provincial Policy Statement (PPS), 2020, policy 1.4.1 (a) and (b):

“...maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and

maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.”

2.2.5 Component 5 – Community Area Jobs

This LNA component requires that municipalities review opportunities to accommodate employment within the Community Area, as part of the Employment Analysis. This analysis is required for the people and jobs density target and ultimately the Community Area land needs analysis. Further, understanding the amount of non-residential growth within the Community Area is important when planning for complete Community Areas and ensuring an adequate mix of designated lands (e.g., commercial, residential and institutional).

Comments:

- It is noted on Table 17, page 33 of the City of Hamilton LNA to 2051 Technical Working Paper that a ratio of 1 job for every 8 residents is applied in Community Areas, however, this contradicts with the commentary on page 42 of the same report, which notes 1 Community Area job for every 4 residents. Perhaps the difference has to do with a different ratio assumed for the DGA versus the City-wide total, however this is unclear and should be explained.

2.2.6 Component 6 – Need for Additional Community Area Land

This LNA component requires the calculation of land demand in the DGA in accordance with the Growth Plan policy 2.2.7.3. The City's total DGA land supply, which was previously discussed in Component 4, is then compared against forecast total DGA land demand to arrive at a Community Area land need by 2051.

The Provincial LNA Methodology allows municipalities to explore adjustments to the LNA analysis, where necessary, such as provisions to account for housing vacancy rates and land vacancy (i.e. lands which are not anticipated for sale or development over the long-term planning horizon), as well as exclusions for lands that may not be developed over the planning horizon due to additional infrastructure requirements which consume land but do not generate a local population or employment yield (e.g. transit stations, highways). These adjustments are to be used, where necessary, to ensure that the municipalities plan for a range of market choice of housing.

Comments:

- The people and jobs density input is very sensitive. Without adequate supporting analysis, the density input can be perceived as subjective without market consideration. As previously discussed, the Hamilton LNA would benefit from a more fulsome discussion on DGA density metrics, including:
 - What is the current DGA density and associated housing mix on developed lands as of today?
 - What is the potential DGA density on lands that have been approved and draft approved for development?
 - How does a higher DGA density support a wider range of housing options and address housing affordability?
 - How does population-related employment impact the people and jobs density?

2.3 Review of City of Hamilton LNA Components – Employment Area

2.3.1 Components 1 and 2 – Employment Forecasts and Allocations

Consistent with the approach to forecast population, the Provincial LNA Methodology requires municipalities to review Schedule 3 of the Growth Plan and assess whether a higher forecast is required for employment. Further, municipalities are required to understand their current employment base and future employment opportunities by type (Employment Lands Employment, Population-Related Employment and Rural Employment) and location (Employment Area, Community Area and Rural Area). A key emphasis in the Provincial LNA Methodology is an understanding of how macro economic trends and regional drivers are anticipated to influence the amount, type and location of employment growth.

Comments:

Watson has reviewed the employment analysis prepared as part of the Hamilton LNA, including consideration of key disruptive forces and labour market trends. The City's

LNA documents provide an adequate discussion of current employment disruptors and labour market trends, however, no discussion is provided on recent local employment trends since 2016. It would be beneficial to include a commentary and any supporting analysis on development trends in established Employment Areas across the City. Most notably, how much and what type of development activity has occurred across the City's Employment Areas in recent years (i.e. past five to ten years).

Based on our discussion with Lorus & Associates, it is our understanding that the port lands in Hamilton have experienced strong growth over the past few years. The City of Hamilton Residential Intensification Market Demand Analysis document provides a brief discussion of the redevelopment potential of the port lands. It would benefit the City of Hamilton Land Needs Assessment to 2051 Technical Working Paper if additional background discussion of the port lands was included to support whether the Stelco lands are likely to develop at this density from a market perspective.

2.3.2 Components 3 and 4 – Employment Supply and Additional Land Required

Ensuring an adequate supply of designated lands for employment growth is critical for the long-term prosperity of the City of Hamilton. The Employment Area land supply is an important component of the LNA and should include insights on the characteristics of the land supply and its alignment with demand.

Comments:

Watson has reviewed the Employment Land Needs analysis provided in the City of Hamilton LNA to 2051 Technical Working Paper. The conclusions of the Employment Area LNA is that there is a surplus of 60 net ha by 2051. It is important to recognize that the Employment Area density assumption is a very sensitive input. The Employment Area density assumption utilized is 39.5 jobs over the 2016 to 2051 period. If the City utilized its Employment Area density as of 2016 of 24.3 jobs/ha, the City Employment Area capacity would decrease by approximately 19,600 employees.⁵

The City's Employment Area LNA uses 2016 as base year. It is recommended that the City consider providing more supporting analysis regarding the density assumption utilized and why the density is assumed to be considerably higher than what was

⁵ Based on vacant employment land supply of 1,290 ha.

observed as of 2016. This could include a sample analysis of recent development that has occurred on employment lands in recent years which supports the increasing Employment Area density trend.

The Provincial LNA Methodology document stresses that municipalities are to review the Employment Area land supply to ensure sufficient quantity to meet the overall employment demand and that they include lands that meet the attributes that are important to businesses. As part of this analysis, municipalities are required to consider the following in addition to the quantum of land needed to support employment growth:

- Servicing (either existing or near-term potential);
- Visibility, access to highways, proximity to other major goods movement facilities and corridors;
- A range and size of available sites to meet market choice, including:
 - vacancy factors to account for lands that may not develop to the Plan horizon;
 - a sufficient supply of large parcels to accommodate extensive uses; and
 - strategic investment sites to attract investment that may otherwise choose to locate outside of Ontario;
- Proximity to sensitive uses; and
- Other factors that reflect the changing need of businesses.⁶

It is our opinion that more is needed to explain how the City's Employment Area land supply is sufficient to accommodate employment growth over the short and long-term planning horizon. This should include a more detailed description of the supply characteristics of the City's Employment Areas, such as size of vacant parcels, serviced versus serviceable lands and potential servicing constraints that may influence the rate of land absorption in Employment Areas over the planning horizon.

⁶Provincial Land Needs Assessment Methodology for the Greater Golden Horseshoe (2020) document, p. 18.

In addition, City's LNA document would be strengthened by providing more background information to support the intensification assumptions regarding the Stelco redevelopment site. The potential of 5,000 jobs is very significant and warrants a discussion of the types of uses anticipated.

Chapter 3

Conclusions

3. Conclusions

As previously discussed, it is our opinion that the approach and methodology utilized in the City's LNA Documents prepared by Lorus & Associates is generally an appropriate application of the Growth Plan and the Provincial LNA Methodology. Notwithstanding, we have identified key areas of the City's LNA documents that would benefit from further clarification and additional supporting analysis, including:

- Greater details to demonstrate the composition of housing development within the BUA since 2006 by structure type. This would help illustrate the amount and percentage of "true" intensification relative to greenfield lands captured within the BUA, which have since developed during the post-2006 period;
- A summary of existing DGA density, density trends in active plans within the DGA and the change in the overall DGA density under each of the Land Needs Scenarios;
- Further characteristics of the Employment Area land supply to support businesses, attract investment accommodate employment growth over the long-term; and
- Justification of the Employment Area land density assumption.

Appendix

Appendix A: City of Hamilton Recent Housing Mix Trends

Figures A-1a and A-1b summarize recent residential building permit activity by housing structure type within the City of Hamilton between 2016 and 2020. As summarized, the housing unit mix has comprised 29% singles/semi-detached, 36% townhouses and 35% apartments. Apartments units have averaged 849 units annually within the City of Hamilton between 2016 and 2020.

Figure A-1a
 City of Hamilton
 Residential Building Permit Activity,
 2016 to 2020

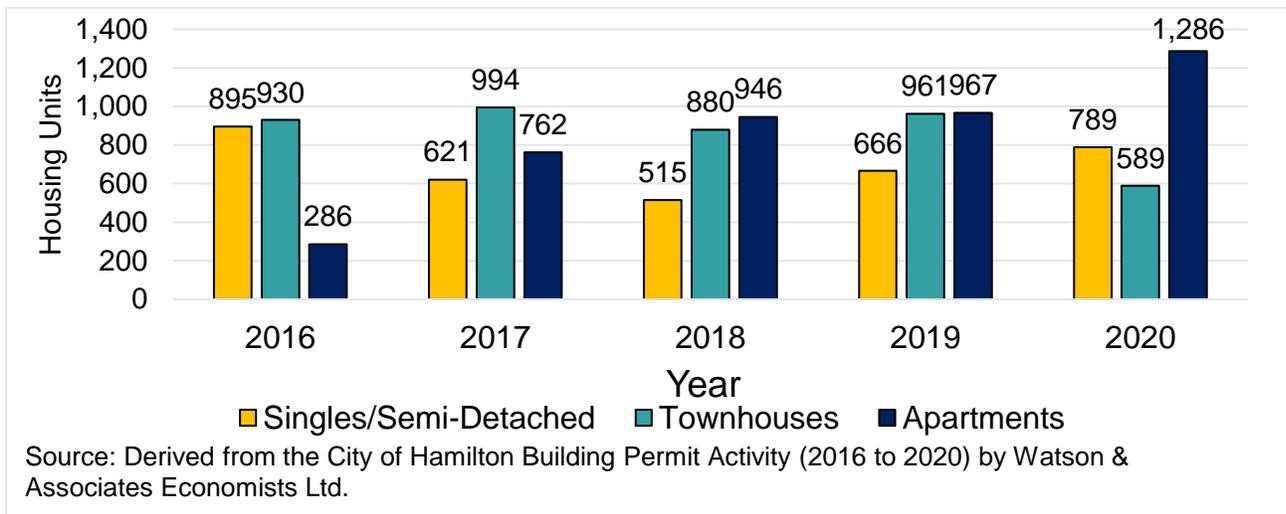


Figure A-1b
 City of Hamilton
 Residential Building Permit Activity,
 2016 to 2020

	Singles/Semi-Detached	Townhouses	Apartments	Total
2016 to 2020	3,486	4,354	4,247	12,087
Share (%)	29%	36%	35%	100%
Annual	697	871	849	2,417

Source: Derived from the City of Hamilton Building Permit Activity (2016 to 2020) by Watson & Associates Economists Ltd.

Figure A-2 summarizes the estimated housing growth between 2016 to 2021 as reported in the City of Hamilton Residential Intensification Market Demand Analysis. This estimate, which is also consistent with the Technical Report to the Growth Plan, was used to update the City’s housing base by structure type to 2021 from the most recent 2016 Statistics Canada Census.⁷ It is noted that the City of Hamilton Residential Intensification Market Demand Analysis estimates a significantly lower share of housing growth in apartments between 2016 and 2021 (320 units annually or 15% of total housing compared to 849 units annually, or 35% of total residential building permits) as summarized in Figure A-1). While it is recognized that long-term trends may not be indicative of recent trends over the past five years, its important to highlight that the City of Hamilton has experienced a greater shift towards higher housing density over the past five years than estimated in the City of Hamilton Residential Intensification Market Demand Analysis report.

Figure A-2
 City of Hamilton
 City of Hamilton Residential Intensification Market Demand Analysis (March 2021)
 Residential Unit Growth, 2016 to 2021

	Singles/Semi-Detached	Townhouses	Accessory Apartments	Apartments	Total
2016 to 2021	4,100	4,500	700	1,600	10,900
Share (%)	38%	41%	6%	15%	100%
Annual	820	900	140	320	2,180

Source: Derived from City of Hamilton Residential Intensification Market Demand Analysis March 2021 reported by Lorious Consulting. Forecasting by Hemson Consulting Ltd.

⁷ Greater Golden Horseshoe: Growth Forecast to 2051, August 26, 2020. Technical Report. Hemson Consulting Ltd.

Attachment 3

April 2021 LNA and Detached SDU Clarification Memorandum

Memorandum

Date:	April 15, 2021
To:	Joanne Hickey-Evans, Manager Steve Robichaud, Chief Planner and Director of Planning Heather Travis, Senior Project Manager, Growth Management Strategy Policy Planning & Zoning By-Law Reform Section, Planning Division
Cc:	Russell Mathew, Hemson Consulting Ltd.
From:	Antony Lorius
Subject:	City of Hamilton Land Needs Assessment (LNA) and Secondary Dwelling Units (SDU) to 2051

Purpose

The purpose of this memorandum is to address questions raised about the treatment of Secondary Dwelling Units (SDU) in the (LNA) to 2051. Of particular interest is the role that detached SDUs will play in accommodating growth including: “Laneway Houses”, “Garden Suites”, “Coach Houses”, “Carriage Houses” and other stand-alone secondary housing forms.

Introduction and Background

The LNA results and staff recommendations were presented to the General Issues Committee (GIC) on March 29th, 2021. Following the March 29th meeting, the City has received a number of questions and other community feedback on the LNA, especially SDUs. Of particular in interest is the treatment of detached SDUs as note above. Three broad issues have been raised:

1. The definition and classification of housing, by type, in the LNA generally;
2. The role that detached SDUs, particular, are expected to play in accommodating forecast growth in Hamilton over the period to 2051; and
3. The large potential supply for SDUs in the City’s “Built-up Area” that is likely to be created by the proposed new Zoning regulations that would create such a large theoretical supply of new detached units that no urban expansion is required to 2051.

These issues are addressed in turn in the sections that follow beginning with relevant definitions and classifications.

1. Definitions and Classifications

The Forecast of Housing by Type

Some questions have been raised regarding the definition of housing by structure type in the *Growth Plan* and the LNA. For clarification: the housing forecasts associated with the *Growth Plan* population forecasts are **based on the physical form of housing**, as defined by Statistics Canada. The nine detailed Statistics Canada categories are aggregated into the four main housing structure types used for land use planning: single-detached, semi-detached, rowhouse and apartment units:

- **Single, semi-detached and rowhouse units** generally follow the common usage definition but with no ‘stacking’. Stacked townhouses are counted by the Census as “apartments in a building that has fewer than five storeys”. An “apartment or flat in a duplex” is defined as “one of two dwellings located one above the other.” In southern Ontario, duplexes are virtually all a single or semi-detached house divided into an upper and a lower unit or a house with an added basement suite. These are counted as two duplex units.
- Also included in the single-detached category are a small number of “mobile homes” and “other movable dwellings.” A very small number of “other single-attached” are units that are a house attached to another building, such as a place of worship, a commercial or industrial building or an apartment building. Single detached, semi-detached and rowhouse units are often collectively referred to as “Ground-Related” housing.
- Most references to **apartment units** are all other units, including typical mid- and high-rise buildings and Duplex units, which are strictly defined as two units in what would otherwise be a single or semi-detached house.

Any other ground-related form with an added accessory unit is counted by Statistics Canada as an “Apartment in a building that has fewer than five storeys” – a miscellaneous category that also includes walk-up apartments, units in commercial buildings, stacked townhouses, row forms divided into two or more units and single-detached or semi-detached units divided into three or more units (‘Triplexes’, Four/Quadplexes and beyond).

Definition of “Accessory Units”

For the preparation of the 2020 forecasts, it was recognized that the Census definition of Duplex units was a poor descriptor of how these units were treated from a planning and land needs perspective. To address the matter, the Census definition of housing types is restated to better account for the creation of accessory units within existing single-detached units.

The Accessory Units category represents units within existing single and semi-detached housing forms; and **mainly basement units**, which have historically been most of this type of housing. Most of the rest are older Victorian two- or three-storey homes divided into a lower (main floor/basement) and upper (2nd/3rd floor) suites. The construction of new, purpose built two-unit dwellings (i.e., Duplexes) is extremely rare. The Accessory Unit category **does not include detached SDUs**. Detached SDUs are entirely separate from the main house on the property, so would be counted in the Census as a second single detached unit on the property.

It is also important to note that a standardized approach to preparing the housing forecast was taken in the 2020 Hemson report. Some refinements were made to the forecasts used in the LNA following the release of the Hemson report, based on more detailed housing market analysis for the City of Hamilton. These and other related technical matters are addressed in more detail in *Appendix G: Response to Technical Comments on the LNA methodology* to the *Final Land Needs Assessment Staff Report*, that was presented at the March 29th, 2021 General Issues Committee:

Categorization of Detached SDUs

Detached SDUs are a specific form of accessory units that are typically located within the rear yard of an existing home that may or may not have laneway access. The detached SDU itself is ‘accessory’ meaning subordinate in scale – i.e., smaller in comparison – to the main dwelling unit. They are almost always rented and not intended to be severed from the main lot.

Detached SDU forms include Laneway Housing, Garden Suites, Backyard Suites, Coach Houses, Carriage Houses and other stand-alone secondary forms. However, most of the new units are laneway houses in Vancouver and Toronto that range between 600 to 1,500 sq.ft. in size. Illustrative examples of new builds in the City of Toronto are shown below.



Since detached SDUs are physically separate from the main dwelling they are **considered to be single detached dwellings** for the purposes of the growth forecasts and LNA to 2051, in accordance with Census definitions by structural dwelling type. However, while detached SDUs may be built physically as a detached unit (similar to greenfield housing) they play a different role in accommodating growth in terms of the types of households choosing to live in them.

2. The Role of Detached SDUs in Accommodating Growth

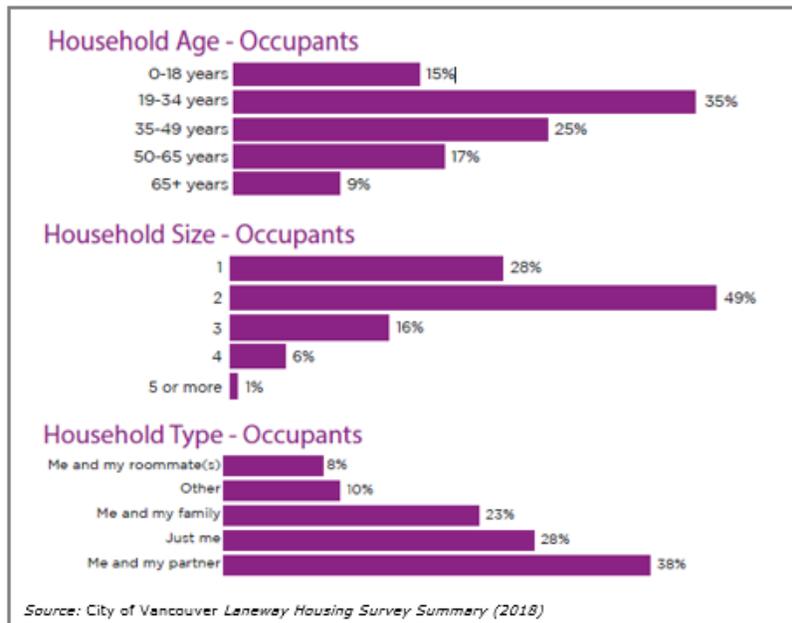
Detached accessory units will play an important role in accommodating the City’s housing needs over the period to 2051. There are many well-documented benefits, especially as part of the “Missing Middle”¹ housing market discussion and the need to address affordability challenges. To date, most new detached SDUs are laneway houses occupied by younger single and two-person households rather than families with children. The total number of units built also tends to be relatively low – in the City of Vancouver, for example, roughly 400 units per year.

¹ The Missing Middle refers to the range of housing types between traditional single-detached homes and high-rise apartments that have gone ‘missing’ from many large cities, including the City of Hamilton.

Occupancy Profile

Part of the community feedback received on the LNA results included reference to the experience of Vancouver’s Laneway House (LWH) Program, which began in 2010 and is now widely considered to be a success story. A strategic review of the program was undertaken in 2018, including a survey of LWH owners and occupants to collect information on laneway house features including who is living in them, and what they’re like as homes².

According to the survey, most of the households that are choosing to live in a laneway house are younger single or two-person households. Virtually all of the units are rented. Less than 25% of households reported as families with three or more people, as illustrated below.



The survey suggests that this occupancy profile is driven by the **generally smaller unit size**. Many of the laneway house occupants reported that more and better-configured space would make living in their unit better, especially more family and storage space.

This preference was also reflected in the top reasons driving the decision to move out of the unit, which also relate to the need for more space and a general preference to live in a larger home. Conversely, locational choice was the key attraction: with respondents reporting that the laneway house gave them an option to live close to work or school and transit, as well as the opportunity to live in a detached housing form in a particular neighbourhood in the city.

² City of Vancouver Laneway Housing Survey Summary (2018) prepared as part of the *Housing Vancouver Strategy 2018-2027* and *3-Year Action Plan 2018-2020*

The Growth Outlook

The outlook for detached SDUs in Hamilton is likely positive. To provide an indication of overall unit potential, in the City of Vancouver approximately 420 laneway housing units have been completed annually since 2010. It is understood that the City of Toronto is currently building approximately 100 units per year and is expected to catch up to Vancouver quickly.

City of Vancouver Laneway Housing Buiding Activity					
Building Permits Issued 2010-January 2021					
Year	<i>Laneway Dwellings</i>		\$ Value	\$ Per Unit	
	Permits	Units			
2021	19	19	\$3,858,743	\$203,092	
2020	384	384	\$74,346,119	\$193,610	
2019	470	470	\$90,744,031	\$193,072	
2018	734	734	\$143,733,479	\$195,822	
2017	589	589	\$112,048,474	\$190,235	
2016	500	500	\$91,758,618	\$183,517	
2015	523	523	\$92,818,870	\$177,474	
2014	377	377	\$60,116,337	\$159,460	
2013	352	352	\$51,696,739	\$146,866	
2012	354	354	\$43,349,376	\$122,456	
2011	232	232	\$28,038,904	\$120,857	
2010	192	192	\$19,004,019	\$98,979	
Average Annual Permits		426			

Source: City of Vancouver Statistics on Construction Activity, 2021.

In terms of overall unit production, it is unlikely that the City of Hamilton will achieve these levels of development activity for detached SDUs, including laneway housing. Both the City of Toronto and Vancouver are larger, much more expensive and offer a different economic context for detached accessory units compared to Hamilton. The number of such new units that will be completed annually in the City of Hamilton remains to be seen.

A pattern of escalating cost per unit is also shown.³ The typical cost of a new Laneway Housing unit today in Toronto typically ranges between \$400,000 to \$500,000 including the cost of construction, developer mark-up and profit, municipal fees, taxes and other charges.⁴ Notwithstanding local variations in cost, a new Laneway House typically requires a significant up-front investment and financial commitment from existing homeowners.

³ The reported value of building permits tends to be understated because it is typically based on the estimated value of construction only, not including other charges or fees. Moreover, in most cases building permit fees are based on this estimated amount which tends to result in a further to under-estimation of project values.

⁴ Cost range is illustrative. Of course, there is wide range of actual Laneway Housing cost depending on the specific project and local market conditions and there will be some projects that fall outside this range. Recent experience from the City of Toronto and Vancouver suggests that most new Laneway Housing Units are in the \$400,000 to \$500,000 range.

Accounting for SDUs in the LNA

For clarification: **Accessory units are not detached SDUs.** Accessory units are apartments added to an existing single-detached or semi-detached house. For convenience these accessory units are included as apartments for the purposes of the LNA because ground-related units rather than apartments generate land need. Detached SDUs are taken into account as part of the ground-related intensification that will need to occur within the built-up area to achieve the aggressive density and intensification targets envisioned in the *Ambitious Density* Scenario.

To achieve the *Ambitious Density* Scenario the City will need to accommodate 66,190 net new units through intensification: mostly in the form of mid- and high-rise apartment buildings. However, some ground-related intensification is also required: **3,310 Singles/Semis and 9,930 Townhouses.** This distribution is shown in Table 5 from the *Final Land Needs Assessment Staff Report*, that was presented at the March 29th, 2021 General Issues Committee, reproduced below for convenience.

Table 5: City-wide Unit Growth, by Type, 2021 to 2051 – Ambitious Density Scenario

Area	Singles / Semis	Townhouses	Apartments (includes accessory units)	Total
	# units	# units	# units	# units (%)
Built-up Area	3,310	9,930	52,950	66,190 (60)
Existing Designated Greenfield Areas	5,570	7,120	2,650	15,330 (14)
Urban Expansion Area	18,110	10,550	n/a	28,660 (26)
Rural	140			140 (>1)
City Total (%)	27,120 (25)	27,600 (25)	55,600 (50)	110,320 (100)

Source: Lorus & Associates, *Land Needs Assessment Technical Working Paper, 2021*

For the Singles and Semi-detached category, the estimated 2021 vacant supply within the Built-up Area is 910 units.⁵ Comparing the supply of 910 units to demand of 3,310 units indicates a **shortage of 2,400 Single and Semi-detached net new units** that will need to be accommodated through intensification, or roughly 80 net new units per year to 2051.

Detached SDUs will be required, along with severances, to meet the intensification target because the redevelopment economics of older urban areas favours higher-density residential forms such as row-houses and apartments in most circumstances. The development of new single-detached units through intensification tends to be limited and mostly as replacements of existing houses; often typified by the construction of “monster” homes in affluent urban neighbourhoods.

⁵ The December 2019 Vacant Residential Land Inventory (VRLI) shows a total vacant supply of approximately 1,140 Single and Semi-detached units for Inside the Built Boundary. As can be derived from Table 10 in the LNA to 2051, approximately 230 Single and Semi-detached units will have been completed from year-end 2019 to mid-2021. Removing the 230 completed units to mid-2021 from the December 2019 VRLI supply total of 1,140 units yields the estimated 910 units.

3. Supply Potential and Zoning By-Law Implementation

Implications for LNA Results

As noted in the introduction, part of the community feedback received on the LNA results also included reference to the large potential supply for detached SDUs within the City's "Built-up Area" that is likely to be created by the proposed new Zoning regulations.

There is no question that a large potential exists. However, while detached SDUs are built physically as a detached unit, they function mainly as a more attractive rental apartment option for new residents seeking an affordable detached unit within a particular downtown neighbourhood. As shown by the City of Vancouver's experience, units tend to be occupied not by families but younger single and two-person households: a finding likely driven by their generally smaller size.

From a land needs perspective, therefore, detached SDUs within the Built-up Area is generally not a direct substitute for ground-related, ownership housing in greenfield areas. And in any event – to put it somewhat more plainly – there are just not that many of them. Even if the City of Hamilton were to achieve a level of building activity comparable to the City of Vancouver, these units would still only account for a very small part of the total housing demand to 2051. These types of units also tend to be expensive to build and maintain, which compounds the supply challenge.

Cost Constraints

The construction of any new residential dwelling unit requires significant investment. Traditional SDUs in general – either a basement suite or upper-lower apartment – involve substantial renovation costs and expense to create and deliver to market, legally at least. Detached SDUs are even more expensive because they are essentially a new custom home only smaller.

As noted previously, the average cost of a new laneway house in Toronto ranges between \$400,000 and \$500,000 per unit, which in most cases would need to be financed. Following completion of the construction process, paying off the loan required to build the unit would normally take several years. During this time the homeowner would need to take on increased financial risk, act as combined leasing agent, landlord and property manager, lose outdoor yard space and all the while pay increased taxes and other expenses to maintain the unit.

There may be a financial incentive to make this commitment amongst younger households that can afford both the purchase price of the home plus the cost of building the accessory unit. However, for older households with average to higher retirement incomes it may not be worthwhile. And for those households that actually need the money for retirement, most would find other options such as reverse mortgages or downsizing easier and more financially attractive. These cost constraints are part of the reason why detached SDUs (mainly laneway housing) tends to be a relatively small, but still very important part of the housing market.

By-Law Implementation

The City's proposed zoning by-law would permit detached second dwelling units SDU-D of right in all residential zones. These zoning permissions, if approved, go beyond the laneway housing models because the SDU-D can be on interior lots or laneway lots. It has been suggested that this change will create such a large potential supply of single-detached units in existing residential zones – well in excess of the approximately 44,000 units allocated to the DGA under the *Ambitious Density* Scenario (shown previously in Table 5) – that no urban expansion is therefore required.

In theory this may be correct but in practice is not that easy. Once the by-law is implemented there could be a short-term 'spike' in new SDUs due to the legalization of previously non-conforming units, but this would not necessarily indicate long-term demand potential. Detached SDUs are not a direct substitute for ground-related housing in greenfield areas and are expensive and onerous for individual homeowners to provide. Some households may have an incentive to take on the risk and commitment involved: however, it is not clear how zoning regulations could force the production of the 40,000+ units otherwise required to accommodate overall growth to 2051.

Detached SDUs will play an important role in meeting the City's future housing needs as part of a balanced approach to accommodating growth that includes both intensification within the Built-up Area and carefully managed expansion areas.

Detached SDUs will play a particularly important role in accommodating ground-related intensification allocated to within the Built-up Area that will be required to achieve the *Ambitious Density* Scenario. The limiting factor is not the theoretical supply, but the number of homeowners prepared to deliver these units to market and the types of households that will choose to live in them.

We trust this memorandum is of assistance and provides the clarification required. Please do not hesitate to let me know if you have any questions or require any additional information

Attachment 4

July 2021 LNA Technical Update Memorandum

Memorandum

Date:	July 21, 2021
To:	Heather Travis, Senior Project Manager Growth Management Strategy Policy Planning & Zoning By-Law Reform Section, Planning Division
Cc:	Steve Robichaud, Chief Planner and Director of Planning
From:	Antony Lorius
Subject:	City of Hamilton Land Needs Assessment (LNA) Technical Update

Purpose

The purpose of this memorandum is to provide an update to the City of Hamilton Land Needs Assessment (LNA) to 2051 in regards to two matters: the forecast for detached Secondary Dwelling Units such as “Laneway Houses” and “Garden Suites”; and the “No Urban Boundary Expansion” Scenario. These two matters have implications for the results of the March 2021 LNA and the City’s ongoing growth management process.

Background and Context

December 2020 Draft Land Need Scenarios

As you know, the LNA is being undertaken to support the update of the Growth-Related Integrated Development Strategy (the GRIDS 2 update) and the Municipal Comprehensive Review (MCR) over the period to 2051. The draft results were presented to the City’s General Issues Committee (GIC) on December 14th, 2020. Three main scenarios were identified based on varying residential intensification (RI) targets and greenfield density inputs:

- The *Growth Plan Minimum* Scenario, which is based on an average of 50% of new units inside the built boundary and a density of 65 residents and jobs combined in new greenfield areas; which resulted in a land need of **2,200 gross ha**;
- The *Increased Targets* Scenario; which is based on an average of 55% of new units inside the built boundary and a density of 75 residents and jobs combined in new greenfield areas; which lowers the land need to **1,640 gross ha**; and

- The *Ambitious Density* Scenario, which is based on still higher rates of RI (an average of 60% of new units inside the built boundary) and density in new greenfield areas (77 residents and jobs combined per ha), which lowers land need further to **1,340 gross ha**.

An illustrative *Current Trends* scenario was also prepared to show the results of a lower intensification target (40% of new units). However, this scenario is not considered suitable given the potential for Hamilton to shift the pattern of development towards denser urban forms. Similarly, the no urban expansion option was not modelled at the time. In our view, a no expansion option does not meet Provincial planning policy requirements and is not considered good planning.

The Ministry of Municipal Affairs and Housing has reviewed the draft LNA and provided preliminary comments in a letter dated December 15, 2020. Among other matters, Provincial staff confirm that the draft LNA conforms to the requirements of the mandated method for completing the analysis, in particular the need to consider market demand across the range of housing types. Provincial staff also notes that the three draft scenarios support the minimum density and intensification targets established in *A Place to Grow* (2020) for the City of Hamilton.

March 2021 *Ambitious Density* Scenario Recommendation

Following the December 2020 GIC meeting, data updates and other minor revisions were made to the draft LNA. Final results were presented to the City's GIC on March 29th, 2021. City staff recommended that Council adopt the *Ambitious Density* Scenario, which represents an aggressive approach to growth management from a planning perspective. In particular:

- The *Ambitious Density* Scenario is based on a substantial increase in the total amount of RI that occurs over the period to 2051. This expectation has the effect of substantially reducing the amount of urban expansion lands required to accommodate growth;
- Similarly, the density factors for new greenfield housing are also very high: on average 35 units per net ha for Single and Semi-detached units and 70 units per net ha for Row houses. While there may be some site-specific examples of such units at higher densities, on a community-wide basis the *Ambitious Density* factors represent an extremely compact urban form; and
- The expectation for population-related employment is optimistic – estimated at 1 job for every 8.0 new residents in new greenfield areas. This ratio is slightly lower than the existing greenfield area (meaning proportionately more population-related jobs) to take into account the potential for increased levels of remote working that have already begun to occur as a result of the abrupt changes brought about by the COVID Pandemic.

The *Ambitious Density* Scenario is therefore **not a pure “market-based” approach** to the LNA, but rather embodies deliberate policy intervention to optimize the use of the existing urban land supply and avoid over-designating land for future urban development while still planning to achieve the Schedule 3 *Growth Plan* forecasts. Given the level of policy intervention involved, the *Ambitious Density* Scenario requires careful monitoring and reporting on progress to ensure a balanced supply of housing types to 2051, in accordance with the mandated LNA method.

Council Decision and the GRIDS 2/MCR Urban Growth Survey

Rather than adopt the *Ambitious Density* Scenario, Council deferred the decision and instead directed staff to undertake additional public consultation on the question of urban boundary expansion. A City-wide consultation survey was mailed out to all residents in June, 2021, seeking input on the *Ambitious Density* Scenario, a No Urban Boundary Expansion Scenario and that also allows residents to submit their own alternative scenario. The survey results are to be compiled and presented as part of the GRIDS2 report back at the GIC meeting in October 2021. Council also directed staff to model and evaluate the No Urban Boundary Expansion Scenario and report back on the results in October.

A number of other changes have occurred since the March 29th GIC meeting, particularly in regards to the treatment of Secondary Dwelling Units (SDUs). Zoning by-law amendments have been adopted to permit SDUs as of right in all residential zones, including detached SDUs such as “Laneway Houses” and “Garden Suites” in the City’s urban area. City staff has also undertaken more detailed analysis in regards to the anticipated breakdown of intensification units (by type) within the “Built-up Area” as input to future growth and infrastructure modelling exercises.

These changes have implications for the March 2021 LNA results, which are described below to assist the City and Provincial planning staff in their consideration of the matter. The required housing market shifts and growth management implications of the no boundary expansion option is also described, in accordance with the March 2021 Council direction.

Forecast of Detached Secondary Dwelling Units (SDU)

Secondary Dwelling Units (SDUs) will play an important role in meeting the City’s future housing needs, including “Laneway Houses”, “Garden Suites”, “Coach Houses”, “Carriage Houses” and other stand-alone secondary housing forms. For detached SDUs in particular, the overall growth outlook is expected to be limited: approximately 80 units per year to 2051.

Clarification and Definition of “Accessory Units”

As part of the ongoing GRIDS 2 and MCR process, staff have received a number of questions on the definition of housing by type in the *Growth Plan* forecasts, especially the distinction between “Accessory Units” and detached SDUs such as Laneway Houses or Garden Suites.

For clarification: **Accessory Units are not detached SDUs.** The “Accessory Unit” category in the 2020 *Growth Plan* forecasts and March 2021 LNA are apartments added to an existing single-detached or semi-detached house (e.g., basement suites) and do not include detached SDUs such as Laneway Houses or Garden Suites. The City’s new zoning by-law also permits SDUs in towns (rowhouses). For convenience, these accessory units are included as apartments in the March 2021 LNA because ground-related units rather than apartments generate land need. Detached SDUs are entirely separate from the main house on the property so would likely be counted in the Census as a second single detached unit on the property. Since detached SDUs are physically separate from the main dwelling they are considered to be single detached units for the purposes of the growth forecasts and LNA to 2051, in accordance with current Census definitions by dwelling type. This distinction will be clarified for the report back to the October 2021 GIC meeting.

The Role of Detached SDUs in Accommodating Growth

Detached accessory units will play an important role in accommodating the City's housing needs over the period to 2051. There are many well-documented benefits, especially as part of the "Missing Middle"¹ housing market discussion and the need to address affordability challenges. To date, the experience has been that most new detached SDUs are occupied by younger single and two-person households rather than families with children.²

Part of the community feedback received on the LNA results also included reference to the potential for detached SDUs within the City's Built-up Area that is likely to be created by the new Zoning regulations. It has been suggested that this change will create such a large potential supply of single-detached units in existing residential zones – well in excess of the approximately 44,000 units allocated to the Designated Greenfield Area (DGA) under the *Ambitious Density* Scenario – that no urban expansion is therefore required.

There is no question that a large supply potential exists. However, while detached SDUs may be built physically as a detached unit, they function mainly as a more attractive rental option for new residents seeking amenity-rich downtown neighbourhoods. From a LNA perspective, therefore, detached SDUs within existing areas are generally not a direct substitute for ground-related, ownership housing in greenfield areas. These types of units also tend to be expensive for private homeowners to build and maintain, which compounds the supply challenge.

Anticipated Distribution Within the City

Similar to residential intensification in general, the outlook for detached SDUs in the City of Hamilton is likely quite positive. However, it should be noted that predicting the level of future development can be a challenge since it is an emerging market with relatively little in the way of historic development patterns to provide a basis for the future growth outlook.

That said, a recent report prepared by CMHC provides some helpful context in terms of understanding the key factors underlying the distribution of secondary units in Ontario. Two of the key findings most relevant to the outlook for detached SDUs in Hamilton are that:

- Secondary units are more prevalent in older established areas, especially in close proximity to the downtown core and amenities, such as transit hubs; and
- Municipalities with newer homes (built 2010-2019) have a lower prevalence of secondary units, due, in part, to their pattern of dispersed essential amenities that require car travel that has traditionally been less appealing to renters.³

¹ The Missing Middle refers to the range of housing types between traditional single-detached homes and high-rise apartments that have gone 'missing' from many large cities, including the City of Hamilton.

² Based on the findings of the City of Vancouver *Laneway Housing Survey Summary* (2018) prepared as part of the *Housing Vancouver Strategy 2018-2027* and *3-Year Action Plan 2018-2020*

³ For the complete findings see the Canada Mortgage and Housing Corporation (CMHC) report: *Housing Market Insight Ontario, Secondary Units in Ontario*, June 2021.

Although the CMHC report does not specifically address the growth outlook for detached SDUs, the findings suggest that development is likely to be focussed more within the Built-up Area as opposed to the DGA. This finding echoes the results of the City of Vancouver survey noted previously, with respondents reporting that a key attraction of laneway housing was the option to live in a newer unit close to jobs, schools, transit and other urban amenities.

Growth Forecast to 2051

To provide an indication of overall unit potential, in the City of Vancouver approximately 420 laneway housing units have been completed annually since 2010, as shown in Table 1 below. It is understood anecdotally that in the City of Toronto approximately 100 detached SDUs are being completed per year but that unit production is expected to catch up to Vancouver levels quickly.

City of Vancouver Laneway Housing Building Activity					
Building Permits Issued 2010-May 2021					
Year	<i>Laneway Dwellings</i>		\$ Value	\$ Per Unit	
	Permits	Units			
2021	104	104	\$20,209,989	\$194,327	
2020	384	384	\$74,346,119	\$193,610	
2019	470	470	\$90,744,031	\$193,072	
2018	734	734	\$143,733,479	\$195,822	
2017	589	589	\$112,048,474	\$190,235	
2016	500	500	\$91,758,618	\$183,517	
2015	523	523	\$92,818,870	\$177,474	
2014	377	377	\$60,116,337	\$159,460	
2013	352	352	\$51,696,739	\$146,866	
2012	354	354	\$43,349,376	\$122,456	
2011	232	232	\$28,038,904	\$120,857	
2010	192	192	\$19,004,019	\$98,979	
Average Annual Permits		421			

Source: City of Vancouver Statistics on Construction Activity, 2010-2021 ytd

It is unlikely that the City of Hamilton will achieve such high levels of development activity for detached SDUs, in particular for new Laneway Housing units:

- Virtually everywhere in Vancouver has lanes and they are all generally much wider and better-maintained than in Hamilton or Toronto;
- Based on a desktop review, it is estimated that Vancouver has more than 10 times the area of neighbourhoods with laneways compared to the City of Hamilton. Accordingly, a rate of 420 units per year might translate into **roughly 30 units per year**, which is likely optimistic given that not all laneways in Hamilton are public meaning that primary access to the unit may not be maintained as a public right of way throughout the City.

A similar number of “Garden Suites”, “Coach Houses” and other stand-alone secondary housing forms can be expected. Accordingly, for the purposes of the LNA and, again, recognizing the inherent challenges in predicting the future of such a new and emerging market segment, we would estimate roughly **40 additional units per year**. Most of these units are expected to be located within the Built-up Area (30 units per year) reflecting the attraction of urban locations for this type of development and limits on their development potential within the DGA.⁴

It is also understood that there is considerable interest in detached SDUs in the rural area. However, from a LNA perspective a conservative approach is warranted given the lack of any historical basis to judge future uptake and *Growth Plan* and City planning policies to direct growth to urban settlement areas with full municipal services. The City also has yet to determine the specific conditions under which detached SDUs will be permitted in the Rural area. Within this context, it is appropriate to allocate a relatively limited **10 units per year** to the Rural area.

These allocations result in a forecast of approximately **80 detached SDUs annually**, as shown below in Table 2, and focussed largely inside the Built-up Area. The allocation to the DGA and Rural areas is limited, however this situation would need to be monitored as part of the City’s growth management efforts over the planning horizon to 2051. Accounting for these 600 units (300 DGA and 300 Rural) has the effect of reducing overall land need, as discussed in the next section.

Forecast of Detached Secondary Dwelling Unit (SDU)				
Forecast annual and total units, City of Hamilton to 2051				
Policy Area	Annual Laneway House	Annual Garden Suite +	Total Annually	Total 2021-2051
Built-Up Area	30	30	60	1,800
DGA	-	10	10	300
Rural	-	10	10	300
Total	30	50	80	2,400

*Source: Lorus and Associates Based on Information from the City of Vancouver Statistics and Hemson Consulting Ltd.
 Forecast includes Laneway Housing, Garden Suites and other stand-alone secondary housing forms*

Implications for the March 2021 LNA

The issue of detached SDUs is not explicitly addressed in the March 2021 LNA. However, these units were generally anticipated to form part of the ground-related intensification that will need to occur within the Built-up Area to achieve the policy-based targets in the *Ambitious Density* Scenario. Detached SDUs will form part of the “missing middle” intensification forms since the redevelopment economics of older urban areas favours higher-density row houses and apartment buildings in most circumstances. The provision of single-detached units through intensification tends to be limited and mostly takes place as replacements of existing houses.

⁴ For example, many ‘contemporary’ suburban lots may not be able to accommodate detached SDUs because of the minimum separation requirements that may eliminate many lots less than 100 ft. in depth. Only a portion of other types of housing lots such as street towns would be eligible (likely limited to ‘end’ lots, depending on lot depth and other factors) and other dwelling types such as duplex, triplex and other multiple forms are not eligible.

However, detached SDUs were not incorporated into the forecast for the DGA and Rural areas in the March 2021 LNA. The adjustment is undertaken in two steps:

- An additional 300 units (treated as single and semi-detached units) are allocated to the Rural Area, which reduces forecast DGA demand by this amount; and
- Similarly, an additional 300 units are included in the current DGA housing unit potential, which increases the available supply to accommodate growth.

The combined effect is to remove the land need associated with 600 single and semi-detached units (shown in Table 2) estimated at a density of 35 units per net ha and a net-to-gross factor of 50%, or approximately 30 gross ha. Accordingly, under the *Ambitious Density Scenario*, overall **land need is reduced from approximately 1,340 ha to 1,310 ha**

As noted previously, more detailed analysis of the intensification supply (by type) has been undertaken by City staff as input to growth and infrastructure modelling exercises. Updates have been made that shift the unit distribution inside the Built-up Area (particularly for rowhouse supply) but do not change DGA land need. City staff is also currently modelling the No Urban Boundary Expansion Scenario as part of the evaluation of growth options and preparation of Traffic Zone forecasts.

Implications of the No Urban Boundary Expansion Scenario

Provided below is a high-level discussion of the implications of the No Urban Boundary Expansion Scenario. The required housing market shifts and associated growth management implications are described, in accordance with the March 2021 Council direction, to assist the City and Provincial staff in their consideration of the matter.

Supply-Based Approach Taken

A supply-based approach is taken to the analysis, which is different than the March 2021 LNA that is based on increasing rates of intensification over time, for the various scenarios, which results in varying degrees of market shifts required to achieve *Growth Plan* policy goals: in particular the shift of ground-related forms into high density apartment units.

Under the approach taken here, forecast demand is compared to the available supply and unit shortfalls identified. Forecast demand is the “market-based” housing demand by type shown in the March 2021 LNA, adjusted for the additional 300 detached SDUs allocated to the Rural Area. The available supply is the estimated Vacant Residential Land Inventory (VRLI) supply as well as the updated intensification opportunities noted previously, including the detached SDUs that are expected to form part of the ground-related intensification inside the Built-up Area.

The results indicate a shortfall in market-based demand of **approximately 59,300 ground-related households** that would need to shift into apartments, as discussed in the next section.

Results Indicate Significant Shortfall in Market-based Demand

The results are set out in the series of technical tables below. Table 3 shows the market-based urban housing unit demand over the period to 2051 and the market-based mix of growth. Table 4 shows the unit supply potential, including detached SDUs and the updated intensification supply inside the Built-up Area. Table 5 reconciles supply and demand to show the shortage in ground-related households that would need to be 'shifted' into apartments.

Market-Based Housing Demand				
Component of estimate	Single & Semi	Row House	Apartment (all)	Total
City-wide Housing Unit Need 2021-2051	56,020	27,600	26,700	110,320
Allocation to Rural infill (RSA)	135			135
Allocation to Rural Detached SDU	300			300
Total City-wide Urban Demand 2021-2051	55,585	27,600	26,700	109,885
Market-based Mix of Growth	51%	25%	24%	100%

Source: Lorus and Associates based on March 2021 LNA Ambitious Density Scenario, forecast for Detached SDUs and updated information from City of Hamilton Staff 2021

Housing Unit Supply Potential				
Component of estimate	Single & Semi	Row House	Apartment (all)	Total
Estimated DGA Supply Mid-Year 2021	5,570	7,120	8,090	20,780
Adjustment for detached SDU	300	0	0	300
Residential Intensification Supply	3,280	7,630	55,160	66,070
Total City-wide Urban Unit Potential	9,150	14,750	63,250	87,150
Total Ground Related Unit Potential	23,900			

Source: Lorus and Associates based on March 2021 LNA Ambitious Density Scenario, forecast for Detached SDUs and updated information from City of Hamilton Staff 2021

Market-Based Housing Shortfall				
Component of estimate	Single & Semi	Row House	Apartment (all)	Total
Total City-wide Urban Demand 2021-2051	55,585	27,600	26,700	109,885
Total City-wide Urban Unit Potential	9,150	14,750	63,250	87,150
Market-Based Unit (Shortfall)/Surplus	(46,435)	(12,850)	36,550	(22,735)
Total Ground Related Unit Shortfall	(59,285)			

Source: Lorus and Associates based on March 2021 LNA Ambitious Density Scenario, forecast for Detached SDUs and updated information from City of Hamilton Staff 2021

As shown above, the results indicate a total ground-related housing unit **shortfall of 59,285 units** that would need to shift into apartments. The shift to apartments under the no expansion scenario is so significant that it exceeds the identified supply potential, including intensification within the Built-up Area. For apartment units in particular, approximately **22,735 units** would need to be accommodated in unidentified locations beyond those already determined by City staff.

Required Market Shifts Have Significant Implications

Under a no expansion scenario, nearly 80% of all new households would need to be accommodated within apartment units, including families. As illustrated in Table 6 below, this compares to 50% under the *Ambitious Density* Scenario and 25% under a market-based outlook for growth.

Table 6				
Housing Mix of Growth Comparison				
Growth 2021-2051	Single & Semi	Row House	Apartment (all)	Total
Market-Based Mix of Growth	51%	25%	24%	100%
<i>Ambitious Density</i> Scenario	25%	25%	50%	100%
<i>No Urban Expansion</i> Scenario	9%	13%	78%	100%
No Expansion Scenario shift from market	-42%	-12%	54%	0%

Source: Lorus and Associates based on March 2021 LNA *Ambitious Density* Scenario, forecast for Detached SDUs and updated information from City of Hamilton Staff 2021

Achieving this share of apartment unit construction is unlikely from a market demand perspective, as explained in the Residential Intensification Market Demand Report prepared as input to the March 2021 LNA. It should also be noted that the housing shifts required under either the *Ambitious Density* or no urban expansion scenarios are not a simple “1 for 1” transfer because ground-related units are typically occupied at higher Person Per Unit (PPU) factors than apartments.

Household formation and occupancy patterns are a social construct. Accordingly, the shift in growth patterns that must occur is not a simple increase in the number of apartment units. The shift that must occur is an **increase in the number of larger family-sized households** that would otherwise occupy ground-related housing, but that now must choose to occupy apartment units instead. From a planning perspective, therefore, the challenge is to maximize the tolerance of the market to be influenced by policy without jeopardizing the Schedule 3 forecasts.

Planning for a level of intensification that is well beyond reasonable market expectations carries the risk that the amount and mix of housing does not occur as planned and the *Growth Plan* Schedule 3 forecasts are not achieved. A highly restricted land supply would likely also have other unintended consequences and negative planning and growth management implications:

- As explained in the City’s March 2021 DGA Density Analysis report, a significant portion of the existing DGA is either already developed or subject to approved development applications. As a result, there is little opportunity to achieve further density increases without sacrificing public standards for parks, schools, institutions or environmental protection or undertaking a wholesale review of existing secondary plans in regards to housing mix;
- On the demand side, it is important to note that the *Growth Plan* and March 2021 LNA housing forecasts are for **net new units**. Because the forecasts are based on age structure, they take into account demographically-driven trends in household formation and unit type preferences, including the turnover of single-family dwellings “freed up” by an ageing population and taken up by younger households coming into the market. However, this type of housing turnover is not anticipated to happen until later in the forecast period (around 2040) and will not generate enough units to satisfy all of the demand for ground-related housing to 2051.

- Within this context, and after the total available DGA unit supply is consumed at some point prior to 2031, the lack of new growth areas would lead to speculation at the urban fringe and, more than likely, poorly-planned incremental expansions into the rural area;
- Maintaining public park and open space standards would become a major challenge over time. Schools, community services and other types of recreation would need to be provided in the urban area where significant sites are costly to acquire; and
- Rather than 'shifting' into apartments, the ground-related housing market would likely seek – and find – other locations outside of Hamilton in the southwest GGH. Such a dispersal would solve many of Hamilton's growth management challenges but would have the undesirable effect of redirecting growth to locations less able to manage it.

In our view, the No Urban Boundary Expansion Scenario would likely have the effect of redirecting growth away from the City of Hamilton which is not in accordance with the *Growth Plan* and is not considered to be good planning. The City of Hamilton is very well-suited to accommodate growth because of its urban structure, strategic location and well-developed multi-modal transportation connections within the broader metropolitan region.

We remain of the view that a balanced approach is required to manage growth, including intensification and carefully planned expansion areas. However, a third-party Peer Review is being undertaken to confirm that this approach and method meets applicable Provincial planning policy requirements. **It is also not clear if the No Urban Boundary Expansion Scenario would be acceptable to the Province based on the requirements of the *Growth Plan* and mandated LNA methodology.**

It would be very helpful for the province to provide guidance on this matter prior to the updated LNA and Peer Review findings being presented as part of the GRIIDS2 report back at the GIC meeting in October 2021. We trust this memorandum is of assistance. Please do not hesitate to let me know if you have any questions or require any additional information

Attachment 5

Ministry Letter in Regards to No Boundary Expansion Scenario

**Ministry of Municipal Affairs
and Housing**

Municipal Services Office
Central Ontario

777 Bay Street, 13th Floor
Toronto ON M7A 2J3
Telephone : 416-585-6226
Fax.: 416 585-6882

**Ministère des Affaires municipales
et Logement**

Bureau des services aux municipalités
du Centre de l'Ontario

777, rue Bay, 13^e étage
Toronto ON M7A 2J3
Téléphone : 416-585-6226
Télec. : 416 585-6882



September 17, 2021

Steve Robichaud
Chief Planner and Director of Planning
Planning Division
Planning and Economic Development
City of Hamilton

Sent via email

Re: City of Hamilton Land Needs Assessment Technical Update

Dear Steve Robichaud:

Thank you for circulating the City of Hamilton Land Needs Assessment Technical Update (“technical update”). The Ministry of Municipal Affairs and Housing (“the Ministry”) wishes to acknowledge the significant amount of work that has gone into preparing the City’s draft land needs assessment materials to date.

The comments below are intended to assist the City in its Municipal Comprehensive Review (MCR) and conformity with A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (“A Place to Grow”) and the Land Needs Assessment Methodology for the Greater Golden Horseshoe, 2020 (“LNA Methodology”).

In November 2020, the City of Hamilton shared the Draft Land Needs Assessment to 2051 with Ministry staff for preliminary review. The draft included three scenarios (*Growth Plan Minimums, Increased Targets, Ambitious Density*) based on varying intensification and density targets. In a letter to the City dated December 15, 2020, the Ministry’s Ontario Growth Secretariat noted that each of the three scenarios included in the draft appeared to conform to the LNA Methodology.

In March 2021, City staff recommended that Council adopt the *Ambitious Density* scenario which implements a 60 per cent annual intensification target and a designated greenfield area density target of 77 residents and jobs combined per hectare. The *Ambitious Density* scenario creates a total land need of 1,310 gross hectares to 2051. Council deferred their decision on the City’s Draft Land Needs Assessment to 2051 and

directed staff to undertake additional analysis on a *No Urban Boundary Expansion* scenario (no new land need to 2051).

In July 2021, the technical update was issued to City staff. In summary, the technical update outlines preliminary findings that, if adopted, the *No Urban Boundary Expansion* scenario would produce a shortfall of approximately 59,300 ground-related units.

The Ministry understands that the City is seeking input on whether the *No Urban Boundary Expansion* scenario, as described in the technical update, would conform to A Place to Grow and the LNA Methodology. Ministry staff have evaluated the technical update and wish to provide the following comments.

Municipalities are required to determine the need to expand their settlement area boundaries using the LNA Methodology issued by the Minister in accordance with policy 2.2.1.5 of A Place to Grow. The LNA Methodology requires municipalities to ensure that sufficient land is available to accommodate market demand for all housing types including ground-related housing (single/semi-detached houses), row houses, and apartments. This requirement is consistent with direction in the *Provincial Policy Statement, 2020* and Section 2.1 of A Place to Grow. Ministry staff acknowledge that the *No Urban Boundary Expansion* scenario is likely to bring about a shortage in land available to accommodate forecasted growth in ground-related housing. Ministry staff further acknowledge that the City's residential intensification analysis (included in the Residential Intensification Market Demand Report) has found that the City is unlikely to achieve the necessary level of apartment unit construction from a market demand perspective. As such, the *No Urban Boundary Expansion* scenario appears to conflict with the objective of the LNA methodology to "provide sufficient land to accommodate all market segments so as to avoid shortages" (pg. 6).

The *No Urban Boundary Expansion* scenario may cause a misalignment with forecasts in Schedule 3 of A Place to Grow as residents seek ground-related housing in municipalities where there may be sufficient supply. Schedule 3 forecasts, or higher forecasts established by municipalities, are to be the basis for planning and growth management to the Plan horizon. The City is required to demonstrate that it is planning to accommodate all forecasted growth to the horizon, including satisfying the direction in A Place to Grow to support housing choice through the provision of a range and mix of housing, as per policies 2.2.1.4 and 2.2.6.1. The LNA Methodology also prohibits planning for population or employment in a manner that would produce growth that is lower than Schedule 3 of A Place to Grow.

Further to the above, the Ministry has additional concerns regarding potential regional implications of the *No Urban Boundary Expansion* scenario, if adopted. The shortfall of

available land and ground-related units that could be created as a result of the *No Urban Boundary Expansion* scenario may cause forecasted growth to be redirected away from the City of Hamilton into other areas that are less suited to accommodate growth. This may have broader regional impacts on prime agricultural areas, natural systems and planning for infrastructure given the lower intensification and density targets applicable to outer ring municipalities that would likely receive pressure to accommodate forecasted growth. As noted in the technical update, the City of Hamilton is well suited to accommodate growth due to its urban structure, strategic location and multi-modal transportation connections.

Ministry staff also wish to acknowledge the strong growth management principles that underpin the City's *Ambitious Density* scenario. The *Ambitious Density* scenario appears to balance market-demand for different housing types while also implementing an intensification target (60 per cent) and a designated greenfield area density target (77 residents and jobs combined per hectare) which exceed the targets set out in policy 2.2.2.1 and 2.2.7.2 of *A Place to Grow*.

Based on Ministry staff review and analysis of the City's draft Land Needs Assessment and the technical update, it appears that the *No Urban Boundary Expansion* scenario poses a risk that the City would not conform with provincial requirements.

The Ministry looks forward to receiving the City's draft Official Plan as the July 1, 2022 conformity deadline approaches. In the meantime, please contact me by email at: (heather.watt@ontario.ca), or by phone at: 437-232-9474, should you have any further questions.

Best regards,



Heather Watt
Manager, Community Planning and Development, Central Region Municipal Services
Office
Ministry of Municipal Affairs and Housing

c. Ontario Growth Secretariat, MMAH



City of Hamilton Land Needs Assessment Peer Review City of Hamilton

Final Report

Date: October 4, 2021

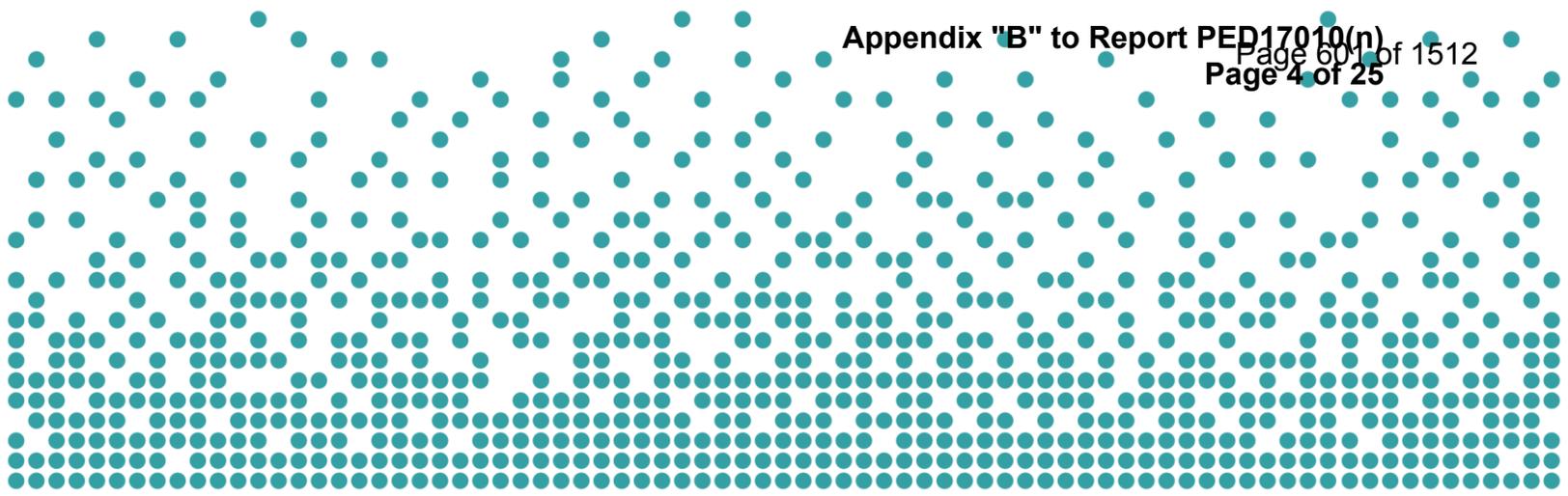
Watson & Associates Economists Ltd.
905-272-3600
info@watsonecon.ca

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List of Acronyms and Abbreviations

BUA	Built-up Area
DGA	Designated Greenfield Area
GGH	Greater Golden Horseshoe
LNA	Land Needs Assessment



Chapter 1

Introduction



1. Introduction

1.1 Terms of Reference

Watson & Associates Economists Ltd. (Watson) was retained in July 2021 by the City of Hamilton to undertake a Peer Review of the following reports prepared by Lorus & Associates:

- City of Hamilton Land Needs Assessment to 2051 Technical Working Paper – Summary of Results, March 2021; and
- City of Hamilton Residential Intensification Market Demand Analysis, March 2021.

The first document listed above focuses on the City's urban land needs, while the second document listed provides further information regarding market demand for residential intensification within the City of Hamilton. These documents are hereinafter referred to as the "City's LNA Documents" when referred to collectively.

Upon our review of the City's LNA documents, Watson prepared a list of questions and comments that were discussed with Lorus & Associates on August 5, 2021.

Subsequent to this meeting Lorus & Associates provided supplemental background information to Watson. The supplemental background information was also reviewed by Watson, in addition to the City's LNA Documents referenced above.

1.2 Scope of Peer Review

This peer review includes an assessment of the overall study approach and application of the requirements by component of the Provincial Land Needs Assessment (LNA) Methodology for the Greater Golden Horseshoe (GGH), 2020, hereafter referred to as the Provincial LNA Methodology.¹ The Provincial LNA methodology requires a series of inputs and analyses for each component. Each of these inputs should be tested to validate assumptions and their sensitivity within the framework of the Provincial LNA Methodology, which emphasizes providing a market-based supply of housing while conforming to the Growth Plan for the Greater Golden Horseshoe (GGH), 2020,

¹ A Place to Grow: Growth Plan for the Greater Golden Horseshoe. Land Needs Assessment Methodology for the Greater Golden Horseshoe (GGH), 2020. Ontario.

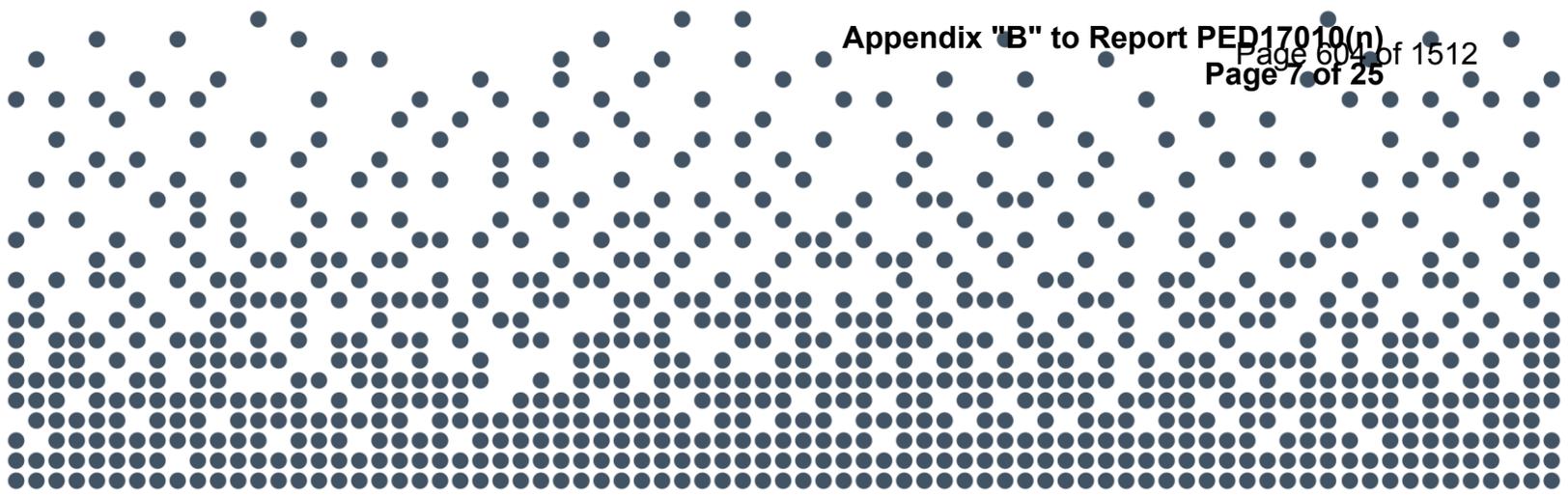


hereafter, referred to as the Growth Plan.² Watson has reviewed the data and analysis provided in the City's LNA documents to confirm if the assumptions and analysis logically support the conclusions regarding the City's long-term Land Need Scenarios, including: 1) Growth Plan Minimum, 2) Increased Targets and 3) Ambitious Density. Further, our peer review identifies potential gaps that the City's consulting team should potentially explore to strengthen the City's LNA analysis and conclusions.

Based on the aforementioned, our review of the City's LNA Documents includes the following:

- A high-level examination of the methodology adopted in the City's LNA Documents, including underlying assumptions and overall empirical design;
- A review of key inputs and supporting analysis related to required Growth Plan targets, including: percentage housing intensification, Designated Greenfield Area (DGA) density, and Employment Area density;
- An examination of the overall conclusions provided in the City's LNA documents; and
- Recommendations to strengthen the City's LNA Documents.
- It is important to note that as part of our review, Watson has not undertaken comprehensive original research or data compilation related to the City's LNA.

² A Place to Grow: Growth Plan for Greater Golden Horseshoe (GGH). Office Consolidation, 2020. Ontario.



Chapter 2

Summary of Key Findings



2. Summary of Key Findings

In accordance with the findings of our review, it is our opinion that the overall approach and methodology utilized in the City's LNA Documents prepared by Lorus & Associates is generally an appropriate application of the Growth Plan and the Provincial LNA Methodology. Notwithstanding, we have identified key areas of the LNA documents that would benefit from further clarification and additional supporting analysis, which are discussed below.

2.1 Review of Land Needs Assessment Scenarios

Three scenarios are contemplated in the City's LNA Documents, including:

- 1) Growth Plan Minimum: 50% intensification, Community Area density of 65 people and jobs/ha in new greenfield areas.
 - 2) Increase Target: 50% Intensification to 2031, 55% to 2041, 60% to 2051 and Community Area density of 75 people and jobs/ha on new greenfield lands.
 - 3) Ambitious Target: 50% Intensification to 2031, 60% to 2041, 70% to 2051, Community Area density of 77 people and jobs/ha on new greenfield lands.
- While not specifically noted in the City's LNA Documents, it is our understanding that that the Ambitious Density Scenario had been selected by staff as the preferred scenario. This scenario is premised on the following:
 - A transitional housing intensification target starting at 50% of total City-wide housing growth to 2031, followed by 60% to 2041 and 70% to 2051;
 - 60 people and jobs per ha in the existing designated area of the DGA;
 - Community Area density of 77 people and jobs/ha on new DGA expansion lands;
 - Community Area land need of 1,340 gross ha; and
 - A small surplus (60 net ha) of Employment Area land to 2051.
 - All scenarios adopt the Growth Plan, Schedule 3 population and housing forecasts to 2051 for the City of Hamilton.



- The housing forecast by structure type utilized for the Growth Plan Minimum Scenario has been derived from a report, entitled, “Technical Report: Greater Golden Horseshoe Forecast to 2051”, hereafter referred to as the Technical Report to the Growth Plan.³
- All scenarios assume the same density assumptions for Employment Areas.

As further background to the City’s LNA Documents, a memorandum prepared by Lorus & Associates, entitled, “City of Hamilton Land Needs Assessment (LNA) Technical Update”, prepared as of July 31, 2021, was reviewed as part of our review. This memo provides the following supplemental information with respect to the City’s LNA Documents and the corresponding long-term Land Need Scenarios:

- An illustrative Current Trends scenario was prepared to show the results of a lower intensification target (40% of new units). It was noted that this scenario is not considered suitable given the potential for Hamilton to shift the pattern of development towards denser urban forms.
- It was noted that a “No Urban Expansion Option” was not modelled, as such an option does not meet Provincial planning policy requirements and is not considered good planning. It was suggested that a No Urban Expansion Option would result in the City not meeting its Schedule 3 minimum forecasts, as growth would be directed elsewhere.
- The density assumption under the Ambitious Density scenario, for new greenfield housing is very high: on average 35 units per net ha for single and semi-detached units and 70 units per net ha for row houses. It is further noted, while there may be some site-specific examples of such units at higher densities, on a community-wide basis the Ambitious Density Scenario represent an extremely compact urban form.
- The Ambitious Density Scenario is not a pure “market-based” approach to the LNA, but rather embodies deliberate policy intervention to optimize the use of the existing urban land supply and avoid over-designating land for future urban

³ Greater Golden Horseshoe: Growth Forecast to 2051, August 26, 2020. Technical Report. Hemson Consulting Ltd.



development while still planning to achieve the Schedule 3 Growth Plan forecasts. Given the level of policy intervention involved, the Ambitious Density Scenario requires careful monitoring and reporting on progress to ensure a balanced supply of housing types to 2051, in accordance with the mandated LNA method.

Comments:

- It should be noted that the Growth Plan minimum for the City of Hamilton is 50% residential intensification and an average of 50 people and jobs/ha across the entire DGA, as per Growth Plan, policy 2.2.7.2. It is recommended that the description of the Growth Plan Minimum Land Needs Scenario should be modified accordingly to avoid confusion.
- As summarized in Table 19 of the City of Hamilton LNA to 2051 Technical Working Paper, we understand that the average density subject to policy 2.2.7.3 under the Ambitious Density Scenario is 60 people and jobs/ha with a higher density of 77 people and jobs assumed for Community Area expansion lands. The descriptions of the Land Needs Scenarios should include metrics on average people and jobs density over the entire DGA including both occupied and vacant lands. As per Growth Plan policy 2.2.7.3: “the minimum density target will be measured over the entire designated greenfield area.”
- All three Land Needs Scenarios assume 60 people and jobs/ha for DGA lands currently designated within the City of Hamilton. The Land Needs Scenarios apply different densities for the urban lands to be brought into the settlement areas, but do not alter the average density on existing DGA lands. It would benefit the reader if this assumption was more clearly explained in Section 1 of the City of Hamilton LNA to 2051 Technical Working Paper when the Land Needs Scenarios are first introduced. It would also be helpful to understand the impact of the adjusted densities related to the settlement boundary expansion lands on the total DGA density (existing plus future lands) under each Land Need Scenario. It is important that this distinction is made in the City’s LNA documents when addressing DGA density variation between the three Land Needs Scenarios.



- The City's LNA Documents would benefit from additional background analysis which describes existing conditions regarding average DGA density. It is unclear how much average DGA levels are expected to rise relative to existing conditions, and what the near-term real estate conditions are to support such a rise in average DGA density. It is recommended that DGA lands within registered unbuilt, drafted approved, proposed development applications, and lands with no development applications are identified and categorized. This would help to determine how much average the density on DGA lands in active plans are likely to increase relative to existing conditions, and what weight this represents when considering the City's total DGA land supply. It is recommended that further information is provided regarding the housing supply assumptions in Table 9 of the City of Hamilton LNA to 2051 Technical Working Paper by development approval status.
- Further context should be provided to explain why a higher DGA density (and/or a shift with a greater share of high-density) is assumed for the new Community Area lands (those in the whitebelt to be brought into the settlement areas) versus the existing DGA under each Land Needs Scenario. This should include a discussion which addresses if this proposed shift reflects anticipated market trends influenced by housing affordability, major infrastructure investment (i.e. high-order transit), demographics and planning policy, or simply just a planning policy shift. Further, it would be beneficial to discuss how a higher density assumption in the DGA would not undermine efforts to direct high density development in the BUA.

2.2 Review of City of Hamilton LNA Components – Community Area

2.2.1 Component 1 – Population Forecast

This LNA component requires that municipalities review the 2051 population forecast contained in the Growth Plan Schedule 3. It is important to note that the growth forecasts in Schedule 3 of the Growth Plan are considered minimums and municipalities may prepare alternative forecast scenarios that are higher, provided that such forecasts provide a range of housing options as well as providing additional labour opportunities for the GGH labour market.



Comments:

- Section 2 of the City of Hamilton LNA to 2051 Technical Working Paper provides a brief explanation to support the utilization of the Growth Plan Schedule 3 forecast - the minimum growth forecast. It is noted in the City's LNA documents that the forecast to 2051 is a significant amount of growth relative to the past: twice as much over the next 20 years than the last 20 years.⁴ It is further noted that the long-term growth outlook for Hamilton is positive and that this is consistent with the expectation of the Ministry of Finance Ontario's Long-Term Report on the Economy (2017).
- It is recommended that the City consider adding more context regarding the magnitude of growth anticipated to 2051, such as:
 - historical versus forecast annual City-wide population and employment growth rates;
 - a review of the City's share of historical/forecast population and employment growth for the City of Hamilton relative to the remaining GTA; and
 - the amount of forecast net migration required to achieve the minimum forecast relative to historical trends.
- Building on the above analysis, a statement should be provided that explains why that a higher growth forecast is not appropriate for the City of Hamilton.

2.2.2 Component 2 – Housing Need by Structure Type

This LNA component requires that GGH municipalities demonstrate that the housing forecast allows for sufficient choice to meet market demand and the projected needs of current and future residents. Further, an analysis of housing by structure type is required based on a forecast of age-specific housing propensity by type.

Comments:

⁴ City of Hamilton Land Needs Assessment to 2051 Technical Working Paper, p.10.



- Watson has reviewed the housing forecasts by structure type generated in the City's LNA Documents to assess whether the forecasts are supported by the analysis in the City's LNA Documents regarding future market-based trends. Ultimately, the City's analysis must demonstrate that the housing forecast which supports the preferred Land Needs Scenario offers a suitable range of housing choice reflecting anticipated demographic trends (i.e. trends in population age structure) and socio-economic trends (i.e. housing affordability) as well as lifestyle and other factors.
- As previously discussed, the City of Hamilton LNA to 2051 Technical Working Paper, places considerable emphasis on the Technical Report to the Growth Plan, as the baseline for its "Current Trends" forecast, with some modifications for accessory units.
- The City's LNA Document would benefit from additional analysis which describes recent trends in housing by structure across the City. Page 22 of the City of Hamilton LNA Technical Working Paper describes the required shift from the "Current Trends", to achieve the "Policy-Based" outcome. While it is implied in the City's LNA Documents it should be explicitly stated that a key objective of the City's LNA is to balance "future market-based" trends and Provincial policy over the 2021 to 2051 planning horizon, not simply shift "Current Trends" as a result of required planning policy objectives. As a starting point, the City of Hamilton LNA to 2051 Technical Working Paper would benefit by comparing the "Current Trends" housing forecast over 2016 to 2021 period with actual residential building permit activity (for new dwellings) or residential completion data between 2016 to 2020 for the City of Hamilton. The review would help show that "Current Trends" have already shifted further towards high-density housing over the past few years relative to the base analysis relied on using the Technical Report to the Growth Plan (a high-level review of recent housing trend has been prepared by Watson and is summarized in Appendix A). Further analysis could then be provided regarding the housing mix associated within active development applications to indicate were near-term trends in housing by structure type appear to be heading over the next decade.
- Ultimately, the housing mix and housing intensification target associated with the preferred Land Needs Scenario should strike a balance between delivering a future housing supply which reflects an appropriate shift in housing by structure



type reflective of anticipated market trends and required policy objectives. Without the background information suggested above, it is difficult to fully assess the reasonableness of the housing forecast by structure type associated with each of the Land Needs Scenarios.

2.2.3 Component 3 – Housing Allocations by Policy Area

This component requires an allocation of housing by type and by policy area, including DGA, built-up area (BUA) and Rural Area with consideration of servicing, affordability, market demand and urban structure.

Comments:

- Watson has reviewed the allocations between BUA and DGA to ensure that the City has allocated housing demand to support market choice of housing and policy direction. We have no significant concerns regarding the allocation of growth by policy area under the Growth Plan Minimum and Increased Target Land Needs Scenarios. Notwithstanding, the City of Hamilton Residential Intensification Analysis Market Demand Analysis report would benefit by providing more detail to demonstrate the composition of housing development within the BUA since 2006 by structure type. This would help illustrate the amount and percentage of “true” intensification as opposed to greenfield lands captured within the BUA which have since developed during the post-2006 period.
- The City of Hamilton Residential Intensification Analysis Market Demand Analysis Report would also benefit by providing additional commentary which supports how recent and planning high-order transit infrastructure investment is anticipated to support the planned shift towards higher housing intensification as set out in the Increased Target and Ambitious Land Needs Scenario. Recent experiences in Hamilton, as well as across other GTA municipalities, such as York and Peel Region, associated with major infrastructure investments and the corresponding market strength for housing intensification would help to rationalize the forecast shift proposed in the intensification forecast under the Increased Target and Ambitious Land Needs Scenario.
- While not a requirement of the Provincial LNA methodology, an allocation of the preferred Land Needs Scenario by urban settlement (e.g., Ancaster, Dundas,



Hamilton, etc.) would further illustrate local influences which are anticipated to inform key targets related to residential density intensification as well as Community Area and Employment Area density. The analysis at this geographic level is important in understanding potential imbalances of supply and demand across the municipality, as well as infrastructure phasing. It would also assist in developing planning policies and other planning/financial tools where larger gaps may exist between market demand and long-term policy objectives.

2.2.4 Component 4 – Housing Supply

This LNA component requires an extensive analysis of housing supply opportunities and available land to accommodate anticipated housing. A key task of this component is an intensification supply analysis that supports the intensification target, as informed by anticipated real estate market trends, as well as policy objectives of the Growth Plan (e.g., building complete communities and supporting transit).

Comments:

- Watson has reviewed the housing supply summarized in the City's LNA Documents. As previously discussed, it is recommended that the City consider providing supplementary information on the housing supply by structure type by status, e.g., draft approved, registered unbuilt and remaining vacant lands. This information would provide insights regarding the housing supply by structure type anticipated in the short and medium-term. Further, a commentary should be provided whether the City can accommodate Provincial Policy Statement (PPS), 2020, policy 1.4.1 (a) and (b):

"...maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and

maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans."



2.2.5 Component 5 – Community Area Jobs

This LNA component requires that municipalities review opportunities to accommodate employment within the Community Area, as part of the Employment Analysis. This analysis is required for the people and jobs density target and ultimately the Community Area land needs analysis. Further, understanding the amount of non-residential growth within the Community Area is important when planning for complete Community Areas and ensuring an adequate mix of designated lands (e.g., commercial, residential and institutional).

Comments:

- It is noted on Table 17, page 33 of the City of Hamilton LNA to 2051 Technical Working Paper that a ratio of 1 job for every 8 residents is applied in Community Areas, however, this contradicts with the commentary on page 42 of the same report, which notes 1 Community Area job for every 4 residents. Perhaps the difference has to do with a different ratio assumed for the DGA versus the City-wide total, however this is unclear and should be explained.

2.2.6 Component 6 – Need for Additional Community Area Land

This LNA component requires the calculation of land demand in the DGA in accordance with the Growth Plan policy 2.2.7.3. The City's total DGA land supply, which was previously discussed in Component 4, is then compared against forecast total DGA land demand to arrive at a Community Area land need by 2051.

The Provincial LNA Methodology allows municipalities to explore adjustments to the LNA analysis, where necessary, such as provisions to account for housing vacancy rates and land vacancy (i.e. lands which are not anticipated for sale or development over the long-term planning horizon), as well as exclusions for lands that may not be developed over the planning horizon due to additional infrastructure requirements which consume land but do not generate a local population or employment yield (e.g. transit stations, highways). These adjustments are to be used, where necessary, to ensure that the municipalities plan for a range of market choice of housing.

**Comments:**

- The people and jobs density input is very sensitive. Without adequate supporting analysis, the density input can be perceived as subjective without market consideration. As previously discussed, the Hamilton LNA would benefit from a more fulsome discussion on DGA density metrics, including:
 - What is the current DGA density and associated housing mix on developed lands as of today?
 - What is the potential DGA density on lands that have been approved and draft approved for development?
 - How does a higher DGA density support a wider range of housing options and address housing affordability?
 - How does population-related employment impact the people and jobs density?

2.3 Review of City of Hamilton LNA Components – Employment Area

2.3.1 Components 1 and 2 – Employment Forecasts and Allocations

Consistent with the approach to forecast population, the Provincial LNA Methodology requires municipalities to review Schedule 3 of the Growth Plan and assess whether a higher forecast is required for employment. Further, municipalities are required to understand their current employment base and future employment opportunities by type (Employment Lands Employment, Population-Related Employment and Rural Employment) and location (Employment Area, Community Area and Rural Area). A key emphasis in the Provincial LNA Methodology is an understanding of how macro economic trends and regional drivers are anticipated to influence the amount, type and location of employment growth.

Comments:

Watson has reviewed the employment analysis prepared as part of the Hamilton LNA, including consideration of key disruptive forces and labour market trends. The City's



LNA documents provide an adequate discussion of current employment disruptors and labour market trends, however, no discussion is provided on recent local employment trends since 2016. It would be beneficial to include a commentary and any supporting analysis on development trends in established Employment Areas across the City. Most notably, how much and what type of development activity has occurred across the City's Employment Areas in recent years (i.e. past five to ten years).

Based on our discussion with Lorus & Associates, it is our understanding that the port lands in Hamilton have experienced strong growth over the past few years. The City of Hamilton Residential Intensification Market Demand Analysis document provides a brief discussion of the redevelopment potential of the port lands. It would benefit the City of Hamilton Land Needs Assessment to 2051 Technical Working Paper if additional background discussion of the port lands was included to support whether the Stelco lands are likely to develop at this density from a market perspective.

2.3.2 Components 3 and 4 – Employment Supply and Additional Land Required

Ensuring an adequate supply of designated lands for employment growth is critical for the long-term prosperity of the City of Hamilton. The Employment Area land supply is an important component of the LNA and should include insights on the characteristics of the land supply and its alignment with demand.

Comments:

Watson has reviewed the Employment Land Needs analysis provided in the City of Hamilton LNA to 2051 Technical Working Paper. The conclusions of the Employment Area LNA is that there is a surplus of 60 net ha by 2051. It is important to recognize that the Employment Area density assumption is a very sensitive input. The Employment Area density assumption utilized is 39.5 jobs over the 2016 to 2051 period. If the City utilized its Employment Area density as of 2016 of 24.3 jobs/ha, the City Employment Area capacity would decrease by approximately 19,600 employees.⁵

The City's Employment Area LNA uses 2016 as base year. It is recommended that the City consider providing more supporting analysis regarding the density assumption utilized and why the density is assumed to be considerably higher than what was

⁵ Based on vacant employment land supply of 1,290 ha.



observed as of 2016. This could include a sample analysis of recent development that has occurred on employment lands in recent years which supports the increasing Employment Area density trend.

The Provincial LNA Methodology document stresses that municipalities are to review the Employment Area land supply to ensure sufficient quantity to meet the overall employment demand and that they include lands that meet the attributes that are important to businesses. As part of this analysis, municipalities are required to consider the following in addition to the quantum of land needed to support employment growth:

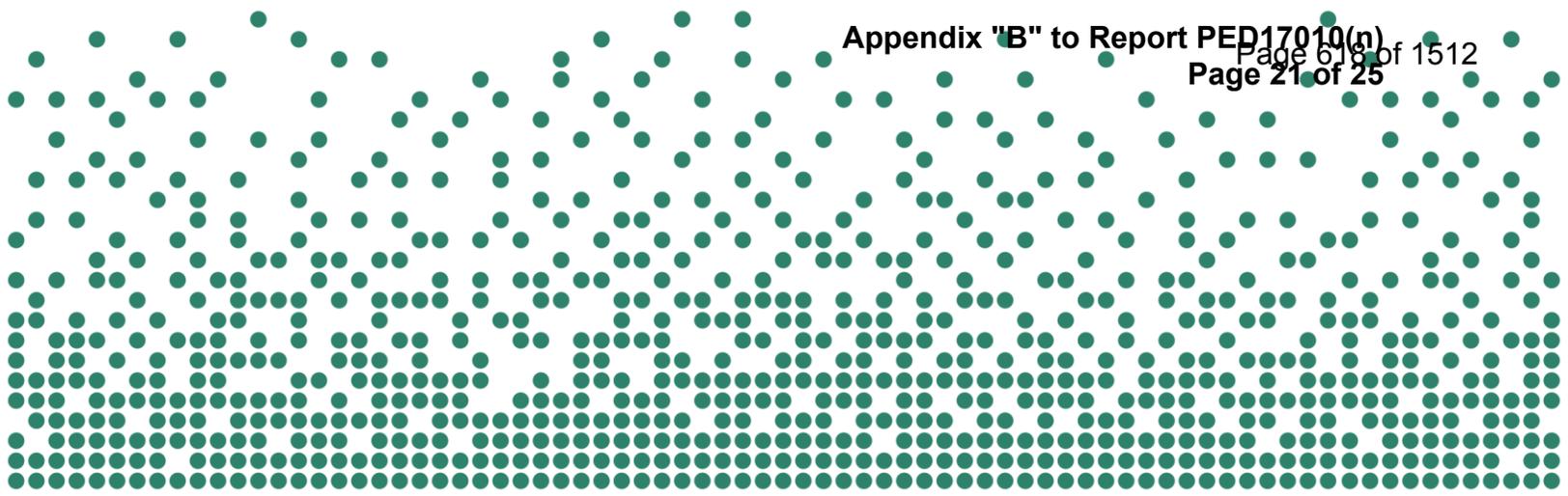
- Servicing (either existing or near-term potential);
- Visibility, access to highways, proximity to other major goods movement facilities and corridors;
- A range and size of available sites to meet market choice, including:
 - vacancy factors to account for lands that may not develop to the Plan horizon;
 - a sufficient supply of large parcels to accommodate extensive uses; and
 - strategic investment sites to attract investment that may otherwise choose to locate outside of Ontario;
- Proximity to sensitive uses; and
- Other factors that reflect the changing need of businesses.⁶

It is our opinion that more is needed to explain how the City's Employment Area land supply is sufficient to accommodate employment growth over the short and long-term planning horizon. This should include a more detailed description of the supply characteristics of the City's Employment Areas, such as size of vacant parcels, serviced versus serviceable lands and potential servicing constraints that may influence the rate of land absorption in Employment Areas over the planning horizon.

⁶Provincial Land Needs Assessment Methodology for the Greater Golden Horseshoe (2020) document, p. 18.



In addition, City's LNA document would be strengthened by providing more background information to support the intensification assumptions regarding the Stelco redevelopment site. The potential of 5,000 jobs is very significant and warrants a discussion of the types of uses anticipated.



Chapter 3

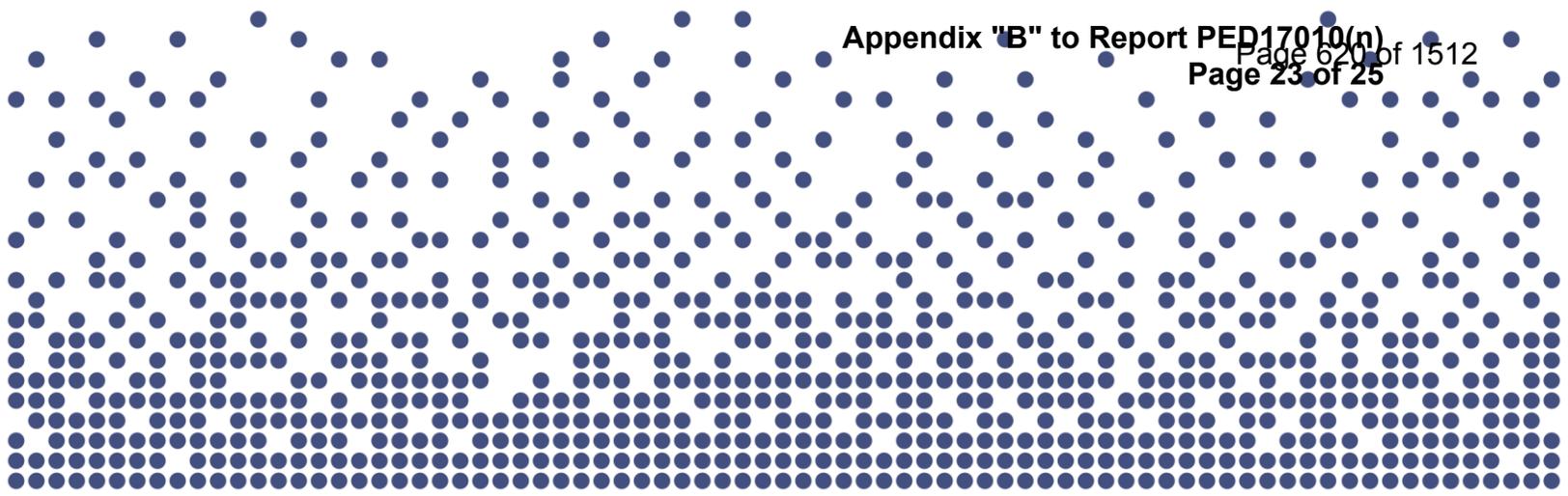
Conclusions



3. Conclusions

As previously discussed, it is our opinion that the approach and methodology utilized in the City's LNA Documents prepared by Lorius & Associates is generally an appropriate application of the Growth Plan and the Provincial LNA Methodology. Notwithstanding, we have identified key areas of the City's LNA documents that would benefit from further clarification and additional supporting analysis, including:

- Greater details to demonstrate the composition of housing development within the BUA since 2006 by structure type. This would help illustrate the amount and percentage of "true" intensification relative to greenfield lands captured within the BUA, which have since developed during the post-2006 period;
- A summary of existing DGA density, density trends in active plans within the DGA and the change in the overall DGA density under each of the Land Needs Scenarios;
- Further characteristics of the Employment Area land supply to support businesses, attract investment accommodate employment growth over the long-term; and
- Justification of the Employment Area land density assumption.



Appendix



Appendix A: City of Hamilton Recent Housing Mix Trends

Figures A-1a and A-1b summarize recent residential building permit activity by housing structure type within the City of Hamilton between 2016 and 2020. As summarized, the housing unit mix has comprised 29% singles/semi-detached, 36% townhouses and 35% apartments. Apartments units have averaged 849 units annually within the City of Hamilton between 2016 and 2020.

Figure A-1a
 City of Hamilton
 Residential Building Permit Activity,
 2016 to 2020

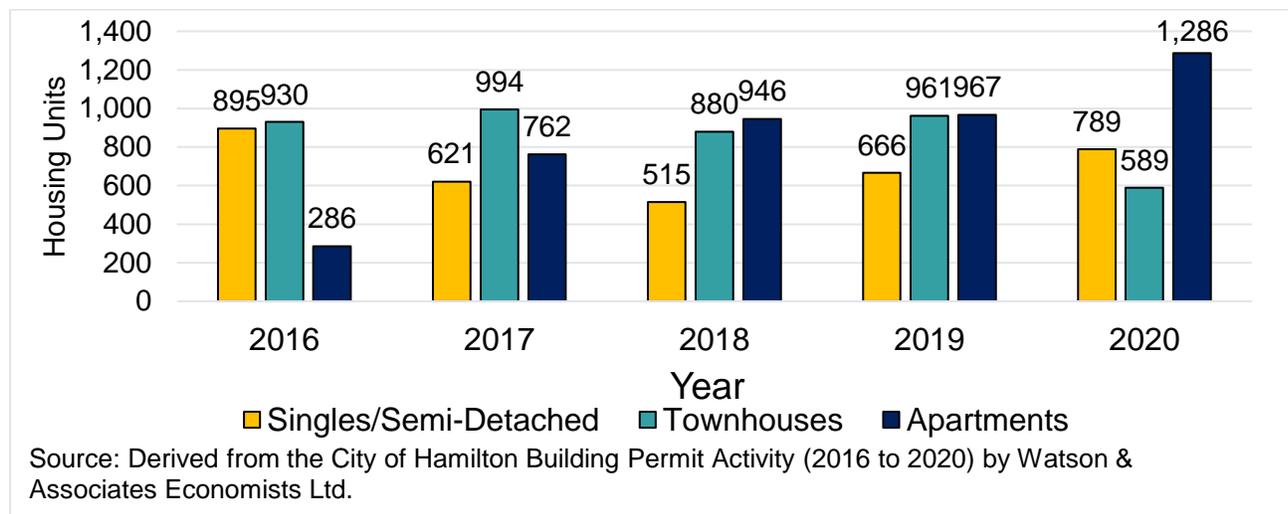


Figure A-1b
 City of Hamilton
 Residential Building Permit Activity,
 2016 to 2020

	Singles/Semi-Detached	Townhouses	Apartments	Total
2016 to 2020	3,486	4,354	4,247	12,087
Share (%)	29%	36%	35%	100%
Annual	697	871	849	2,417

Source: Derived from the City of Hamilton Building Permit Activity (2016 to 2020) by Watson & Associates Economists Ltd.



Figure A-2 summarizes the estimated housing growth between 2016 to 2021 as reported in the City of Hamilton Residential Intensification Market Demand Analysis. This estimate, which is also consistent with the Technical Report to the Growth Plan, was used to update the City’s housing base by structure type to 2021 from the most recent 2016 Statistics Canada Census.⁷ It is noted that the City of Hamilton Residential Intensification Market Demand Analysis estimates a significantly lower share of housing growth in apartments between 2016 and 2021 (320 units annually or 15% of total housing compared to 849 units annually, or 35% of total residential building permits) as summarized in Figure A-1). While it is recognized that long-term trends may not be indicative of recent trends over the past five years, its important to highlight that the City of Hamilton has experienced a greater shift towards higher housing density over the past five years than estimated in the City of Hamilton Residential Intensification Market Demand Analysis report.

Figure A-2
 City of Hamilton
 City of Hamilton Residential Intensification Market Demand Analysis (March 2021)
 Residential Unit Growth, 2016 to 2021

	Singles/Semi-Detached	Townhouses	Accessory Apartments	Apartments	Total
2016 to 2021	4,100	4,500	700	1,600	10,900
Share (%)	38%	41%	6%	15%	100%
Annual	820	900	140	320	2,180

Source: Derived from City of Hamilton Residential Intensification Market Demand Analysis March 2021 reported by Lorious Consulting. Forecasting by Hemson Consulting Ltd.

⁷ Greater Golden Horseshoe: Growth Forecast to 2051, August 26, 2020. Technical Report. Hemson Consulting Ltd.



**City of Hamilton Residential Intensification
Market Demand Analysis**
March 2021

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Section 1: Introduction and Background

The City of Hamilton has retained Lorus and Associates, in association with Hemson Consulting Ltd., to undertake an analysis of long-term demand for residential intensification. The market demand analysis is required to support the City's assessment of intensification potential, the update of the Growth Related Integrated Development Strategy (the GRIDS 2 update) and the Municipal Comprehensive Review (MCR) for the period to 2051.

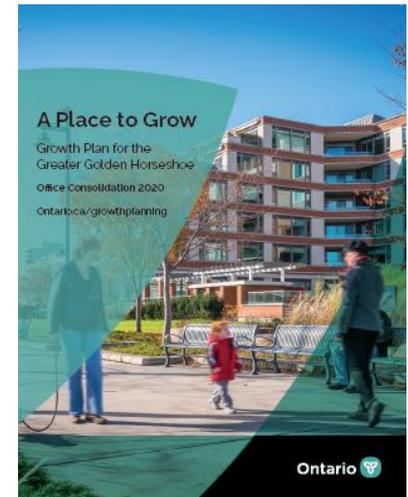
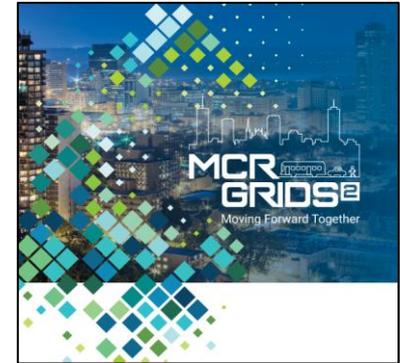
1.1 Purpose of the Assignment

The purpose of the assignment is to prepare a forecast of demand for residential intensification and provide commentary on an appropriate intensification target for the City. The results will be used for the GRIDS 2 update and as input to the Land Needs Assessment (LNA) required for the MCR as well as the outstanding appeals of the Urban Hamilton Official Plan (UHOP). The forecast of future demand will also be taken into consideration by staff and Council in their determination of whether an alternative target should be sought in accordance with the *Growth Plan for the Greater Golden Horseshoe: A Place to Grow (Growth Plan, 2020)*.

1.2 Planning for Intensification

Encouraging residential intensification is a key City and Provincial planning objective. The *Growth Plan* states that by the time the next MCR is approved and in effect, and for each year after, a **minimum of 50%** of all residential development occurring annually over the period to 2051 will be within the delineated built-up area.

For Hamilton, this rate of intensification equates to **nearly 1,800 units annually**, which is **more than double** the historic level of such development that has occurred over the past decade. The *Growth Plan* rule provides direction on the proportion of new residential development that is to occur through intensification within a specified geographic area and refers to a **total number of new units added**, but not number of people, overall density, specific unit types or units gained or lost through changes in occupancy of the existing stock.



Section 1: Introduction and Background

For Hamilton, the intensification target is higher than currently set in the UHOP (40% of new residential units). The target also exceeds the historic rate of intensification in the City, which averaged around 33% between 2008 and 2016, as shown at right. In the 2016-2019 period the rate of intensification increased - to 38% although the market was paused somewhat as a result of the COVID-19 Pandemic lockdowns in early 2020.

The primary purpose of the *Growth Plan* intensification target is to reduce the amount of lands developed in greenfield locations. However, intensification is also embedded in many other important City planning objectives including:

- Supporting increased levels of transit ridership, in particular the **GO Stations** and **BLAST network**;
- The development of **complete communities** that provide a full range of housing types as well as employment opportunities, local retail stores, public service facilities and transportation options; and
- Delivering higher levels of **urban amenity** and more active and animated streetscapes to the marketplace, especially in the downtown and other nodes and corridors identified in the UHOP. Moreover, in older areas where population may be declining intensification can deliver the new units required to **maintain local service levels** for schools, retail and health care.

From an urban land needs perspective, the Provincial intensification requirement means that it is necessary to plan for a long-term shift in housing demand towards higher density residential units. This shift in demand, in turn, has the effect of reducing the balance of units to be allocated to the City’s designated greenfield areas. As a result, the mandated intensification target has **City-wide growth planning implications**, in particular for the amount of additional land outside the existing urban area that may be required by 2051 and for the different types of units available to satisfy future demand.

City of Hamilton Estimated Rate of Intensification	
Year	Rate
2008	38%
2009	35%
2010	28%
2011	34%
2012	25%
2013	32%
2014	36%
2015	42%
2016	28%
2017	26%
2018	50%
2019	46%
2008-2011	33%
2011-2016	33%
2016-2019	38%
2008-2019	35%

Source: City of Hamilton (housing starts)

Section 1: Introduction and Background

1.3 Defining Intensification

Residential intensification occurs across a range of built forms and within both urban and suburban settings:

- From a **built form** perspective, the majority of residential intensification occurs in higher-density rowhouse and apartment units. Occasionally some intensification occurs through single and semi-detached units on remnant greenfield sites or through smaller-scale infill.
- In terms of **location**, intensification tends to be focussed within the built-up urban area, including in downtowns and waterfronts, along main streets and around transit nodes, at the edges of older industrial or commercial areas (referred to as "Brownfields" or "Greyfields") and within older existing residential communities.
- Suburbs can also be '**retrofitted**' to increase density, for example through the development of underutilized or 'leftover' large lots for new single detached units or row housing. There is also an emerging trend towards the redevelopment of existing large format ("Big Box") retail centres for a mix of uses including significant high-density residential.

In this sense, intensification can occur in traditional 'greenfield' locations for both ground-related housing as well as the high-density, mixed-use forms typically envisioned for the Urban Growth Centres (UGC) or other parts of the older urban fabric such as the City's nodes and corridors. So, while the term "intensification" and "*Growth Plan* target" tend to be used interchangeably, they are not exactly the same. The *Growth Plan* target applies to the total new units within the built-up area. Intensification is defined as a net increase in the number of dwelling units whether it is infill or redevelopment units. The vast majority of units added inside the built-up area will be "true" intensification from a built-form perspective (i.e. row house and apartment units) but some intensification will also occur outside the built-up area on designated greenfield lands.

Key Concepts

Housing Unit Types

Apartments include both rental and ownership ("condo") forms. Row houses include traditional townhouses and multiple street/block towns joined side-to-side or back-to-back, with no other dwellings above or below.

The Built-up Area

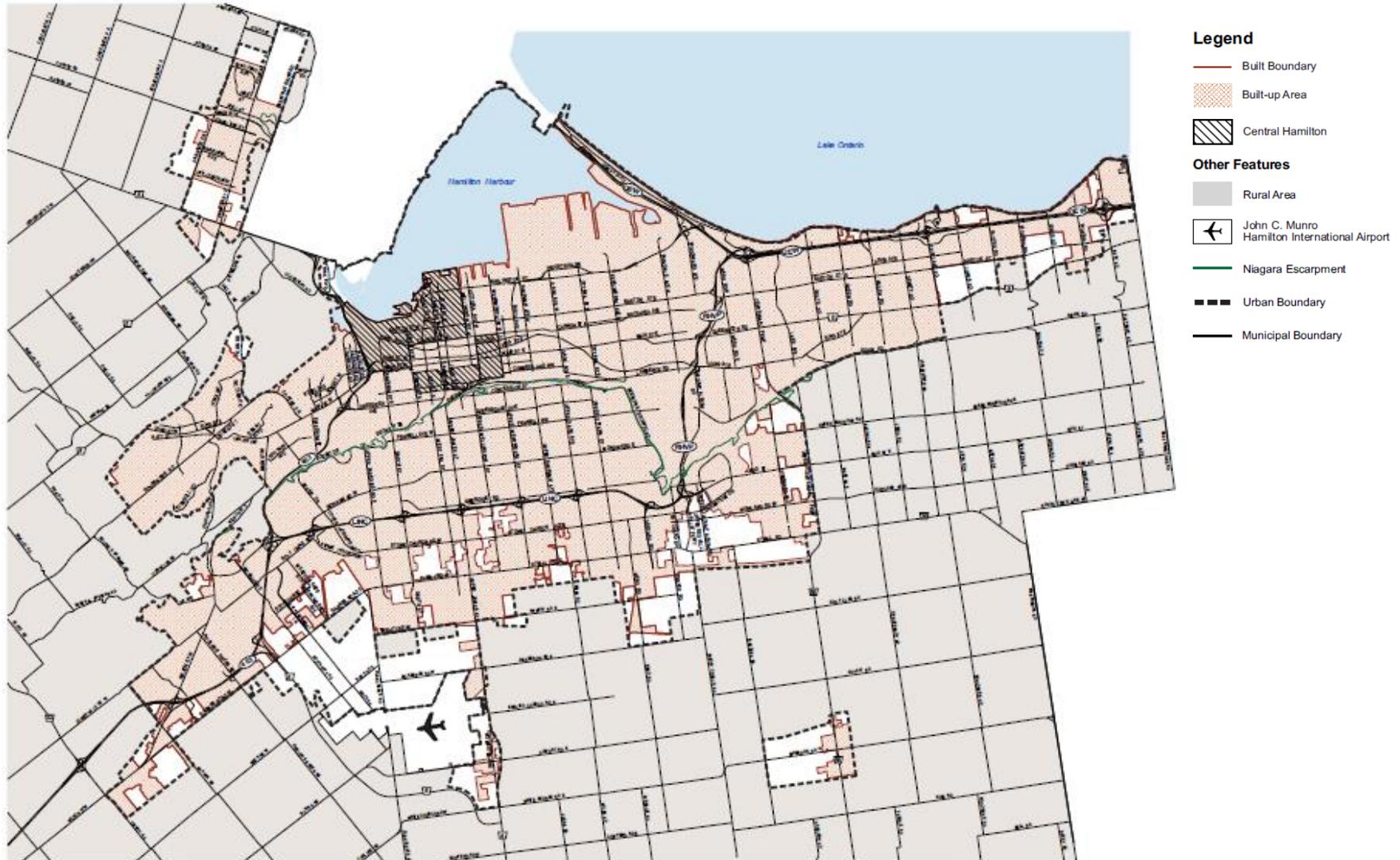
The "built-up area" is defined and mapped as the area that was already built when the 2006 *Growth Plan* first took effect. It is illustrated on the map on the following page.

In the City of Hamilton, the built-up area included a number of larger vacant, underutilized or remnant 'greenfield' sites that have since developed with a range of housing unit types.

The remaining supply of these parcels is limited and distinct from what the City refers to as the "**built boundary holes**": areas that are physically within the City's built-up area but identified under the *Growth Plan* as part of the Designated Greenfield Area (DGA).

Section 1: Introduction and Background

1.3 Defining Intensification – The Built-Up Area



Source: Urban Hamilton Official Plan Appendix G - Boundaries Map

Section 1: Introduction and Background

1.4 The COVID-19 Pandemic

This report was prepared during the COVID-19 Pandemic, which is having severe and far-reaching global economic impacts. All economic sectors have been affected, some more so than others, and the full extent of the pandemic's social and economic impact is yet to be seen.

In discussing potential impacts, it should be noted that there is no experience with an economic recession of this origin, magnitude or speed of contraction anywhere in the world in recent times, making the nature of the recovery speculative no matter the source. Significant events of this type – major wars or epidemics (without lockdowns) – have typically heralded periods of major social and economic change in all parts of society.

There is uncertainty over how quickly the economy will return to pre-pandemic conditions. Many of the economic factors driving intensification have also been negatively affected, above all being the available income to purchase housing in a period of high unemployment, reduced incomes and steadily declining savings for many households. The short-term attractiveness of urban locations throughout the Greater Toronto and Hamilton Areas (GTHA) may be further compromised by the appearance of blight created by the many street front businesses that remain closed and uncertainty if they will reopen as before.

Nevertheless, the long-term economic outlook for the GGH and the City of Hamilton remains positive, albeit with a significant unanticipated pause in the current period. According to the updated *Growth Plan* forecasts prepared by Hemson Consulting Ltd., the GGH economy is evolving into a global economic powerhouse. It will remain very attractive to newcomers, mainly international migrants that are the primary source of population growth in the GTHA. Over the long-term, continued population growth will drive strong demand for all types of housing, including residential intensification.



Section 1: Introduction and Background

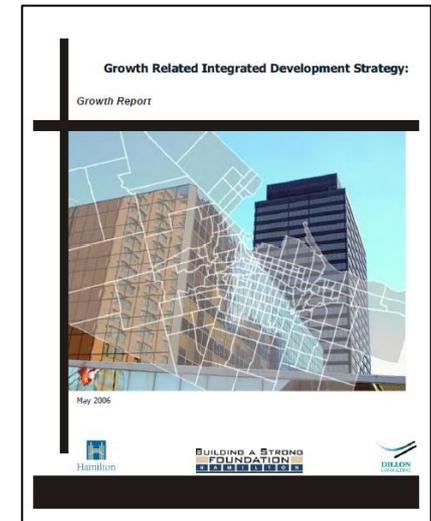
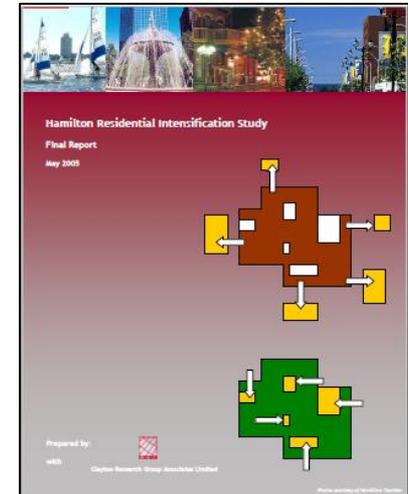
1.5 Context and Approach to the Analysis

Notwithstanding the economic pause arising from the COVID-19 Pandemic, the last five years have shown a significant acceleration of market interest in the City of Hamilton. Strong residential and non-residential building activity, rising real estate values and several high-profile projects in both the downtown and on the waterfront are among the major indicators of this shift. The City's burgeoning arts, culture and Creative Industries (especially film) also speaks to an emergent dynamic of renewal from an urban lifestyle perspective and bodes well for the long-term demand for residential intensification.

The forecast of demand for intensification is prepared within the context of the long-term regional growth outlook and the City's well-documented resurgence as a significant economic and cultural centre within the Greater Golden Horseshoe (GGH). Broad economic, demographic and other market demand-side factors are taken into account and supplemented by feedback from industry stakeholders, the City of Hamilton staff and members of Council.

For the purposes of this assignment, intensification is considered to be all new units within the built-up area and will be mostly apartment and rowhouse units, with only limited infill of lower density ground-related housing forms. The main source of this latter type of development is likely to be remnant greenfield sites or other small-scale infill opportunities.

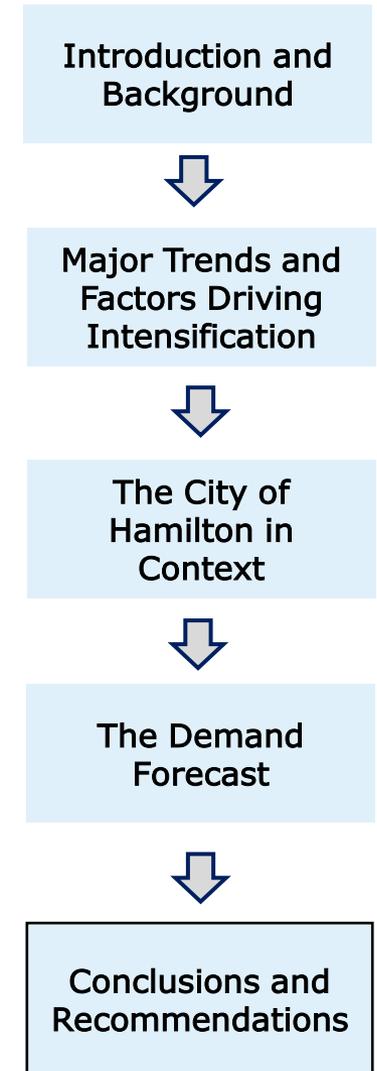
Since the specific amount, timing and location of intensification activity can be difficult to predict, the approach is to model a range of market demand outlooks. The result is a "Current Trends", "High" and "Low" forecast of market demand and commentary on the areas within the City where intensification is expected to occur. It is important to note that the approach is to provide a long-term demand outlook for land use planning purposes. The report is not intended to address short-term demand for specific unit types, pricing or sales nor provide a site-by-site analysis of market redevelopment potential.



Section 1: Introduction and Background

The report that follows provides the results of our review and analysis including the anticipated amount, timing and general location of development within the City of Hamilton. It is structured into five main sections:

- **Section 1** sets out the purpose of the assignment, key planning considerations, definitions and the context and approach to the analysis;
- **Section 2** describes the major trends and factors driving the demand for intensification, including economic factors, age structure, land supply, housing cost and affordability and lifestyle preferences;
- **Section 3** provides an overview of the City of Hamilton within this context, including the expanding role of the City in the broader metropolitan economy, the role of greenfields and intensification in accommodating growth and local real estate and housing market factors;
- **Section 4** describes the forecast demand for intensification, including the overall growth outlook for the GGH and City of Hamilton. A range of demand outlooks are described, including a Current Trends, High and Low forecast reflecting changes in Hamilton's relative attraction for intensification from a broader market perspective; and
- **Section 5** provides our conclusions and recommendations including the broad areas of the City where future demand can be expected to occur and an appropriate intensification target over the period to 2051. Commentary is also provided on the implications of higher targets for the current LNA, GRIDS 2 update and MCR process.



Section 2: Major Trends and Drivers of Intensification

The major trends and drivers of demand for residential intensification include: **economic factors** that drive housing demand overall; **age structure** (demographic and lifecycle factors) that largely dictates housing choice by unit type; and **housing supply**, which determines options available to consumers and, in turn, **housing cost and affordability**. Finally, changing **lifestyle preferences** has increased demand for denser, well-serviced urban areas with a concentration of amenities and transit access, which influences the location and type of intensification that occurs throughout the metropolitan region.

1	Economic Factors	Continued economic expansion, job growth and real estate investment has driven strong population growth and demand for housing units overall in the Greater Toronto and Hamilton Area (GTHA).
2	Age Structure	Housing choice is closely tied to age structure. Recent growth has included a high share of younger adults (15-29 years old) that typically occupy apartment units. There is also a large number of existing older adults (30 -75 years) that typically occupy larger, family-sized units.
3	Housing Supply	Housing supply determines the options available to satisfy consumer demand. Since 2006, a number of factors have limited the options available to satisfy all segments of the housing market, especially larger family-sized units.
4	Housing Cost and Affordability	Strong demand in relation to supply has contributed to increased housing costs and affordability strains which, in part, have led to a shift to smaller housing units and more people living in denser, more affordable housing forms.
5	Lifestyle Preferences	A growing preference for cosmopolitan lifestyles and quality of life considerations has increased demand for well-serviced urban areas and interest in amenity-rich work environments as a tool to attract skilled labor. These trends have played a major role in the significant concentration of development in downtown Toronto and emergence of large scale intensification in the City of Mississauga, southern York Region, and, more recently, in the City of Hamilton.

Section 2: Major Trends and Drivers of Intensification

2.1 Economic Factors Driving Overall Housing Demand

The Toronto region economy continues to grow, especially in technology and other knowledge-based industries. This strong economic performance fosters continued in-migration, which drives growth in population and overall housing demand.

Economic Region Continues to Perform Well

As shown in Figure 1, the Toronto Economic Region has grown steadily over time, to a total of over 3.6 million jobs in 2019. The Hamilton-Niagara Economic Region has also increased from just under 640,000 jobs in 2001 to over 765,000 jobs in 2019. After 2019, employment declined due to the abrupt changes brought about by COVID-19 Pandemic. As shown in Figure 2, most of the historic growth within the GTHA has been in the regions of York and Peel and the City of Toronto. The City of Hamilton has played a somewhat more limited role to date.

Long Term Growth Outlook Remains Positive

There is no question that the COVID-19 Pandemic is likely to have significant long-term economic consequences. Some of the sectors that face the steepest path to recovery include travel and tourism, conventions, retail restaurants and print media.

Notwithstanding these impacts, however, the long-term growth outlook remains positive. In general, both the GTHA and Outer Ring are anticipated to experience rates of long-term economic growth sufficient to absorb the expanding labour force created through migration. This expectation is consistent with the Ministry of Finance's *Ontario's Long Term Report on the Economy* (2017) which remains a sound economic outlook.

Figure 1: Historic Employment in Toronto and Hamilton-Niagara Economic Regions (ER)

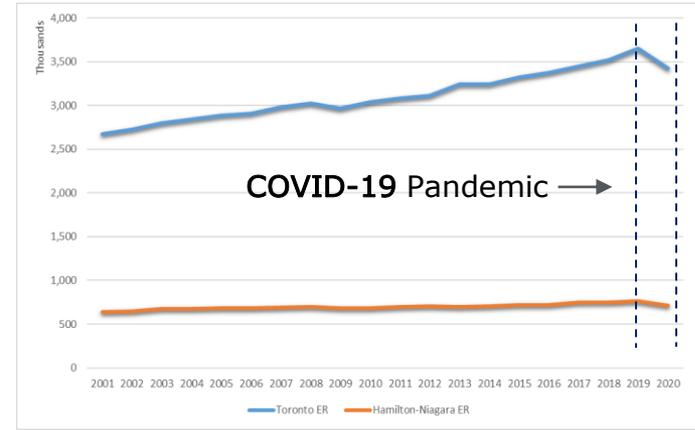
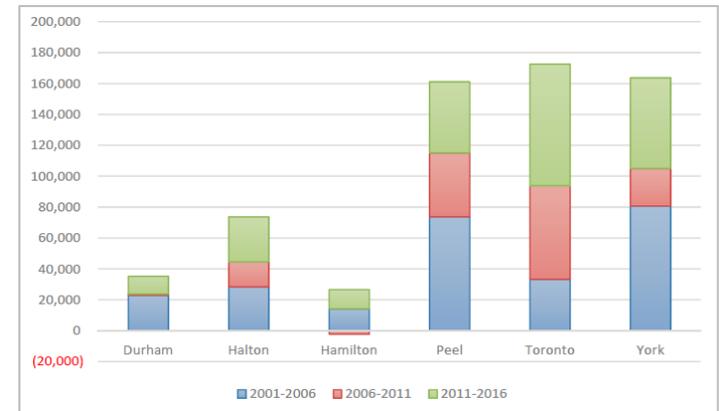


Figure 2: Distribution of Employment Growth in the GTHA (Census 2001 – 2016)



Source: Figures 1 and 2 Hemson Consulting Ltd. based on Statistics Canada Information by municipality and defined Economic Region

Section 2: Major Trends and Drivers of Intensification

2.1 Economic Factors Driving Overall Housing Demand

GTHA Evolving to a Modern Service-Based Economy

The GTHA economy continues to grow rapidly in professional services and other knowledge-based activities that tend to cluster in urban areas. Increased automation, Artificial Intelligence (AI) and other advances in the digital economy have led to an increased demand for high-skilled jobs, as illustrated by the pattern of growth in employment by skill level shown in Figure 3.

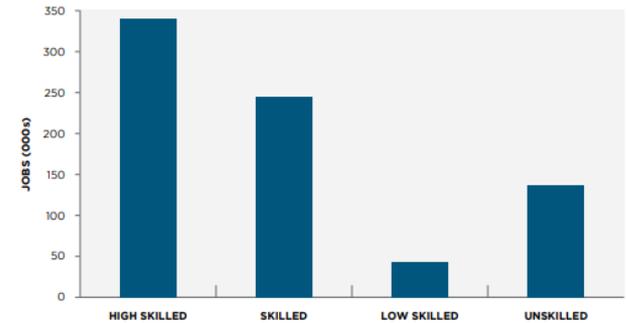
Migration Driving Growth in Population and Housing

The scale and nature of job growth historically has made Canada and the GTHA very attractive for migration, especially international immigration. Continued in-migration will drive growth in population and the resident labour force and, in turn, demand for new housing. Notwithstanding short-term COVID-19 impacts, net international migration to the GTHA is forecast to increase steadily over the period to 2051, as shown in Figure 4.

Other Factors Have Also Contributed to Demand

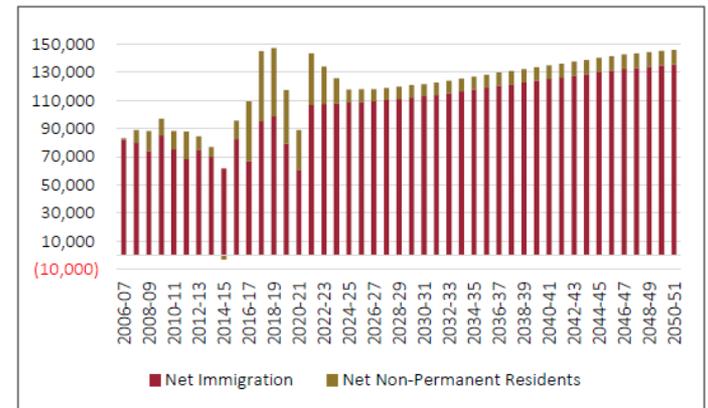
In addition to broader demographic forces, a decade of steady income growth and low interest rates has increased the buying power of residents and, in turn, demand for housing and housing prices. **The rise of housing as an investment vehicle** and the sharing economy has further boosted demand, including short term rental platforms that are concentrated in central city areas and (until very recently) continue to grow. Notwithstanding short-term COVID-19 impacts, the overall price and demand for housing is expected to remain high in a North American context.

Figure 3: Change in Employment by Skill Level, GGH, 2001–2014



Source: Neptis Foundation and Metropole Consultants: *Planning the Next GGH*, November 2018

Figure 4: Net International Migration to the GTHA, 1996-2051



Source: Hemson Consulting Ltd., 2020, *Greater Golden Horseshoe: Growth Forecasts to 2051*

Section 2: Major Trends and Drivers of Intensification

2.2 Demographic Factors Influencing Demand by Unit Type

Age structure is the main determinant of housing demand. While there have been some recent changes in the occupancy patterns of young adults and the elderly, the long-term market is still dominated by larger, family-sized units for the 30-75 year age group.

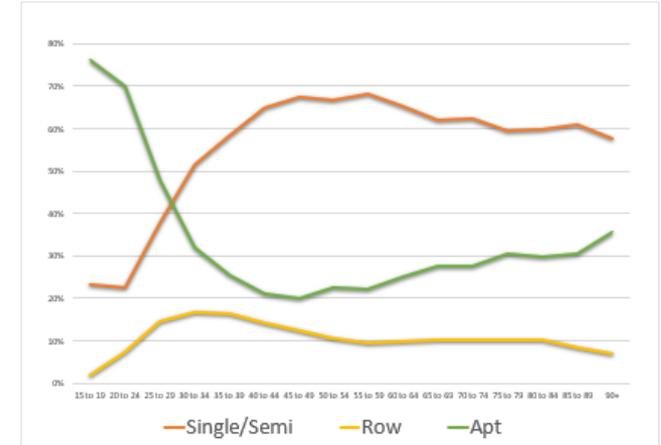
Housing Choices Are Closely Tied to Lifecycle Patterns

As illustrated by Figure 5, housing demand follows an established pattern, typically beginning with young adults in apartments. After family formation, housing preference shifts to larger units (single and semi detached, rowhouse). The pattern moves back to apartments later as empty-nesters downsize and more single-person households are formed through divorce or widowhood.

Over the last 20 years, household formation for young adults has declined somewhat as they stay at home longer and occupy apartments for longer. As well, seniors have been staying in their homes longer before downsizing, which reduces the supply of larger family-sized units for other generations. Little else has changed for the large group of residents between the age of 30 and 75 that tend to demand larger family-sized units.

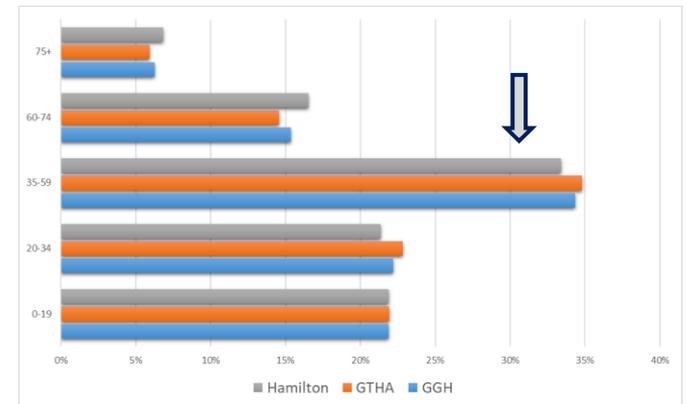
As shown in Figure 6, the largest age group in the GTHA is in peak years for family households and peak demand for new ground-related housing (Figure 5) most of which is accommodated in more traditional greenfield areas. Although an important goal, the provision of new 'family-friendly' apartments (typically 3-bedroom units) remains limited for most municipalities, including Hamilton, where very few large new units are being built. Most new high-rise projects are focussed on smaller units.

Figure 5: Housing Occupancy Patterns by Age Group, City of Hamilton, 2016



Source: Hemson Consulting Ltd.

Figure 6: Share of Current Population by Age Structure 2019



Source: Hemson Consulting Ltd.

Section 2: Major Trends and Drivers of Intensification

2.2 Demographic Factors Influencing Demand by Unit Type

Long-Term Market is Dominated by Ground-Related Housing Demand

Housing demand by type continues to be driven strongly by young families seeking ground-related housing units. Of course, some households will make different choices reflecting their specific economic circumstances or family structure. However, the dominant housing form choices of the broader population are well-established.

Within this context, the shift in demand to higher density housing is of note, especially the surge of demand for high-rise apartment development in downtown Toronto. Recently, however, this trend has begun to moderate in response to the COVID-19 Pandemic. The high cost of housing coupled with a rise in remote work has led to a short-term increase in demand and prices for new homes in nearby markets, especially the City of Hamilton, Guelph and Kitchener-Cambridge-Waterloo. A rebound in apartment demand can be expected as the economy recovers around mid-2023.

Over time, as younger adults age and start families, many will continue to opt for increased space and amenity of larger family-sized units, including traditional suburban ground-related housing. These residents will join the already large mass of population entering peak family-formation. In addition, the turnover of units to younger families is reduced as the elderly remain in their homes longer, further driving demand for new and larger family-sized units to accommodate population growth.

Age structure is by far the best predictor of demand for households and specific housing unit types. As the population continues to age, pressure for more ground-related housing can be expected especially from 'millennials', which are the largest and fastest growing demographic group in the GTHA and just entering their family forming years.



Ground-Related Housing

Generally refers to housing that is accessible from the ground. It includes all housing that is not an apartment unit, including larger family-sized units



Section 2: Major Trends and Drivers of Intensification

2.2 Demographic Factors Influencing Demand by Unit Type

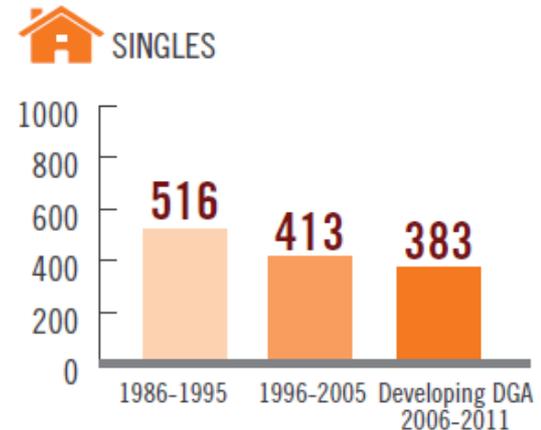
Density and Location of Family-sized Units is Shifting

From a demographic perspective, demand for larger family-sized housing has been consistent. What has shifted, however, is the lot size, density and location of demand for those units:

- As shown in Figure 7, there has been a trend of declining lot sizes for single-detached housing. At the same time, unit sizes on those lots have increased as the market moved to a denser and more affordable ground-related product. There is anecdotal evidence that lot sizes have continued to decline since 2011.
- Within the ground-related market, row houses have also been a growing share over time including "maisonettes". From a pricing perspective, other things being equal, rowhouses tend to be more affordable as starter homes than single-detached units and about the same cost as a much smaller apartment; and
- There is a continuing trend of rapid residential growth outside Toronto in the '905' communities. In recent years, this growth has been moving even further afield (some would say "leap-frogging" defined as non-contiguous development beyond established urban centres) to communities within the extended commuter shed of the GGH: a trend that may be accelerated by the COVID-19 Pandemic and worsening housing affordability. As shown in Figure 6 previously, the largest age group in the GTHA is in peak demand for new ground-related housing.

What these trends suggest is that consumers continue to trade travel time and financial savings for affordable ground-related, family-sized units. Where this demand outstrips the available housing supply, the market tends to respond by providing denser ground-related forms or moving location, rather than shifting into high-rise apartment units.

Figure 7: Inner-Ring Median Developing Lot Sizes in the DGA (Square Metres)



Source: Performance Indicators for the *Growth Plan for the Greater Golden Horseshoe*, 2006. Ministry of Municipal Affairs and Housing, 2015

"The high price tags for new and resale homes in Toronto [have] made commuter-friendly and nearby [Census Metropolitan Areas] CMAs such as Oshawa, Hamilton, St. Catharines-Niagara, Guelph and Kitchener-Cambridge-Waterloo increasingly popular among home buyers, due to their overall affordability."

Source: Recent trends in new house prices in the Greater Golden Horseshoe Region. Statistics Canada 2018

Section 2: Major Trends and Drivers of Intensification

2.3 Housing Supply

Since 2006, the *Growth Plan* has sought to shift the pattern of growth in the GGH towards more compact urban forms through policy intervention. The policy changes introduced by the *Growth Plan*, among other factors, have led to delays in bringing new supply to market and, in turn, affected options available to satisfy demand. The planning policy context is evolving to address this challenge, including Bill 108 and a growing interest in “missing middle” housing forms.

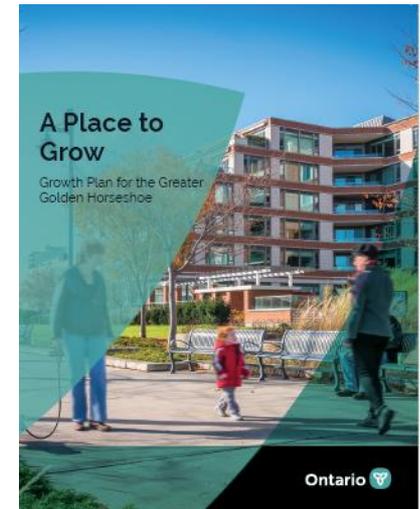
Growth Plan Seeks to Contain Greenfield Development

From its inception in 2006, the *Growth Plan* has sought to limit the amount of new urban lands developed for greenfield development. The primary mechanism to achieve this objective is to shift growth from greenfield areas to higher levels of intensification – implemented with the requirement that a specific share of growth (a minimum of 50% of new housing units) be accommodated in the built-up area. The intended effect is to shift the housing market overall towards medium and higher density forms by limiting the number of ground-related units accommodated on greenfield lands. These *Growth Plan*-related shifts are long-term and will affect the market and pricing over time.

Process for Getting New Land to Market has Been Delayed

The *Growth Plan* also introduced new requirements for official plan reviews and boundary expansions, which can take upwards of 10 years. The lengthy process required to complete the necessary requirements has generally extended the approvals cycle for urban boundary expansion and, in turn, delayed the provision of short-term supply for ground-related housing in greenfield areas.

As an example, most municipal conformity exercises for the 2012 *Growth Plan* Schedule 3 forecasts have yet to be completed. There is also anecdotal evidence of developers holding back serviced lot supply as part of their internal phasing plans, further delaying the delivery of new land to market.



Section 2: Major Trends and Drivers of Intensification

2.3 Housing Supply

Planning Policy Context is Evolving

At current housing prices, many households in the GTHA simply cannot afford to participate in the ownership market, especially millennials. Housing affordability is also a key factor driving out-migration from the GTHA to the outer ring: a trend that may be accelerated by the COVID-19 Pandemic. To the extent that housing supply has some bearing on price and affordability, planning policy is evolving to address this challenge:

- The *More Homes More Choice Act* ("Bill 108") and related initiatives were put in place in June, 2019 in order to, among other matters, streamline the approvals process and boost housing supply;
- In August 2020 the Province released a new land needs assessment (LNA) methodology as part of Amendment 1 to the *Growth Plan* (2019). The new LNA method adopts a much more 'market-based' approach, directing municipalities to ensure that sufficient land is available to accommodate all segments of the housing market and avoid shortages that would drive up land cost; and
- There is a growing interest in the "Missing Middle" housing market to address the affordability challenge including larger, family-sized units. The Missing Middle refers to the range of housing types between traditional single-detached houses and high-rise apartments that have gone 'missing' from many large cities, including the GTHA. These include 'family-friendly' units in low and mid-rise apartment forms, laneway housing, garden and courtyard apartments, multiplex structures, live/work units and residential units above commercial businesses.



"Large [single-family] homes and tiny condos only work for some people. We need a mix of housing types – such as multiplexes, low- and midrise apartments – and sizes, like condos that are large enough for families."

Source: *More Homes, More Choice. Ontario's Housing Supply Action Plan, May 2019*

Section 2: Major Trends and Drivers of Intensification

2.4 Housing Cost and Affordability

Strong demand in relation to supply has driven the cost of housing to record levels and affordability remains a serious challenge for most potential buyers. Over the last 15 years, this affordability challenge has encouraged a broad shift towards medium and higher density housing forms throughout the GTHA.

GTA Housing Prices Have Reached Record Levels

The average cost of housing in the GTA has increased to record levels. As shown in Figure 8, prices peaked in 2017 and then corrected, partly due to measures put in place to cool the market through the Fair Housing Plan and tightened mortgage regulations (the 'stress test') which led to reduced purchasing power for most potential borrowers. A similar pattern has occurred in Hamilton, with average home prices now also at historic highs.

Affordability has Become a Serious Challenge

As shown in Figure 9, beginning around 2014 the proportion of family income required to service the cost of a mortgage has risen sharply, now standing at over 40% in 2020. Housing affordability issues are now actually dampening housing unit growth because many people simply cannot afford to buy a home in the GTHA and are being pushed further into the Outer Ring and beyond.

The recent surge in demand for detached homes driven by demand for larger living spaces and reduced attachment to live in or near core urban areas has led to further price increases. As such, the current housing cost and affordability challenge is not expected to resolve any time soon. There are simply fewer and fewer people that can purchase an average home at current prices, noting the high proportion of income spent for those that did.

Figure 8: Historic Residential Average Price Greater Toronto Area

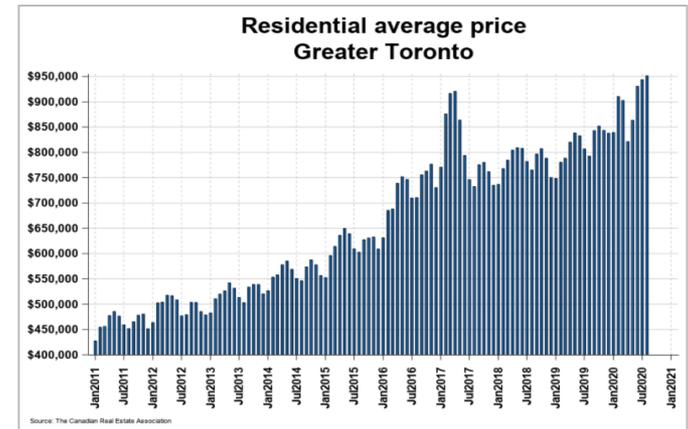
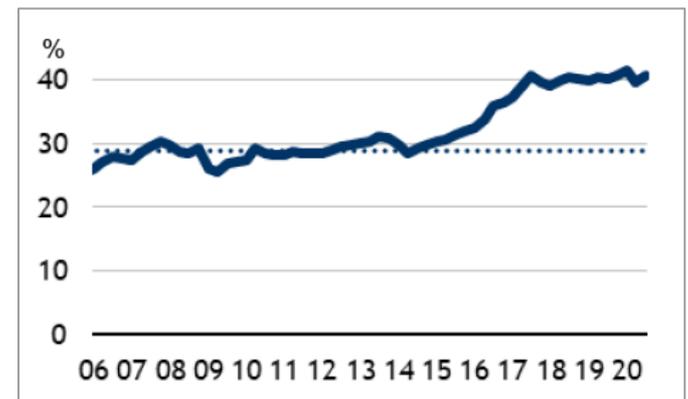


Figure 9: City of Hamilton Mortgage Payments as a Share (%) of Median Family Income



Source: RBC Economics Focus on Canadian Housing: Housing Trends and Affordability December 2020

Section 2: Major Trends and Drivers of Intensification

2.4 Housing Cost and Affordability

Single Detached Homes Have Shown Significant Price Increase

Notwithstanding the source of supply constraints, the effects can be seen in the widening divergence in price increases between ground-related and apartment units since 2012, as shown at right in Figure 10. Although the monthly cost of ownership and rental housing may be comparable, affording the necessary down payment remains a major barrier to market entry.

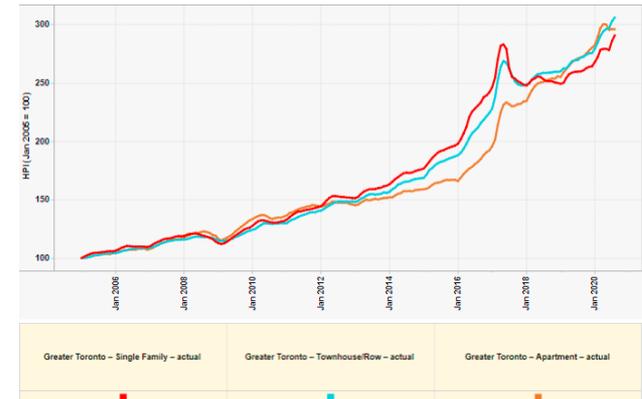
Prices moderated after the 2017 housing correction, and appear to have been affecting units by type more equally since. Apartments have also become relatively less expensive during the COVID-19 Pandemic, in part due to the short-term increase in the supply of vacant units previously used for Airbnb purposes or occupied by residents that have since vacated for financial reasons.

Market has Shifted to Smaller and More Affordable Options

The combination of market, pricing and policy-based factors has led to more people living in denser and more affordable housing. As illustrated by Figure 11, in the 2011 to 2016 period, 52% of new housing construction in the GTHA were apartments versus 29% of the market during the previous 25 years.

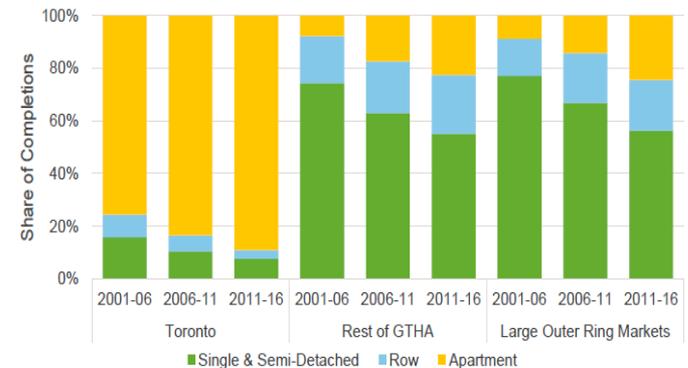
The shift to more affordable options led to a boom in high-rise apartment buildings, historically focussed in Toronto. However, intensification is also occurring in southern Peel and York Regions and, increasingly, Hamilton. Notwithstanding short-term COVID-19 impacts, these trends appear to indicate a lasting shift to medium and higher density forms in the market, which bodes well for the future of intensification.

Figure 10: Change in Housing Price Index Greater Toronto Area 2006 - 2020



Source: Canadian Real Estate Association 2020

Figure 11: Share of Housing Completions by Census Period Within Greater Golden Horseshoe



Source: Hemson Consulting Ltd. Based on Statistics Canada

Section 2: Major Trends and Drivers of Intensification

2.5 Lifestyle Preferences

Emerging trends in lifestyle and locational preferences have driven changes in the distribution of growth within the GTHA, especially evident with the focus of high-rise residential and office development in downtown Toronto. Large-scale intensification, however, is also emerging in other GTHA municipalities, such as southern York and Halton regions and the City of Hamilton.

Demand for Transit-Oriented Urban Lifestyles is Growing

Recent population growth has included many young adults (the "millennials") which has driven key changes in lifestyle and consumer preferences:

- From a locational perspective, there has been a growing interest in more cosmopolitan lifestyles and **walkable communities** with high levels of urban amenities and transit access;
- The **aging of the population** is also supporting this trend, with the elderly increasingly preferring denser urban environments with high levels of amenity and good transit access; and
- The **changing nature of work** also plays a part, including growth in emerging clusters or "archetypes", as developed in recent work prepared by the Neptis Foundation, and the associated "war for talent". As a result, amenity-rich, accessible work environments have become increasingly important to the location decisions of major employers, especially knowledge-based firms seeking to attract young talent and skilled workers.

Notwithstanding short-term COVID-19 impacts, these trends are expected to continue over the planning horizon. At the same time, however, there remains a large pool of demand for family-sized housing. Moreover, as many millennials age and form households the appeal of urban amenities and access to transit will give way to a need for more living space, driving additional demand for ground-related housing. Others will continue to prefer urban locations. This fragmentation of the 'urban' versus suburban housing market creates both challenges and opportunities.

IT IS NOT A COINCIDENCE THAT MANY OF THE GROWING ARCHETYPES ARE LOCATED IN AREAS WITH HIGH LEVELS OF TRANSIT SERVICE.

"Providing excellent transit service offers employers access to the widest possible pool of workers – a critical competitive asset. Attracting employees also means creating a high-quality urban environment – one that integrates transit, provides a walkable and cyclable public realm, and offers worker amenities and services, such as restaurants, cafes, shops, daycares, or recreational facilities."

Source: Neptis Foundation and Metropole Consultants: *Planning the Next GGH*, November 2018

Section 2: Major Trends and Drivers of Intensification

2.5 Lifestyle Preferences

High-Density Development has Concentrated in Downtown Toronto

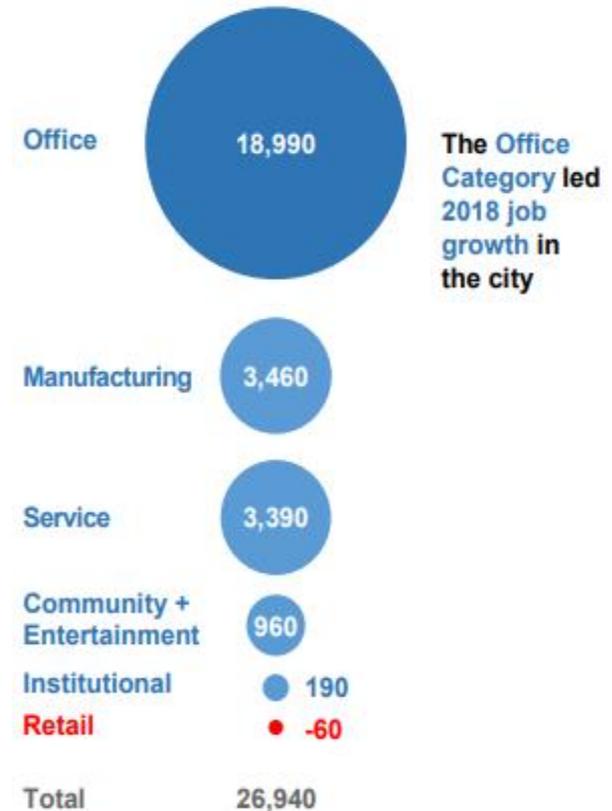
One of the most visible outcomes of recent trends has been the surge of new development in central Toronto. Recent growth is the result of a cycle of economic and demographic factors that are relevant for understanding the drivers of residential intensification:

- The GTHA’s continued **transition to a knowledge-based economy** has led to major office-based employers locating in downtown Toronto and, in turn, booming technology-based and Creative Industry sectors that employ a large share of young, mobile workers;
- Professionals in these fields **tend to prefer urban locations** and lifestyles with high amenities and access to transit, which, in turn, attracts more office employers to be close to their prospective work force; and
- This **trend is accelerated by congestion**, ironically, as Union station becomes ever more accessible to the maximum GTHA labour force, via the TTC subway, light rail, bus and a radial commuter rail network (GO Transit) delivering significant in-bound ridership (and jobs) from communities in the ‘905’ areas.

Employment growth has been so strong that Toronto has already achieved its 2031 employment forecast and will likely achieve its prior 2041 forecast sometime between 2024 and 2026. The office sector has been performing particularly well (until recently) as shown in Figure 12.

At the same time, there has also been an increase in office work occurring in non-office forms, in particular “flex space” which has become more widespread due its cost advantages and flexibility in use . Other forms of smaller co-working and shared office space have also become more prevalent, including in the City of Hamilton: another trend that may be accelerated by the COVID-19 Pandemic.

Figure 12: City of Toronto Job Increase by Category, 2017-2018



Source: Toronto Employment Survey 2018, Toronto City Planning

Section 2: Major Trends and Drivers of Intensification

2.5 Lifestyle Preferences

Market has Emerged in Other GTHA Municipalities

There is no question that the recent focus of development in downtown Toronto has been extraordinary by any measure. Contrary to popular belief, however, this trend is in line with the traditional demographic pattern of young adults moving to the urban core for education and job opportunities. It just so happens that recent growth has included a large share of this age group which, along with the growing technology-based and Creative Industry sectors that attract large numbers of young professionals, have concentrated in and around the downtown.

The City of Toronto will continue to play a major role in accommodating apartments, however it is no longer the only part of the market. Large-scale intensification has been occurring outside Toronto in more urbanized areas such as in the vicinity of shopping centres (e.g. Mississauga) in older commercial areas (e.g. Oakville) and along major arterial roads (e.g. Hamilton). Substantial levels of intensification are also taking place in the Vaughan Metropolitan Centre (VMC), supported in large part by the new subway line to downtown Toronto.

These emerging areas offer many of the factors that attract younger workers (access to employment, transit, shopping, urban amenities) but not yet at the level that attracts so many to central Toronto. Indeed, the City of Toronto appears to have entered a period of growth where the sheer scale of new investment creates its own market interest – or “buzz” – making the downtown attractive for intensification in its in its own right in addition to broader demographic and economic trends. Nevertheless, some higher density housing is being built through intensification outside Toronto, including the City Hamilton, the City of Guelph, the Kitchener-Cambridge-Waterloo area and others.



Numerous residential and mixed-use developments are completed underway or proposed in the VMC, including major offices.



Pier 8 in Hamilton's West Harbour area is envisioned to accommodate 1,500 new units and significant non-residential floor space.

Section 2: Major Trends and Drivers of Intensification

2.5 Lifestyle Preferences

Intensification is not a Substitute for Greenfield Development

While intensification is emerging in other GTHA municipalities, ground-related housing types remain the dominant form of development for most communities outside Toronto. The exceptions are locations where a specific circumstance or catalyst for intensification is in place, such as major transit investment (the VMC), an almost fully built-out land supply (Mississauga) or large numbers of students and young professionals related to the technology sector (Kitchener-Cambridge-Waterloo, Toronto).

For the most part, older adults and families with children continue to locate largely outside the City of Toronto, mainly because of the availability of larger and more affordable family-sized units. Most Canadians also live in suburban spaces. An estimated two-thirds of the country's total population are living in some form of suburb, with over 80% in the large metropolitan areas of Toronto, Montreal and Vancouver: in short, a nation of City-dwellers who live in the suburbs (Council for Canadian Urbanism, 2018).

Achieving higher rates of intensification is an important objective within this context. From a planning perspective, however, housing units built as intensification within the built-up area are generally not a direct substitute for ground-related housing in greenfield areas. Almost all of the designated land for larger family-sized housing is outside the City of Toronto. As a result, and despite the boom of apartments in the downtown, most of the population and housing growth to 2051 will continue to be accommodated in the regional ("905") municipalities of the GTHA and City of Hamilton. The distribution and timing of this growth, in turn, will be governed largely by the availability of housing supply to meet this demand for family-sized units.



Section 3: The City of Hamilton in Context

As discussed in Section 2, demand for residential intensification is driven by strong economic and demographic forces, combined with lifestyle and employer preferences. This section provides an overview of the City of Hamilton within this context, including its expanding role in the metropolitan area, population and housing market trends and residential intensification activity.

3.1 Hamilton's Expanding Role in the Metropolitan Area

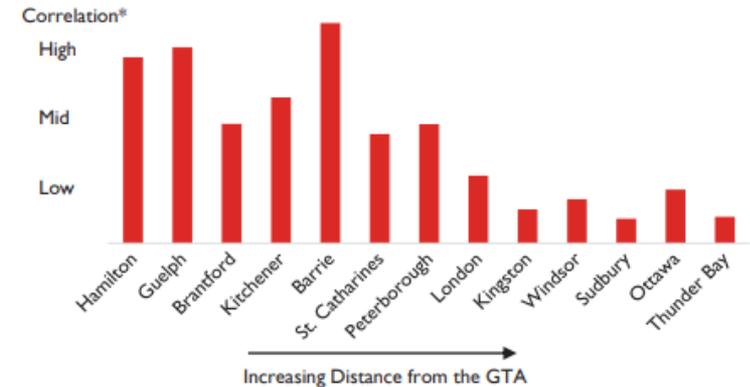
In recent years there has been a well-documented acceleration of market interest in the City as a location for new housing and business investment. These recent growth trends bode well for the future of intensification.

Housing Cost Spillovers From GTA

House prices in the central GTA have increased faster than surrounding areas, especially for larger, family-sized units. These price increases continue to motivate buyers to purchase more affordable homes in nearby urban areas, driving up prices in those communities.

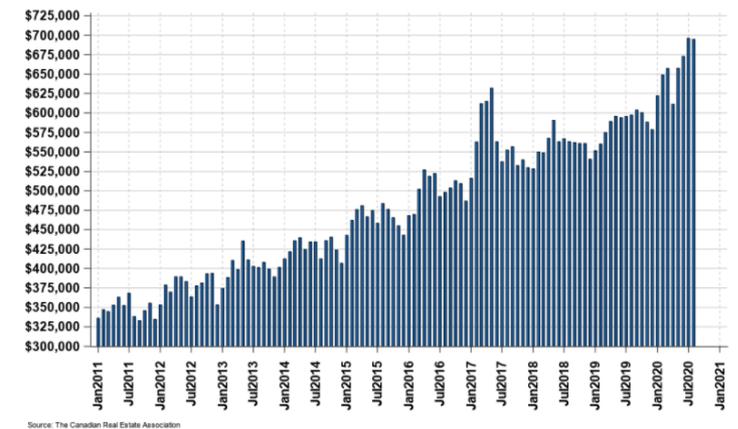
As shown in Figure 13, price spillovers historically have been most prevalent in the cities of Barrie, Guelph and Hamilton. And there is anecdotal evidence that more recent spillovers are occurring even further to the west in Brantford, St. Catharine's-Niagara, and Kitchener. As shown by Figure 14, average housing price in the larger Hamilton-Burlington area has risen steadily over time, even after the 2017 peak and correction. However, while prices may have increased, the City of Hamilton remains affordable relative to the broader GTA where the amount of price appreciation has generally been greater.

Figure 13: Price Growth Relationship Between GTA and Nearby CMAs



Source: CMHC Housing Market Insight Report, Hamilton CMA, January 2017

Figure 14: Historic Residential Average Price Hamilton-Burlington Area



Source: The Canadian Real Estate Association

Section 3: The City of Hamilton in Context

3.1 Hamilton's Expanding Role in the Metropolitan Area

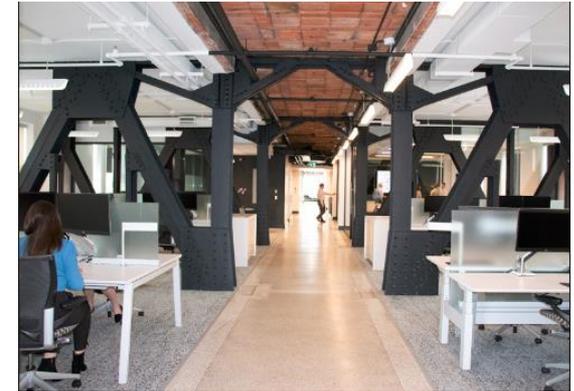
Economic Migration from Central Toronto

Hamilton's relatively affordable real estate market has made the City more attractive not only for new home buyers but also economic development. This is one of the reasons for the City's burgeoning Creative Industries sector and local arts scene: economic activities that attract young workers and tend to cluster in central urban areas.

There is anecdotal evidence of downtown Toronto businesses relocating for more affordable space options, including the City of Hamilton. The changing nature of the office market is also driving demand for 'flex space', shared work spaces and other co-working arrangements as well as 'Brick and Beam' retrofits, such as the Westinghouse redevelopment and Cotton Factory Creative Hub, both shown at right.

In our view, the COVID-19 Pandemic is likely to at least sustain current trends in the office market. Increases in remote working have also led to an interest in new office models: the 'hub and spoke' concept, for example, which is characterized by a small central office augmented by other smaller offices or co-working space closer to where employees live. This trend along with the overall attraction of suburban office markets from a real estate cost perspective bodes well for the future of office growth and residential intensification in the City of Hamilton.

Over the longer-term, these trends are anticipated to continue as a result of the growing cost, ever-worsening congestion and other disbenefits to occupying central Toronto office locations. A positive outlook for office growth bodes very well for the future of intensification, especially growth in tech-related/creative sectors and associated demand for fashionable office space in historic downtown industrial buildings.



The former Westinghouse headquarters shown above has been converted to 80,000 sq. ft of Class A office space and a ground floor event space



The former Imperial Cotton Co. has been transformed into the "Cotton Factory": a creative industries complex, with space for workshops and small manufacturing, office space for creative professionals, and studios for artists

Section 3: The City of Hamilton in Context

3.1 Hamilton's Expanding Role in the Metropolitan Area

Role as Regional Centre in Southwest GGH

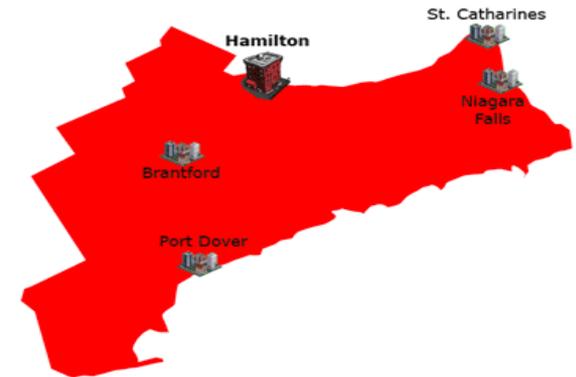
The City of Hamilton has served as a regional centre within the broader southwest GGH for decades. The City is the location of significant higher education and health care resources, community service and cultural amenities serving the broader Hamilton-Niagara-Haldimand-Brant area, represented conceptually by the boundaries of the Local Health Integration Network (LHIN) shown in Figure 15.

Continued housing cost spillovers combined with economic migration from central Toronto is likely to solidify if not expand the City's economic role as a regional service centre. There is also the real possibility of Hamilton emerging as the second major historic downtown centre in the GGH, driven by a combination of intense growth pressure in the Toronto core and the City's growing attraction for new business investment.

This potential also suggests that Hamilton will continue to serve demand for 'regional' population-related employment such as hospitals, universities and specialized downtown shopping. As noted, a key factor driving housing demand in the outer ring will be continued out-migration from the GTHA. This pattern of demand – combined with the focus on boosting housing supply as part of Bill 108 and new LNA method – is anticipated to continue for communities in the broader Hamilton-Niagara area; especially larger, family-sized housing.

There is recent anecdotal evidence of increased sales and pricing in Hamilton and farther afield in Niagara. The trend towards more dispersed growth (discussed in Section 2.2) combined with the City's burgeoning Creative Industries sector (especially film) could further expand the City's current role as a regional service centre within the southwest GGH and, in turn, support demand for residential intensification.

Figure 15: Service Area of the Hamilton Niagara Haldimand Brant LHIN



"COVID-19 speeds up home buyer exodus from Toronto, condo market quivers"
Reuters, August 2020

"It's a 180-degree turn': Toronto realtors see signs of a pandemic exodus"
Globe and Mail, August 2020

"Hamilton house prices explode amid COVID as Toronto buyers leave commuting worries behind"
CBC News, September 2020

Section 3: The City of Hamilton in Context

3.1 Hamilton's Expanding Role in the Metropolitan Area

Industrial and Business Park Development

Hamilton is forecast to play a greater role in accommodating employment growth over the long-term, especially for business park and industrial-type uses. After lagging behind for some time, this sector has recently returned to higher levels of performance:

- Demand for **greenfield industrial land** and building space has increased, as indicated by recent and pending projects in the Ancaster, Stoney Creek, Flamborough and Red Hill Business Parks. According to City staff, there is also a growing market interest for development lands in the Airport Employment Growth District (AEGD);
- The **Port of Hamilton** continues to expand as a key link in the goods movement network for agri-food, steel, and other marine-supported industry. Continued investment combined with the amalgamation with the Oshawa Port Authority speaks to a growing regional role for the Port as a major piece of economic infrastructure; and
- There is a renewed interest in the **Bayfront Industrial Area** as a location for growth. Of particular interest is the potential of the nearly 800 acre (310 ha) Stelco lands to accommodate a mix of new employment and potentially additional Port-related uses.

As the City's industrial and business park development accelerates, employment will grow, making the City more attractive as a location for new investment and, in turn, driving population growth and increased demand for housing units overall. It will be important to plan for and protect these economic opportunities from short-term pressures for employment land conversion. There is already a large potential supply of residential intensification opportunities and the City has a long-standing policy objective to focus this type of development in the downtown and other planned nodes and corridors.



Section 3: The City of Hamilton in Context

3.1 Hamilton's Expanding Role in the Metropolitan Area

Research, Innovation and the Technology Sector

Another element of the City's economic and social transformation is its growing attraction for research, innovation and technology-related sectors:

- The City has solidified its role as a **leading centre for research and development** in the GGH, notably for health and life sciences, but also the automotive, steel and advanced manufacturing sectors. The City has been recognized as one of the **Top Intelligent Communities** in the World by the Intelligent Community Forum (ICF) for best practices in workforce development, innovation, and digital inclusion and advocacy (2018 and 2020);
- A network has evolved to encourage **innovation and entrepreneurship at the local level** including the McMaster Innovation Park (MIP) and Joyce Centre for Partnership and Innovation at Mohawk College. Collaborative workspaces such as Seedworks, the Cotton Factory and other shared office/creative spaces have emerged throughout the City to further support growth; and
- The City (until recently) has been experiencing **accelerated growth in the technology sector** along with other areas such as City of Guelph and the Kitchener-Cambridge-Waterloo area. Similar to housing, this growth has been driven in part by rapid office growth, rising space and operating costs and a shortage of qualified talent in the downtown Toronto market.

Notwithstanding the short-term COVID-19 impacts, the City is expected to continue its past strong performance in technology-related and Creative Industry sectors. The film sector, in particular, has the potential to outpace growth expectations. Moreover, a key aspect of emerging tech markets is the presence of younger age groups, which prefer urban lifestyles and tend to cluster in downtown areas. This demographic is also a major source of demand for high-density apartment units and, in turn, residential intensification. Improved accessibility to downtown Toronto via the West Harbour GO station is anticipated to compound these advantages over time.



TOP 7
INTELLIGENT
COMMUNITIES
OF THE YEAR



Section 3: The City of Hamilton in Context

3.2 Local Population and Housing Market Trends

Population and housing market trends in Hamilton have largely followed the broader metropolitan area, including recent growth in central city areas, growth in younger age groups and a shift to more affordable, higher density housing. The long-term outlook remains positive, and both greenfields and intensification will play a role in accommodating growth.

Population Growth has Shifted Within the GTHA

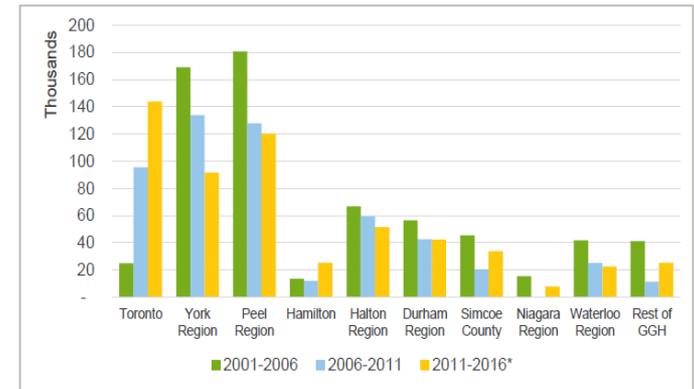
As shown in Figure 16, since 2001 the regional '905' municipalities have accounted for the majority of population growth in the GGH, especially the regions of York and Peel. Their highest levels of growth were in the 2001-2006 period, then declines thereafter. The Cities of Hamilton and Toronto, on the other hand, experienced their most rapid growth in the 2011 to 2016 period as part of a broad shift of growth towards more central city areas.

Recent Growth is Largely in Younger Age Groups

Within the GGH there is a long-standing pattern of growth in the form of young adults moving to the "Big City" for education and employment (historically the City of Toronto) and older adults, along with their children, moving out of Toronto to the '905' and further afield to adjacent communities in the GGH.

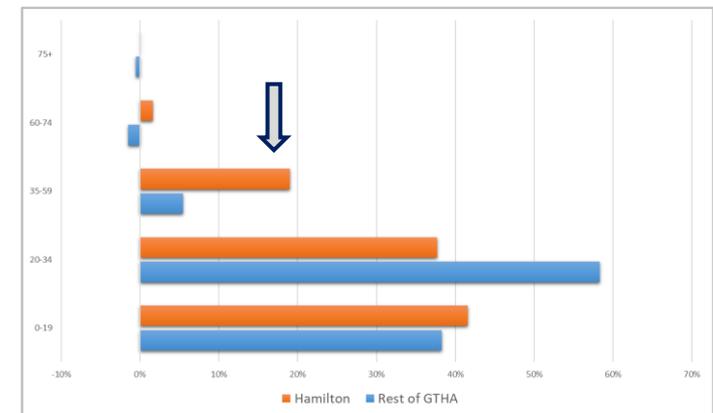
The demographic profile of growth in Hamilton shows a similar pattern of migration, primarily from other locations in the GTHA but also Canada and internationally. As shown in Figure 17, the recent growth has been mainly young adults and those in early family formation years, similar to the profile that has driven growth in the regional municipalities in the rest of the GTHA and GGH.

Figure 16: Population Growth by Census Period, GGH, 2001-2016



Source: Hemson Consulting Ltd. Based on Statistics Canada Annual Demographic Statistics

Figure 17: Age Structure of Net Migration, Hamilton, Rest of GTHA (2016 -2021e)



Source: Hemson Consulting Ltd. Based on Statistics Canada Annual Demographic Statistics

Section 3: The City of Hamilton in Context

3.2 Local Population and Housing Market Trends

Housing Market has Shifted to Higher Density Forms

Consistent with broader trends, the housing market in Hamilton has generally shifted away from single and semi-detached forms towards towns and higher density apartment units.

- As shown in Figure 18, within the ground-related category, row houses are making up increasing share of dwellings built; and
- As shown in Figure 19, the single-family home market has moved to progressively smaller lots over time.

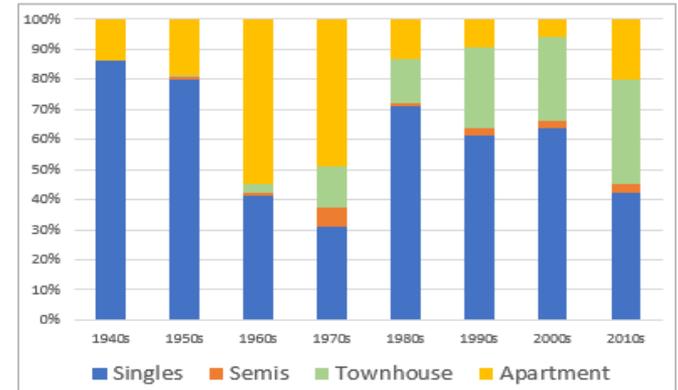
Although home prices and land values have increased, Hamilton’s ground-related market remains relatively affordable within a broader GTHA context. There is also evidence that the City’s apartment market has strengthened considerably and especially in the downtown and the central-west Hamilton area.

Forecast is For More Rapid Growth Moving Forward

The 2012 Schedule 3 *Growth Plan* forecasts overestimated population in Hamilton to 2019 (described more in Section 4.1) though growth over the last few years (until recently) is evidence of a turnaround. The 2020 *Growth Plan* forecasts anticipate more rapid growth moving forward in order to compensate for the growth ‘delayed’ by the abrupt changes brought about by COVID-19.

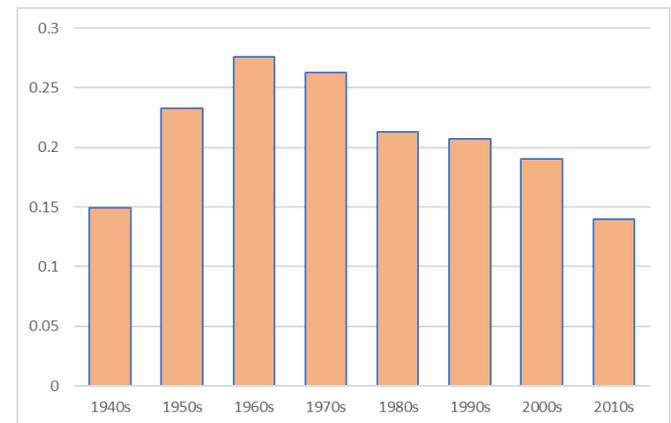
Population will be driven by significantly higher levels of in-migration from the rest of the GTHA than in the past and, in turn, demand for housing units overall. The City will need to maintain this higher rate of population growth to achieve the *Growth Plan* forecast over the period to 2051. The potential for approval delay and other challenges with getting new land supply to market will be an important strategy consideration within this context.

Figure 18: City of Hamilton Dwellings Built by Type 1940-2019



Source: City of Hamilton

Figure 19: City of Hamilton Average Single Family Lot Size 1940-2019 (acres)



Source: City of Hamilton

Section 3: The City of Hamilton in Context

3.2 Local Population and Housing Market Trends

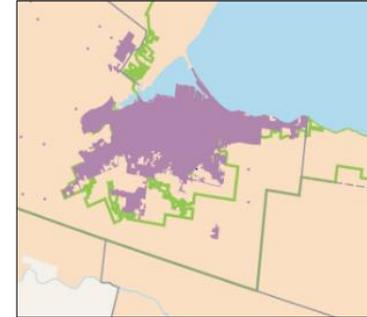
Intensification and Greenfields Both Play a Role

Over the period to 2051, there will be demand for a variety of housing types in Hamilton including larger family-sized units in greenfield locations and units serving non-family needs through intensification. From a planning perspective, however, it is important to reiterate that these two housing markets are not direct substitutes for each other:

- **Intensification is driven by demand.** Powerful economic and demographic forces combined with emerging trends in lifestyle and employer preferences largely dictate the amount and distribution of intensification that occurs throughout the broader metropolitan area.
- **Greenfield development depends on land supply.** Although greenfields have densified over time, growth is still driven primarily by the available land supply. Where demand outstrips that supply, the majority of the market will tend towards smaller lot sizes or move to another location. This trend includes both new and resale housing with the latter, according to City staff, being a key driver of housing demand especially in the lower city.

Having the right planning policies in place is a necessary pre-condition to facilitate development. However, **demand needs to change for more intensification to occur.** More people must want to live in an urban environment. Hamilton’s success in the market, therefore, depends on the City’s relative attraction for new high-density investment within the broader metropolitan context. Market demand for single family dwellings is expected to be very strong over the period to 2051.

As such, both intensification and greenfields will be required to accommodate future demand, or there is a risk that the *Growth Plan* forecasts will not be achieved as the market for larger-family sized units simply moves further afield. This scenario may lead to fiscal and service delivery challenges associated with reliance on unrealized revenue from development that does not occur as planned (an issue discussed further in Section 5 of this report).



Section 3: The City of Hamilton in Context

3.3 The Pattern of Residential Intensification

The total amount of intensification over the last 15 years is consistent with the original GRIDS expectations in that intensification would gradually increase in time. Somewhat more has occurred in neighbourhoods and less in the nodes and corridors and downtown than was anticipated, however this was due in large part to the presence of remnant vacant parcels within the built-up area. This type of supply is increasingly limited and apartments have become a larger part of intensification activity.

Total Amount of Intensification Has Met Expectations

In 2006, a residential intensification (RI) study was prepared for the original GRIDS and official plan review. The study identified a demand for intensification of **26,500 units to 2031**, consistent with the *Growth Plan* target at the time (2006) that 40% of all new units be accommodated within the built-up area over the planning horizon.

The level of intensification the City has experienced is **on track with these expectations**. As shown at right, a total of roughly 26,800 housing units were constructed across Hamilton over the 2008 to 2019 period. Of these units, approximately 9,500 were located inside the built-up area, which translates into a 35% rate of intensification within a *Growth Plan* context. A higher rate has been achieved in the post-2016 period, albeit with some COVID-related changes dampening the market in early 2020.

As expected, a large share of intensification units (60%) were apartments. The other 40%, however, were ground-related (single and semi-detached and rowhouse units). As the readily available ground-related supply within the City's built-up area is consumed, **the focus of intensification will have to shift** towards higher density forms – especially apartment units – in order to achieve the *Growth Plan* intensification target.

Projected vs. Actual Intensification 2008-2019	
Projected RI Units	10,800
Actual RI Total Units	9,500
City-Wide Total Housing Units	26,830
Intensification Rate	35%
Average annual unit production	790
Intensification rate post-2016 Census	38%

Source: City of Hamilton (housing starts)

Actual Intensification Housing Mix 2008-2019	
Single and Semi	2,440 (26%)
Rowhouse	1,360 (14%)
Apartment	5,700 (60%)
Total	9,500 (100%)

Source: City of Hamilton (housing starts)

Section 3: The City of Hamilton in Context

3.3 The Pattern of Residential Intensification

Distribution of Growth has Been Different

While the City-wide amount of intensification has been in line with the original GRIDS expectations, to date the distribution of growth has been somewhat different. Based on the GRIDS analysis in 2006, the UHOP identified the following RI targets by location:

- Downtown Urban Growth Centre (UGC) - 20% of RI Units;
- Urban Nodes and Corridors - 40% of RI Units; and
- Neighbourhoods – 40% of RI Units.

The planning expectation was for the nodes and corridors and downtown Urban Growth Centre (UGC) to accommodate intensification activity over the period to 2031, in accordance with mandated Provincial planning policy directions at the time. To date, however, the neighbourhoods have been accommodating a larger share of intensification activity, including a large share of more traditional ground-related housing in the form of single, semi-detached and rowhouse units.

It should be reiterated that this pattern of growth is mainly the result of the absorption of large or 'greenfield' sites that happened to be located within the built-up area and not necessarily an indication that the UHOP distribution is no longer appropriate. As this supply becomes increasingly limited, the pattern of growth will likely shift and become more aligned with original expectations. The majority of intensification that *has* occurred in the downtown is in apartments. The nodes and corridors have also been accommodating a large share of apartment units as well as strong growth in townhouse units. The shift to apartment units has been especially pronounced in the post-2016 period.

Actual Intensification within Built-up Area 2006-2016	
Location	Share of new units
Downtown Urban Growth Centre (UGC)	13%
Nodes and Corridors	19%
Remaining Neighbourhoods	68%
Total	100%

Source: City of Hamilton. *GRIDS2 Growth Summary 2006-2016*

As the remaining supply of large vacant, underutilized or remnant 'greenfield' sites is developed within the built-up area, the pattern of intensification will likely become more focussed in the nodes and corridors and downtown UGC, consistent with GRIDS expectations over the planning horizon.

Section 3: The City of Hamilton in Context

3.3 The Pattern of Residential Intensification

Apartments Have Become a Larger Part of the Picture

To date, intensification has been occurring across a range of forms, including ground-related housing that may not be 'true' intensification from a planning perspective but still counts towards the *Growth Plan* target. As noted, this pattern of growth is connected to the development of remnant greenfield parcels and 'easy' underutilized sites within the built-up area.

For most communities in the GTHA, growth within the built-up area has taken place where land supply is most economically viable, beginning with available ground-related units for which demand is strong. As this ground-related supply is consumed, intensification must occur increasingly in the form of higher density rowhouse and apartment units. The recent pattern of intensification in Hamilton reflects this well-established progression.

As shown at right, the share of apartment unit construction has increased, especially after 2016. On the flip side, the share of single and semi-detached units has declined. Row houses show the same pattern, generally declining in share over time consistent with a steadily depleting land supply for ground related units. Currently the large rowhouse market that does exist in the GTHA and Hamilton is primarily greenfield in nature.

Of course there will continue to be some infill and redevelopment within the City's neighbourhoods, including both ground-related and "missing middle" housing forms. However, as the supply of large vacant parcels and easy re-development sites are consumed, the form of intensification will increasingly be characterized by higher-density apartment units. An unknown element will be the impact of Provincial Development Charge (DC) and Community Benefits Charges (CBC) legislation, which exempts certain apartment forms and may have the effect of 'pushing' intensification towards either very large or small forms at the expense of some mid-rise opportunities.

Apartment Unit Share of Intensification 2008-2019	
Year	Share %
2008	27%
2009	12%
2010	36%
2011	65%
2012	21%
2013	57%
2014	57%
2015	80%
2016	66%
2017	71%
2018	90%
2019	70%
2008-2011	36%
2011-2016	61%
2016-2019	76%
2008-2019	60%

Source: City of Hamilton (housing starts)

Section 4: Forecast Demand for Intensification

The forecast demand for intensification in Hamilton is prepared within the context of the broader growth outlook and the City’s growing attraction as a location for investment. A range of future outlooks are shown, based on varying Hamilton’s relative attraction for new investment. Consistent with recent economic and demographic trends, intensification is anticipated to be focussed in central Hamilton, in particular the downtown and West Harbour Area, but these areas will not be the only locations for intensification.

4.1 The Growth Outlook for the GTHA

Most Communities were Trailing *Growth Plan* Forecasts up to 2016

As noted previously, many communities outside the City of Toronto have been trailing the growth forecasts prepared as Amendment 2 to the *Growth Plan* as measured by Statistics Canada. As shown below, with the exception of employment in the City of Toronto, all upper and single tier municipalities in the GTHA are behind forecast expectations, including the City of Hamilton.

Total Population and Place of Work Employment, GTHA 2016 Upper and Single-Tier Municipalities Compared to Background Work to Schedule 3						
Municipality	Background Work to Schedule 3		ADE Estimates	Census Employment	Differences	
	Total Population	Place of Work Employment	Total Population	Employment	Population	Employment
Durham	691	268	670	224	(21)	(44)
Halton	575	290	570	263	(5)	(27)
Hamilton	568	252	550	229	(18)	(23)
Peel	1,455	741	1,430	695	(25)	(46)
Toronto	2,865	1,573	2,820	1,608	(45)	35
York	1,199	611	1,140	544	(59)	(67)
GTHA	7,353	3,735	7,180	3,563	(173)	(172)

Source: Hemson Consulting Ltd. based on Statistics Canada data and Annual Demographic Estimates (ADE) 2020. Total Population includes Census Net Undercoverage

The main reason for the shortfall is that the forecasts prepared for 2011 to 2016 did not anticipate the degree of out-migration to western Canada from Ontario or Ontario’s decline in its national share of immigration. These patterns have now returned to historic averages. The concentration of employment growth in Toronto over this period further shifted the regional distribution, compounding the short-term effects of migration trends.

Section 4: Forecast Demand for Intensification

4.1 The Growth Outlook for the GTHA

Post-2016 Growth was Accelerating Until the COVID-19 Pandemic

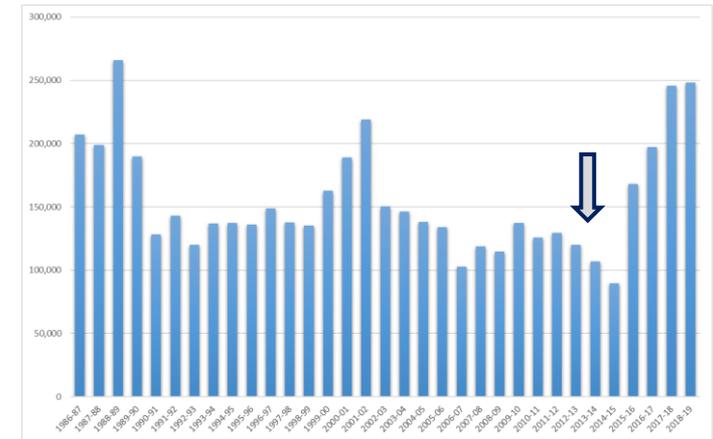
As discussed, population growth is related to economic cycles and immigration rates, with the pattern of lower-than-expected growth in the 2011 to 2016 period indicated by the arrow in Figure 20. Since 2016, there was a reversal of inter-provincial migration back in favour of Ontario. Rising national rates of immigration and Ontario’s rising share of those rates made 2018 and 2019 two of the largest years annually for population growth in the GTHA.

Likewise, employment had also started to grow more rapidly in 2018 and 2019. As illustrated in Figure 21, the employment growth rate in Hamilton had been low compared to Toronto, especially in the 2011-2016 Census period. After 2016, the rate of employment growth increased: over the period to 2019, the Hamilton CMA grew at nearly 4% annually and well outpacing the Toronto CMA, until COVID-19 paused this trend.

Pre-Pandemic Conditions Expected to Return by mid-2023

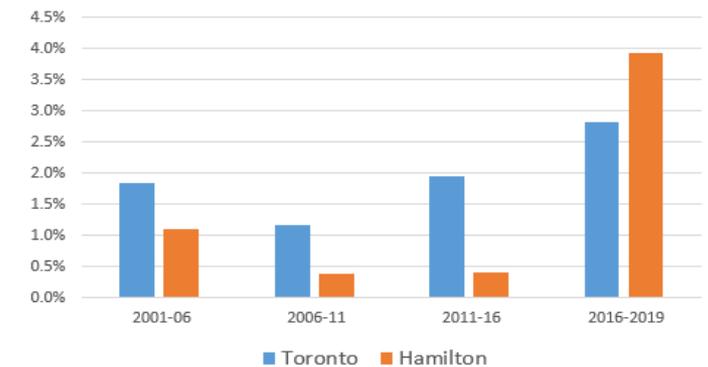
Prior to the COVID-19 Pandemic, the rate of employment growth for both Hamilton and the Toronto CMA was tracking well ahead of the Amendment 2 *Growth Plan* (2019) forecast for the 2016 to 2021 period. The updated *Growth Plan* forecast incorporates a severe economic contraction arising from COVID-19, however **overall growth is expected to return to pre-pandemic expectations by mid-2023**. For Hamilton, the employment forecast is predicated on continued diversification of the local economy, the revitalization of central City employment areas and the emergence of small major office clusters supported by well-located and extensive employment areas throughout the City.

Figure 20: Ontario’s Historic Annual Population Growth 1986-2019



Source: Hemson Consulting Ltd.

Figure 21: Rate of Employment Growth 2001 to 2019 for Hamilton and Toronto CMA



Source: Hemson Consulting Ltd.

Section 4: Forecast Demand for Intensification

4.2 Outlook for Intensification in the City of Hamilton

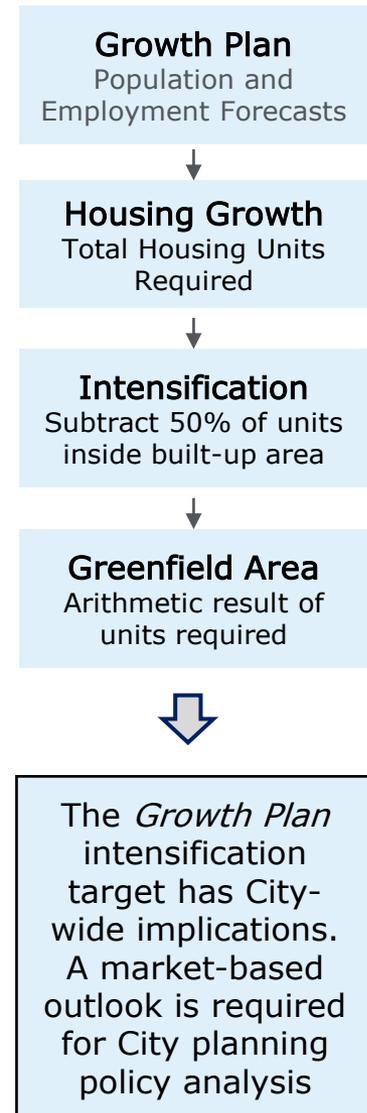
The market demand outlook for intensification is prepared within the context of the *Growth Plan* forecasts and the City's growing integration within the GTHA. A market-based approach is taken to the analysis to prepare a Current Trends, Low and High forecast over the period to 2051.

A Market-Based Outlook for Planning Purposes

It is important to reiterate that the approach taken to the forecast is to provide a long-term demand outlook for planning purposes. The assignment is not intended to address short-term demand for unit types, pricing or sales. The outlook is undertaken from a **market perspective**, which is different than policy-based approaches such as the *Growth Plan* or economic development and marketing strategies, which tend to be more aspirational in nature.

While aspirational outlooks are useful for economic development and marketing purposes, they are not necessarily appropriate for an analysis of urban land needs within a *Growth Plan* context. There are also many uncertainties that could affect future growth that are difficult if not impossible to predict, such as the COVID-19 Pandemic, as well as changing short- and longer-term migration patterns and resulting shifts in the land and building space required to accommodate growth.

Under the *Growth Plan*, the intensification target has the effect of reducing the number of units allocated to the City's designated greenfield areas through the LNA and, in turn, the different types of units available to satisfy future demand. If the supply of greenfield and intensification units is not reasonably balanced, there is a risk that the *Growth Plan* forecast will not be achieved, which could lead to fiscal and service delivery challenges. As a result, the forecast presented in this report is a market-based outlook that represents, in our view, the most **plausible range of future demand**. It will be for the City to balance the market forecast with policy objectives to be developed as part of GRIDS2 and the MCR.



Section 4: Forecast Demand for Intensification

4.2 Outlook for Intensification in the City of Hamilton

Growth Plan Provides the Context for Analysis

The forecast of demand for intensification is prepared within the context of the *Growth Plan* Schedule 3 forecasts, which must be used for planning purposes by all municipalities in the GGH, including the City of Hamilton. Higher forecasts may be considered as part of the MCR, however lower forecasts are not permitted.

For Hamilton, the *Growth Plan* forecasts a total population of 820,000 in 2051, which translates into a City-wide total of approximately 332,900 housing units. This forecast represents growth of **110,300** units from an estimated 2021 base, summarized at right. The *Growth Plan* forecasts are structured as a share of the GGH housing market taking into account land supply, especially in Halton and Peel Regions where rapid population growth continues.

Over time, as the supply of development lands in these competing locations is depleted, Hamilton will be drawn 'closer' to established communities in the GTA-west and demand for housing will increase. The re-emergence of the downtown as an attractive location for technology-based industry and office uses combined with the City's expanding economic and demographic role in the GGH supports the view towards accelerating growth over time.

The economic integration enabled by the new West Harbour GO station is a further advantage in this context. Improved connectivity to downtown Toronto will, over time, encourage new business investment both within the City's designated greenfield areas and intensification in the built-up area.

City of Hamilton Census 2016 Housing Units and Forecast to 2051	
2016 Census Existing Housing Units	211,600
2021 Estimated Existing Housing Units	222,600
2051 City Total Housing Unit Forecast	332,900
2021-2051 Forecast Housing Unit Growth	110,300

Source: Hemson Consulting Ltd. Housing units are occupied private households in accordance with Census definitions. 2021 units are estimated from CMHC housing market information.

The *Growth Plan* forecasts a total population of 820,000 in 2051 for the City of Hamilton, which is the **minimum forecast to be used** for planning purposes. Lower forecasts are not permitted.

The *Growth Plan* 2051 population forecast translates into a City-wide total of 332,900 housing units, representing growth of 110,400 units over the 2021-2051 period.

Section 4: Forecast Demand for Intensification

4.2 Outlook for Intensification in the City of Hamilton

Approach Is to Model a Range of Demand Outlooks

The forecast of demand is undertaken within the control total of the City-wide housing forecast. As illustrated at right, the *Growth Plan* population forecast translates into a **significant increase in housing growth** over the period to 2051: **more than a doubling** of the historic rate of completions **from 1,700 to 3,700 units annually**. The intensification demand outlooks are modelled within this context, as follows:

- The housing mix within the built up area is set broadly at 20% ground related and 80% apartment units. Between 3% and 5% of apartments would be accessory units: defined as added apartments to a house rather than 'duplex' units as defined by Statistics Canada. This definition is used to more accurately reflect how these units tend to be treated from a land use planning perspective.
- The unit mix in greenfield and rural areas is set broadly at 95% ground-related units, for our purposes here only. A different housing unit mix may be determined as part of the LNA (March 2021) in accordance with the new Provincial method noted previously. Within the ground-related market, row housing is anticipated to remain strong, accounting for approximately 25% of total new units; and
- Each of the demand outlooks is varied in terms of the overall housing mix as a way to reflect Hamilton's relative attraction for high-density residential development within the broader GTHA market context. The result is a Current Trends, High and Low forecast demand outlook.

Significant Intensification Anticipated

A significant amount of intensification is anticipated to occur under all of the demand outlooks. As noted, from a development perspective, the *Growth Plan* anticipates an expanded economic and demographic role for Hamilton. This outcome may have been delayed somewhat but has recently been unfolding as predicted, with the continued depletion of development lands in nearby communities and increasingly integrated housing and labour markets drawing the City of Hamilton closer in to the social and economic orbit of the broader GTHA marketplace.



1,700 units

Historic average annual housing completions, City of Hamilton 2001 – 2021(est.) based on data from CMHC housing market tables



Growth Context

The *Growth Plan* population forecast translates into a more than doubling of historic housing growth over the period to 2051.



3,700 units

Average annual housing unit completions required to achieve *Growth Plan* 2051 population forecast for the City of Hamilton

Section 4: Forecast Demand for Intensification

4.2 Outlook for Intensification in the City of Hamilton

Current Trends, High and Low Forecast

The demand outlooks are summarized below. In accordance with the *Growth Plan*, intensification is defined as all new units inside the built-up area, regardless of unit type. However, most of the growth over time will be in apartment units as noted previously. The resulting share of new units within the built-up area is an **output of the analysis**, and shown only for ease of comparison to the *Growth Plan* Target.

Current Trends Forecast – Results in 40% of New Units as Intensification

The Current Trends Forecast continues the City's strong recent performance within a post COVID-19 economic context. It continues the recent and well-documented upswing in apartment construction, resulting in 40% of all new units inside the built-up area. While the *share of intensification units* may be consistent with the City's past performance, the actual amount is much higher compared to past trends because the overall housing unit growth is greater. Under the updated *Growth Plan* forecasts, housing growth increases quickly after 2021 and is maintained over the period to 2051.

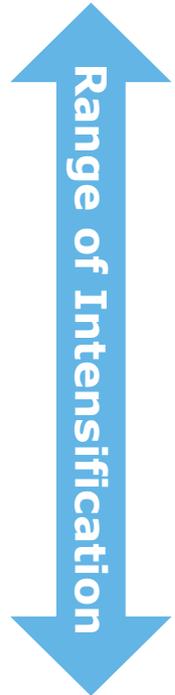
Low Forecast – Results in 29% of New Units as Intensification

The Low Growth Forecast is closer to a "business as usual" outlook. It anticipates a more modest increase in the share of apartment units, reflecting the amount that might be expected to occur if the market were left to its own devices without any substantial policy intervention. The forecast results in 29% of new units within the built-up area, which is still a significant amount of intensification.

High Forecast – Results in 48% of New Units as Intensification

The high forecast is approaching the maximum plausible demand outlook. It anticipates a significant acceleration of current apartment construction and growth in the central Hamilton real estate market. The forecast translates into 48% of new units within the built-up area. This level of intensification would have significant implications for the amount, type and scale of new development that would need to occur in the community.

High Forecast
Approaching
Maximum market-
based demand



Low Forecast
Closer to 'business-
as-usual'

Section 4: Forecast Demand for Intensification

4.3 Demand Outlooks

Current Trends Forecast – 40% of New Units as Intensification

The Current Trends Forecast maintains the recent pattern of Hamilton’s resurgence as an economic and cultural centre within the GGH and a continued shift in housing preference towards apartments. The following key points are of note:

- The current trends forecast anticipates a total growth of approximately 44,100 units inside the built-up area over the period from 2021 to 2051. This equates to a share of approximately 40% of new housing units.
- While this outlook may look similar to past trends (just under 40% of new units in the post-2016 period as noted previously) it is not a ‘straight line’ forecast. The overall level of housing unit growth, and therefore amount of intensification, will be much higher compared to the past.
- The forecast translates into a total of 1,470 intensification units annually, which is an increase of nearly 700 units per year compared to past trends. To achieve this forecast, 12,600 households that would otherwise occupy ground-related housing will need to shift their preference to apartment units.
- Of the total housing units forecast for inside the built up area, approximately 33,500 will be apartment units. To provide a sense of what this outlook means in terms of new construction, 33,500 new apartment units over a 30-year period (2021-2051) translates into approximately 1,120 units per year.
- At an average size of between 150 and 200 units, this means that **6 to 7 new apartment buildings would need to be completed annually** over the period to 2051. Assuming a three-year construction period, this suggests that in the range of **18 to 21 buildings would need to be under construction at all times**. Of course, the new apartment market will also likely include low- and mid-rise forms. Nevertheless, the sheer scale of new construction that is indicated under the Current Trends forecast remains of note.

The technical details for the Current Trends forecast are shown on the data table on the following page.

Key Metrics

44,100

Forecast New Units Inside Built-Up Area 2021 to 2051

Intensification Units Required Annually

40% of new Units	1,470
Historic 2008-2019	790
Change from past	+680

33,500

Apartment Units Inside Built-Up Area 2021 to 2051

6 to 7 new buildings completed every year to 2051



18 to 21 buildings under construction at all times

Section 4: Forecast Demand for Intensification

4.3 Demand Outlooks

Current Trends Forecast – 40% of New Units as Intensification

The technical details for the Current Trends forecast are shown in the data table below.

Current Trends Intensification Scenario						
Estimated 2016–2021 Housing Growth by Type and						
2021–2051 Housing Growth by Type and Policy Area (Location)						
2016–2021 Estimated Housing Growth						
	Single/ Semi	Row	Accessory Apartments	Apartment Building	Total	
2016 Existing	131,300	24,900	3,200	52,200	211,600	
2016-2021 Growth	4,100	4,500	700	1,600	10,900	
2021 Estimated Total Units	135,400	29,400	3,900	53,900	222,600	
2021–2051 Forecast Housing Growth						
	Single/ Semi	Row	Accessory Apartments	Apartment Building	Total	Policy Area Share
Inside Built Up Area	2,200	6,600	1,800	33,500	44,100	40%
Greenfield and Rural	41,200	21,000	1,000	3,000	66,200	60%
City Total	43,400	27,600	2,800	36,500	110,300	100%
Housing Mix of Growth	39.4%	25.0%	2.5%	33.1%	100.0%	n/a
2051 Total Units	178,800	57,000	6,700	90,400	332,900	n/a

Source: Hemson Consulting Ltd. Based on Statistics Canada. Figures may not add due to rounding, and may differ slightly from the results of the LNA because of differences in the approach to the analysis.

As discussed, the Current Trends forecast is for a significant amount of intensification compared to past trends. It is worth reiterating that, although the resulting *share of new units* may be in line with historic trends, the overall housing growth, and therefore intensification, is much higher. Significant new construction activity will be necessary to achieve this forecast.

Section 4: Forecast Demand for Intensification

4.3 Demand Outlooks

Low Forecast – 29% of New Units as Intensification

The Low Forecast is closer to a 'pure' market-based or 'business as usual' outlook, absent the major *Growth Plan* policy directions and targets to encourage a shift to higher density forms. The following key points are of note.

- The Low Forecast anticipates a total growth of approximately 31,500 units inside the built-up area over the period from 2021 to 2051. This equates to a share of approximately 29% of new housing units.
- This outlook embodies a somewhat greater focus on housing preferences for ground-related units, more consistent with historic trends and aligned with what the 'market' would deliver if left mostly to its own devices. This focus is reflected in a relatively higher share of ground related housing forms as compared to the Current Trends or High Forecast outlooks.
- The forecast translates into a total of 1,050 intensification units annually, which is still an increase of 260 units per year compared to past trends. To achieve this forecast, approximately 3,200 households that would otherwise occupy ground-related housing will need to shift their preference to apartment units.
- Although the Low Forecast embodies a more traditional pattern of housing, there will still be significant apartment unit growth. Of the total housing units forecast inside the built boundary, approximately 23,900 will be apartment units, which translates into approximately 800 units per year.
- Again using an average apartment building size of between 150 and 200 units, this forecast means that **4 to 6 new apartment building will need to be completed annually** over the period to 2051, with **12 to 15 buildings under construction at all times**. Some low and mid-rise apartments and limited ground-related housing would also need to be accommodated within the built-up area.

The technical details for the Low Forecast are shown on the data table on the following page.

Key Metrics

31,500

New Units Inside Built-Up Area 2021 to 2051

Intensification Units Required Annually

29% of new Units	1,050
Historic 2008-2019	790
Change from past	+260

23,900

Apartment Units Inside Built-Up Area 2021 to 2051

4 to 5 new buildings completed every year to 2051



12 to 15 buildings under construction at all times

Section 4: Forecast Demand for Intensification

4.3 Demand Outlooks

Low Forecast – 29% of New Units as Intensification

The technical details for the Low Forecast are shown in the data table below.

Low Intensification Scenario Estimated 2016–2021 Housing Growth by Type and 2021–2051 Housing Growth by Type and Policy Area (Location)						
2016–2021 Estimated Housing Growth						
	Single/ Semi	Row	Accessory Apartments	Apartment Building	Total	
2016 Existing	131,300	24,900	3,200	52,200	211,600	
2016-2021 Growth	4,100	4,500	700	1,600	10,900	
2021 Estimated Total Units	135,400	29,400	3,900	53,900	222,600	
2021–2051 Forecast Housing Growth						
	Single/ Semi	Row	Accessory Apartments	Apartment Building	Total	Policy Area Share
Inside Built Up Area	1,600	4,700	1,300	23,900	31,500	28.5%
Greenfield and Rural	51,300	22,900	1,200	3,500	78,900	71.5%
City Total	52,800	27,600	2,400	27,400	110,400	100.0%
Housing Mix of Growth	47.9%	25.0%	2.2%	24.9%	100.0%	n/a
2051 Total Units	188,200	57,000	6,400	81,300	333,000	n/a

Source: Hemson Consulting Ltd. Based on Statistics Canada. Figures may not add due to rounding, and may differ slightly from the results of the LNA because of differences in the approach to the analysis.

The Low Forecast reflects more of what the market would deliver if left to its own devices and in theoretical absence of substantial policy intervention or greenfield land supply constraints. The overall amount of new construction activity is lower than the other two forecasts, but still represents a significant level of intensification compared to historic patterns.

Section 4: Forecast Demand for Intensification

4.3 Demand Outlooks

High Forecast – 48% of New Units as Intensification

The High Forecast is approaching maximum demand for intensification from a market perspective. Under the high forecast, Hamilton becomes significantly more attractive for new residential investment and, in turn, intensification within the built-up area. The following key points are of note.

- The High Forecast anticipates a total growth of approximately 52,800 units inside the built-up area the period from 2021 to 2051. This equates to a share of 48% of new housing units.
- The High Forecast is based on an even more significant increase in the share and preference for apartments in the local market and requires a strong acceleration of the current rates of development in the City.
- The forecast translates into a total of 1,760 intensification units annually, which is an increase of nearly 1,000 units per year compared to past trends. To achieve this forecast, nearly 20,000 households that would otherwise occupy ground-related housing must shift their preference to apartment units.
- Of the total housing units forecast inside the built-boundary, approximately 40,200 will be apartment units, which translates into approximately 1,340 units per year. At a size range of between 150 and 200 units, **7 to 9 new apartment buildings would need to be completed annually** to 2051, translating into between **21 and 27 buildings under construction at all times**.
- Since the current concentration of high-density growth in Toronto is widely anticipated to continue and there are still other competing locations for new investment outside Toronto, notably the VMC and Kitchener-Waterloo, achieving the high forecast outlook for the City of Hamilton will be a challenge (but not impossible) from a market demand perspective.

The technical details for the High Forecast is shown on the data table on the following page.

Key Metrics

52,800

Forecast New Units Inside Built-Up Area 2021 to 2051

Intensification Units Forecast Annually

48% of new units	1,760
Historic 2008-2019	790
Change from past	+970

40,200

Apartment Units Inside Built-Up Area 2021 to 2051

7 to 9 new buildings completed every year to 2051



21 to 27 buildings under construction at all times

Section 4: Forecast Demand for Intensification

4.3 Demand Outlooks

High Forecast – 48% of New Units as Intensification

The technical details for the High Forecast are shown in the data table below.

High Intensification Scenario						
Estimated 2016–2021 Housing Growth by Type and						
2021–2051 Housing Growth by Type and Policy Area (Location)						
2016–2021 Estimated Housing Growth						
	Single/ Semi	Row	Accessory Apartments	Apartment Building	Total	
2016 Existing	131,300	24,900	3,200	52,200	211,600	
2016-2021 Growth	4,100	4,500	700	1,600	10,900	
2021 Estimated Total Units	135,400	29,400	3,900	53,900	222,600	
2021–2051 Forecast Housing Growth						
	Single/ Semi	Row	Accessory Apartments	Apartment Building	Total	Policy Area Share
Inside Built Up Area	2,600	7,900	2,100	40,200	52,800	48%
Greenfield and Rural	34,300	19,700	900	2,600	57,500	52%
City Total	36,900	27,600	3,000	42,800	110,300	100%
Housing Mix of Growth	33.5%	25.0%	2.7%	38.8%	100.0%	n/a
2051 Total Units	172,300	57,000	6,900	96,700	332,900	n/a

Source: Hemson Consulting Ltd. Based on Statistics Canada. Figures may not add due to rounding, and may differ slightly from the results of the LNA because of differences in the approach to the analysis.

The High Forecast represents significant change for the Hamilton market, So although the *Growth Plan* 50% intensification target is characterized as a “minimum”, it represents a major market shift for the Hamilton real estate market in relation to historic rates of intensification and within the geography of high-density growth in the GGH: especially central Toronto and other emerging nodes to the west.

Section 4: Forecast Demand for Intensification

4.4 Supply Potential

In addition to the forecast demand, supply is also important. Both the short-and longer-term availability of locations to accommodate new development can affect the growth outlook. In short:

- To capture intensification, regional demand needs to meet local supply through **economically viable projects**. There must be a market opportunity, the landowner must have an interest in undertaking the project and suitable services and amenities must be in place.
- As such, the real economic prospects for intensification locally are influenced by demand as well as the **availability of sites** and the time required to complete the necessary property assemblies.
- More complex and time-consuming efforts are required to bring new projects to market over time, with site configuration and access often becoming more **serious challenges over time** – or put more simply: after the 'easy' ones are gone.

The City of Hamilton is well-positioned from a supply perspective. A potential of up to approximately 72,000 units has been identified by City staff to 2051, which would be sufficient to accommodate future demand. Notwithstanding, intensification can be a slow process with the combined requirements of site acquisition, financing, planning approvals and multi-year construction periods affecting the timing and location of new units in the market. This variability makes it difficult to identify all potential supply opportunities with accuracy and is especially challenging over the extended 30-year planning horizon to 2051.

Public concern and opposition to re-development can also affect intensification locally, as has been the case in the City of Toronto for some time and has started to emerge in Hamilton. Nevertheless, the City has not yet had to deal with supply challenges to nearly the same extent. There is currently a significant potential of **pre-zoned sites** to accommodate near-term demand in the downtown, along transit corridors and in the other nodes, corridors and neighbourhoods throughout the City.



Supply Potential

City staff estimate that up to 72,000 units could be available, which would be sufficient for even the high forecast demand outlook

Section 4: Forecast Demand for Intensification

4.5 Distribution of Growth Within the Built up Area

The current concentration of growth in central Hamilton is likely to continue, especially in the downtown and West Harbour area. The other nodes and corridors are likely to play a longer-term role. And while the current number of proposed units remains relatively high, intensification in the City's remaining neighbourhoods is expected to be more limited and variable over the period to 2051.

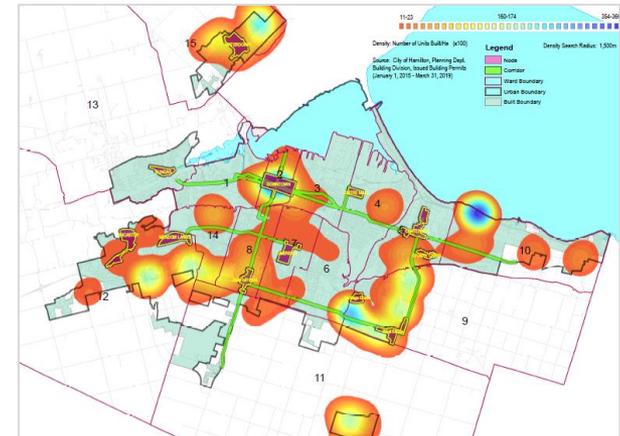
Recent Development Shows Key Growth Areas

In recent years, residential development activity has been occurring throughout the City as illustrated in Figure 22. Key areas include:

- The Downtown Urban Growth Centre;
- Binbrook Village, including traditional ground-related housing and an emerging interest in higher density forms;
- Upper Stoney Creek and along the Waterfront, with a mix of housing including low and higher density forms;
- Flamborough, especially Waterdown where current development activity shows no signs of slowing; and
- Remaining pockets of greenfield development lands in Ancaster, including the Meadowlands community.

Within the built-up area, the highest densities are generally taking place within the nodes and downtown, but also on the waterfront. The pattern of growth in the neighbourhoods has included lower density ground-related units, with an example illustrated at right. However, as the remaining supply of land for this type of housing in the built-up area is depleted, the pattern of growth will need to become more oriented towards higher density apartment units and, in turn, likely better aligned with the original GRIDS expectations.

Figure 22: Residential Building Activity "Heat Map" 2015 - 2019



Source: City of Hamilton



Section 4: Forecast Demand for Intensification

4.5 Distribution of Growth Within the Built up Area

Concentration in Central Hamilton Likely to Continue

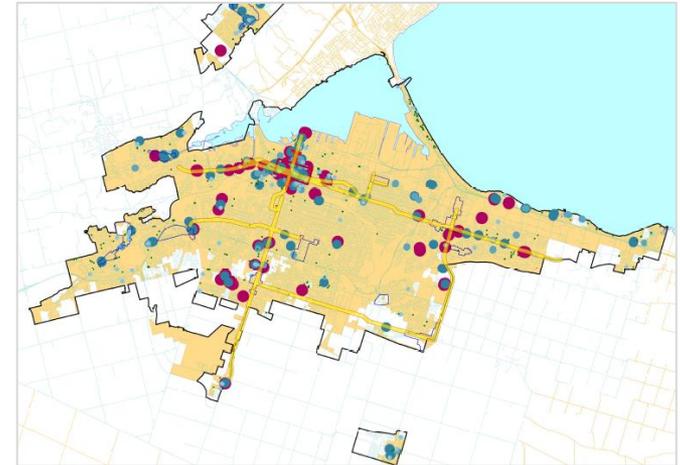
Recent development trends show that the majority of new mid- and high-rise apartment projects have been focussed in the downtown and West Harbour area. There is, of course, market interest for apartment units in other attractive locations – the historic core of Dundas and Ancaster and along the waterfront for example – but the bulk of recent demand is in central Hamilton.

The number of current and pending apartment projects reinforces the current geographic pattern as illustrated in Figure 23, which shows a concentration of growth in the downtown and along the urban nodes and corridors. Given that future intensification will be dominated by apartment units, we would expect the concentration of growth in central Hamilton to continue.

Significant new development activity is also anticipated for the West Harbour Area, especially Piers 7&8 and Barton-Tiffany as illustrated in Figure 24. Together these areas are expected to accommodate approximately 2,500 new residential units as well as significant new commercial space, including the recently announced "Hamilton Studio District" for the Barton-Tiffany area.

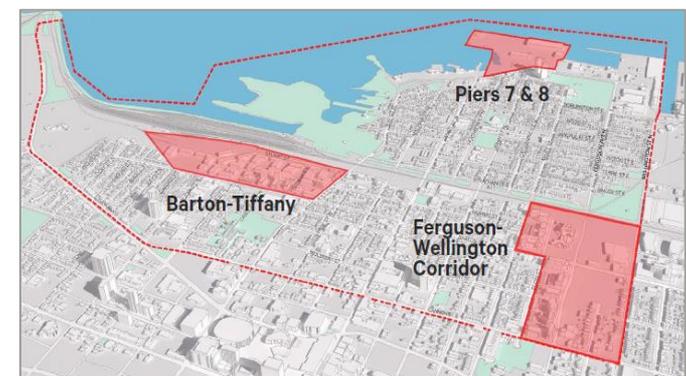
Additional development is anticipated in other areas, such as the Ferguson-Wellington corridor, as well as the provision of affordable housing supply through the planned redevelopment of Jamesville and the Ken Soble Tower Revitalization, among other initiatives. This new development supported by recent GO Transit investments will only compound the attraction of central Hamilton and the downtown as a location for intensification.

Figure 23: Apartment units Planned or Recently Built in Hamilton, 2019



Source: City of Hamilton. Colour of dots correspond to number of units. Light blue represents up to 150 units. Purple represents 150 units and above.

Figure 24: Primary Areas of Reinvestment and Development Within West Harbour area



Section 4: Forecast Demand for Intensification

4.5 Distribution of Growth Within the Built up Area

Prospects for Light Rail Transit (LRT) Corridor Unclear

The Hamilton B-Line Rapid Transit corridor was identified in 2015 as a Metrolinx priority project, envisioning rapid transit between Eastgate Square and McMaster University. A Light Rail Transit (LRT) line was identified as the preferred solution and first piece of the City’s rapid transit strategy; the “BLAST” network.

According to Metrolinx, the Hamilton LRT would act as a catalyst for economic development, attracting development interest and, in turn, intensification along the corridor. This expectation is in line with the experience of other communities outside Toronto, notably Kitchener-Waterloo, where more than 50 projects have been built or are in process along its LRT corridor. As illustrated in Figure 25, much of this growth has occurred in uptown Waterloo, downtown Kitchener and downtown Cambridge.

A similar uplift in economic activity is anticipated to occur with the completion of Hamilton LRT. Despite being initially cancelled in 2019, the Province has now identified the LRT as a priority transit project. However, additional federal funding is required to construct the full length of the project so the future prospects for intensification along the corridor remain somewhat unclear.

Nevertheless, the transit corridor remains a high priority from a City planning and Provincial policy perspective. As well, areas that overlap with the downtown and West Harbour are still likely to see development interest, in line with the experience of Kitchener-Waterloo. However, without rapid transit investment the remainder of the corridor is less likely to deliver the levels of intensification that might otherwise be expected.



Figure 25: Planned and Completed Projects 2011-2017, Waterloo Region LRT Corridor



Source: Region of Waterloo

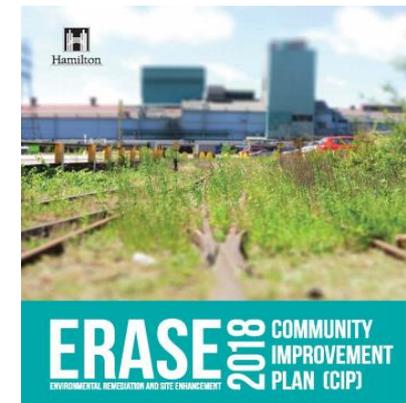
Section 4: Forecast Demand for Intensification

Planning Policy is Well-advanced to Support Intensification

As noted, having the right planning policies in place is necessary to accommodate future demand: one that intentionally encourages intensification. Planning policies are required to set the overall vision and density expectations. And detailed zoning and site plan regulations are required to manage the development process. Key elements of the City’s framework to support intensification include:

- The **Urban Hamilton Official Plan (UHOP)** that establishes focal points of activity (nodes) connected by a series of corridors to accommodate intensification;
- A **new vision for the Downtown**, including updated land use designations, height limits and development standards;
- Updated **zoning-by laws** for Transit-Oriented Corridors (TOC), commercial mixed-use areas and residential areas (in progress);
- **New and updated secondary plans** including the Downtown, Centennial, Waterdown community node (in process) and the West Harbour (Setting Sail) area; and
- **Financial incentive programs**, which play an important role in helping to reduce the costs associated with development in Downtown Hamilton, Community Downtowns, Business Improvement Areas (BIAs), the Mount Hope/ Airport Gateway, and the commercial corridors as identified in the Downtown and Community Renewal Community Improvement Project Area By-law. There are also financial incentives available for properties designated under the Ontario Heritage Act to support the City’s conservation and restorative initiatives. The **Downtown and Community Renewal Community Improvement Plan (CIP)** provides the basis through which these programs are provided.

Planning policies are necessary to provide opportunities for intensification to occur but cannot (in and of itself) change the nature and timing of the development process. Intensification occurs incrementally and the process is not linear: it tends to fluctuate and compound over time. The most significant changes occur only after a ‘critical mass’ of development activity has been reached, as observed recently with the City of Toronto. Within this context, the City’s current policy framework is well-advanced to support intensification, including SDUs, in planned locations.



Section 4: Forecast Demand for Intensification

4.5 Distribution of Growth Within the Built up Area

Demand in Rest of City Will be More Variable Over Time

Although intensification is planned to be focussed largely in central Hamilton, this does not mean that no such development will occur anywhere else within the built-up area. Remaining lower density infill and other parcel-by-parcel redevelopment will continue to play a role, including low and mid-rise apartments and other forms of 'missing middle' housing. This type of demand, however, tends to be more variable and difficult to predict.

Another likely source of demand for intensification is through the **redevelopment of existing large format retail** centres for a mix of uses, but especially high-density residential. This trend is emerging across the GTHA, both within and outside the built-up area. Major examples include the Yorkdale Shopping Centre, Galleria Mall and Golden Mile in Toronto, the Vaughan Mills Secondary Plan in York Region, and more recently around the Square One shopping centre in the City of Mississauga, as illustrated at right.

Interest in this type of intensification is emerging in Hamilton, as shown by the proposal (under review) to redevelop the Flamborough Power Centre and surrounding properties and the recent sale of the City Centre mall in the downtown. This trend will continue as growth in e-commerce continues to reshape the physical retail environment and owners move to intensify and expand around existing offerings. Within this context, there is likely to be demand for intensification around other large-scale malls in the City such as Limeridge and Eastgate, especially, given the potential for a new GO Transit station and connectivity to downtown Toronto at the latter location.



The recent proposal for the Galleria Mall in central Toronto envisions over 3,000 residential units in 8 new mixed-use high-rise towers (above). The proposal for Mississauga's Square One shopping centre could become one of the largest mixed-use developments in Canada (below).



Section 5: Conclusions and Recommendations

In light of the foregoing, a number of conclusions are reached: these are summarized below and explained in more detail in the section that follows. Based on these conclusions, it is recommended that an intensification target of 50% be adopted for the current period and that the City focus on further improving its attraction for higher-density living to increase the likelihood of success. A higher intensification target could be considered for later in the horizon, with ongoing monitoring and reporting to track progress and performance over time.

1	Outlook for Intensification	The outlook for intensification is bright, with strong demand anticipated across the GTHA over the period to 2051. The City of Hamilton is well-advanced in its efforts to encourage intensification including policy and zoning frameworks and financial and other incentives to accommodate future demand.
2	Capturing the Opportunity	Where that intensification occurs, however, will be driven by the relative attraction of various locations for new investment. Many factors must come together to achieve significant intensification, including planning policy, services and amenities, land ownership and site characteristics.
3	Housing Supply	Both greenfield housing and intensification units are required to accommodate the <i>Growth Plan</i> forecasts to 2051. Housing growth continues to be driven by demand for affordable family-sized units and the City has very limited control over the amount and timing of intensification that occurs.
4	Implications and Risks	There are fiscal implications associated with planning for a rapid shift in housing demand, in particular the risk that the amount and mix of housing growth does not occur as expected. Planning for a level of intensification that is beyond reasonable market expectations could also have other unintended consequences from a planning perspective.
5	The Intensification Target	Within this context, an intensification target of 50% is considered a suitable aspirational goal and recommended for current purposes. A higher target could be considered for later in the forecast period, depending on how growth unfolds in terms of Hamilton’s relative attraction for higher-density living. A balanced approach should be considered moving forward.

Section 5: Conclusions and Recommendations

5.1 Outlook for Intensification

Powerful economic and demographic forces combined with a growing preference for more urban lifestyles will continue to drive demand for intensification across the GTHA. Notwithstanding short-term COVID-19 economic impacts, the following observations persuade us that this will be the case:

- From a demographic perspective, growth will continue to include a large share of young adults that tend to prefer a more urban lifestyle and cluster in central areas. This pattern is consistent with long-standing demographic trends and is not expected to shift significantly or rapidly over the long-term.
- Many of these residents will be locating in the City of Toronto for education and employment opportunities, as well as emerging intensification areas in southern York Region (notably the VMC), the City of Mississauga, Oakville, Burlington and, increasingly, the City of Hamilton.
- The aging of the population, along with the preferences of young adults will drive steady demand for apartment units. This demand will be boosted by other factors such as growth in the technology sector, the 'war for talent', the sharing economy and other factors (until recently) driving demand for rental units that tend to be overwhelmingly in apartment unit forms.
- At the same time, however, demand for larger family-sized units will remain strong. This strong demand will likely continue to contribute to increasing housing costs and worsening affordability which, in turn, can be expected to support market shifts to smaller units and more people living in denser, more affordable housing forms over time.

In our view, recent trends point to a strong future for intensification, especially in high-quality urban environments within the built-up area. There is also likely to be some interest for intensification outside the built-up area, as suggested by the Flamborough power centre proposal and a major proposal for development on the City's waterfront, both of which are in the DGA.



Developments recently approved in the Downtown (top) and envisioned along the waterfront (above) show an interest for intensification within Hamilton across a range of different locations

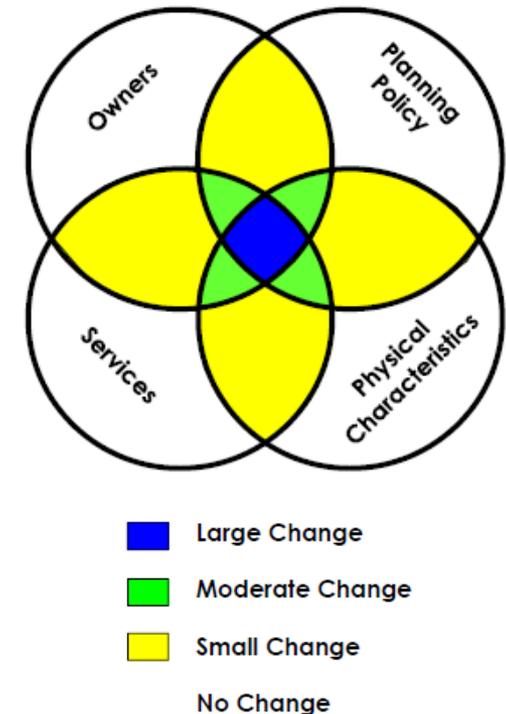
Section 5: Conclusions and Recommendations

5.2 Capturing the Opportunity

The amount of intensification and redevelopment that actually occurs within a community is driven by its relative attraction for investment within the broader market context. As shown in Figure 26, four key local factors also influence the probability of intensification occurring:

- **Planning policy**, implementing zoning by-laws and municipal financial tools (DC, CBC, Parkland Acquisition) must specifically encourage intensification. As discussed, the City is well-advanced in terms of updates to the policy and zoning frameworks for the Downtown, nodes and corridors, and West Harbour area as well as a range of financial incentives such as ERASE grants, the Laneway housing pilot project and others;
- **Existing or planned services**, especially transportation, must be in place as well as other hard and soft services, or the costs to provide those services must be economically viable to support intensification. Local amenities also affect the prospects for investment attraction;
- **Owners of property** must have an interest in redevelopment. Simply because a site appears to have potential does not necessarily mean that intensification will occur. Properties such as aging highway strip malls or walk-up rental apartments, for instance, provide land owners with a continuous, low-risk revenue stream. Others may be owner-occupants whose fundamental interest is in the long-term operation of their business rather than undertaking lengthy and complex redevelopment projects which, even in the strongest of real estate markets, carries an element of risk; and
- The **physical characteristics** of sites must allow for viable redevelopment. Older areas in particular often have issues with site depth and lane access and the process of land assembly can be a long and arduous process. The actual site size, configuration and access as well as surrounding land uses must support intensification or economic viability is compromised.

Figure 26: Factors Required for Intensification to Occur



Source: Hemson Consulting Ltd.

Section 5: Conclusions and Recommendations

5.3 Housing Supply

As discussed, the likelihood of intensification taking place depends on the “fit” between a range of factors. While any one factor by itself may represent a *potential for intensification*, the probability of development occurring is low if the other factors are not in place. Put more simply: not all possible intensification opportunities are likely to be realized within a given planning horizon.

From a City of Hamilton perspective, there are only two factors – planning policy and services – that are within direct municipal control. The City cannot control the market, nor land ownership and development interests. There is no question that planning policy plays a key role in supporting intensification, but if the other factors are not in place the City simply cannot count on a specific amount of redevelopment occurring in any given time frame.

At the same time, demand for family-sized units will be strong. Of course, there are some families that do occupy larger apartments. However, this type of demand is a small part of the market and occurs under a unique dynamic with very high costs and urban amenity requirements. The majority of young families and ageing millennials will be seeking affordable ground-related starter homes, especially those moving to Hamilton from other locations in the GTHA: many of which will be coming from small apartments in Halton, Peel and Toronto.

As a result, intensification alone will not be enough. Both greenfield housing and intensification will be required to accommodate growth. Particularly in the case of greenfields, where demand outstrips available supply, the evidence is that the ground-related market tends to simply move to the next location rather than shifting into high-rise apartment units. If the supply of family-sized and smaller units is not balanced, there is a risk that the *Growth Plan* forecast will not be achieved, which has fiscal and regional planning implications.

Price Matters

Apartments are only more affordable than rows because they are smaller:

600 sq. Ft x \$540/sq. Ft =
\$324,000 Apartment

2,000 sq. Ft x \$350/sq. Ft =
\$700,000 Row House

A typical “family-sized” apartment costs about the same as a larger row house

1,300 sq. Ft x \$540/sq. Ft =
\$702,000 Apartment

An apartment the same size as a typical single-detached home is well beyond the price an average family would be able to afford

2,500 sq. Ft x \$540/sq. Ft =
\$1,350,000 Apartment

Note: Illustrative example of relative difference in cost by housing types, based on available information on typical unit sizes and price for the GTHA and City of Hamilton

Section 5: Conclusions and Recommendations

5.4 Implications and Risk

As discussed in Section 4, the *Growth Plan* anticipates an expanded economic and demographic role for the City over the period to 2051, which translates into significant change from a housing market perspective. Moreover, all municipalities in the GGH must use the *Growth Plan* forecasts as a minimum for long-range planning and growth management purposes, including the City of Hamilton.

Because of this requirement, there are important implications if the *Growth Plan* forecast is not achieved. For the City of Hamilton, there are potential fiscal and service delivery impacts associated with reliance on growth that does not occur as planned, especially in terms of intensification. There is also a risk that ground-related housing demand will simply move further afield – or ‘leapfrog’ – to the outer ring, which is not consistent with *Growth Plan* objectives. And while intensification is often held up as a way to save money on infrastructure, this is not always the case.

Growth Plan Target Is High From a Market Perspective

As illustrated by the demand outlooks, achieving even the minimum *Growth Plan* intensification target of 50% of new units inside the built-up area will require a significant shift in the composition of housing demand in favour of apartment units compared to the levels experienced historically.

The shift in housing mix required to achieve the *Growth Plan* target is quite dramatic in a relatively short period of time, and means that a significant number of family-oriented households would need to choose apartment living over more traditional ground-related forms. This choice, in turn, means a significant cultural shift in the local housing market. The ability of planning (even at the Provincial level) to actually compel this market shift is limited. It is also unclear what the incentive would be to pay significantly more per square foot for housing where more affordable ground-related options are readily available elsewhere in the regional market.

250 units

Historic annual apartment unit completions, City of Hamilton 2001 – 2021 (est.) based on updated *Growth Plan* forecasts.

1,400 units

Average annual apartment unit completions required to achieve *Growth Plan* Target of 50% intensification within the built-up area



Market Demand

The rate of apartment unit growth in Hamilton must increase substantially compared to the past in order to achieve the minimum *Growth Plan* target of 50%.

Section 5: Conclusions and Recommendations

5.4 Implications and Risk

There are Risks to Planning for Rapid Shifts in the Nature of Housing Demand

For decades, municipalities in the GTHA have sought to increase intensification through land use planning policy. Recent market shifts favouring higher-density housing forms reflect the influence of these policies, along with price and age structure on housing demand, all of which is anticipated to continue. As discussed in Section 2, for the GGH the shift to date has been significant.

The *Growth Plan*, however, seeks to further shift housing demand to advance goals related to the physical and social character of the community, transportation and the urban landscape. However, there are risks associated with planning to achieve significantly higher levels of intensification, mainly that the planned amount and mix of new housing does not develop according to plan:

- Planning for a level of intensification that is beyond reasonable market expectations could lead to a mismatch between family-based housing demand and the supply of units serving family versus non-family needs;
- Such a mismatch, in turn, may lead to land supply shortages and make it difficult for the municipality to accommodate all segments of the housing market with the result that the *Growth Plan* forecast may not be achieved; and
- In turn, growth-related revenue (mainly Development Charges) may be lower than expected, which could lead to fiscal and service delivery challenges including inefficient infrastructure investments and difficulty in establishing front-ending agreements. Municipalities have recently experienced significant shortfalls in fee revenue as a result of the COVID-19 Pandemic.

As is often the case in land use planning, a balance must be struck between setting goals that are desirable from a social, economic or community form perspective, while not reaching too far and creating unintended consequences.

Price Matters (again...)

Rising home prices and worsening affordability are phenomena occurring across Canada and the United States for a number of complex economic reasons.

By limiting the available land supply, the *Growth Plan* has the effect of further shifting the price structure of housing to make lower-density forms relatively less attractive and thereby encouraging a more compact urban form.

Pushing the price mechanism too far, however, could lead to unintended consequences including worsened housing affordability, difficulty in achieving the *Growth Plan* forecasts and a more dispersed pattern of regional growth in the GGH.

Section 5: Conclusions and Recommendations

5.4 Implications and Risk

An Overly Aggressive Target Could Have Unintended Consequences

Much of the discussion and analyses to date around *Growth Plan* targets tend to assume that the Schedule 3 forecasts will be achieved no matter what other policies are in place: or, that simply having the 'right' planning policies in place will result in more intensification. While the right policies are important, an overly aggressive target could have unintended consequences:

- An overly aggressive target may inadvertently **encourage a more dispersed pattern of urban development** by 'pushing' growth further afield, which is contrary to *Growth Plan* objectives. In our view, Hamilton is better suited to accommodate this growth because of its urban structure, strategic location, and developed multi-modal transportation connections within the broader region;
- Planning for a higher target, in and of itself, is unlikely to increase intensification. Most intensification will occur in accordance with market demand, supported by planning policy and approvals at the local level. The likelihood of success can be increased through efforts to improve the attraction of the built-up area for new investment through the provision of infrastructure, especially transit infrastructure. However, there is still **a risk that the planned units will not materialize.**
- Finally, **intensification does not always make better use of existing infrastructure** or is necessarily less 'costly' as is often suggested. Broadly speaking, it is primarily the cost of "linear" or spatially-driven services that is affected. The cost of "people-oriented" services tends to be less affected since these are required regardless of specific housing forms. Similarly, community services and other infrastructure can be more challenging and costly to deliver in an intensified urban environment, as demonstrated by the experience of the City of Toronto "Condo Boom". The *Growth Plan* requires municipalities to develop a strategy to achieve intensification targets, including investment in infrastructure and public service facilities.

If the goal is to increase the amount of intensification that *actually occurs*, the focus needs to be on the demand side of the equation, in particular improving the City's attraction as a location for higher-density living.

Unexpected outcomes

The City of Toronto "Condo Boom" has:

Led to a **critical shortage of park space**, which will only worsen over time even with the completion of the large "Rail Deck" park over the Union Station rail corridor and other open space investments.

Required **massive investments in water and sewer infrastructure** to accommodate increased loads from the rapidly densifying urban core

Created an environment where the provision of **new community facilities are very expensive**: especially new recreation facilities, libraries, and schools

Section 5: Conclusions and Recommendations

5.5 Recommended Intensification Target

Based on these conclusions, it is recommended that an intensification target of 50% be adopted and that the City focus on further improving its attraction for higher-density living. The target of 50% is just beyond the high-end of the range of forecast market demand, so is considered a suitable aspirational goal. A higher target could be considered later in the planning period, with ongoing monitoring and reporting as development progresses.

Target of 50% is a Suitable Aspirational Goal

As noted, the *Growth Plan* target of 50% intensification is at the high-end of the forecast demand range. It represents a significant increase in the overall amount of housing unit growth, and a major change to the mix of that future housing in favour of apartments. From a pure market perspective, taking into account historic levels of development activity, a more 'balanced' growth scenario might be somewhere between the Current Trends forecast (at 40% intensification) and the *Growth Plan* target (at 50%).

At the same time, however, the City of Hamilton is clearly in a strong position to shift the historic pattern of development towards denser and more urban forms. As described in Section 3, City is very well-suited for intensification as a result of its expanding role in the metropolitan economy – especially the rapidly growing technology and creative sectors – combined with a large potential supply of sites within the built-up area, an up-to-date and modernized planning policy framework, and a range of complementary financial and other incentive programs encouraging new investment and redevelopment.

For these reasons, the *Growth Plan* target of 50% intensification is a suitable aspirational goal and is recommended for current planning purposes.



The City's rapidly growing 'Tech' sector is one of the most promising indicators of intensification potential over the next 20 years.

Source: 2019 *Scoring Canadian Tech Talent*, CBRE Research

Section 5: Conclusions and Recommendations

5.5 Recommended Intensification Target

Key to Success is Improving the City's attraction for higher-density living

To encourage new development, the City should continue to focus on the economic factors and local conditions that serve to improve Hamilton's relative attraction for intensification in the market. Of key importance are:

- **Employment growth**, especially office-type employment in the technology sector and the burgeoning arts, culture and creative industries which attract younger professionals and tend to cluster in central City areas.
- A **high-quality urban environment**, including an attractive public realm and amenity-rich and accessible work environments that attract talent and young workers and, in turn, major employers to be close to their prospective workforce;
- **Transit investment**, especially early investment to stimulate demand and integration of transit with the road network to limit business disruption and promote convenient commuting options from the widest possible range of locations;
- **Access to amenities**, including restaurants, shopping, entertainment, business and commercial support services, personal services and related institutions such as health care, arts and higher education; and
- **Financial and other incentives** to encourage new development, including current grant and development charge reduction programs, and to ensure that excessive fees and charges do not work against intensification.

There is no question that the City of Hamilton, perhaps more so than most other locations in the southwest GGH, is well-positioned to accommodate more intensive forms of development. And the City is currently engaged in many activities to actively promote more intensive forms of development. There are, however, **limits to the level of change that can be reasonably achieved** within the current planning period. To increase intensification, proactive efforts must continue to be made to support the City's real estate markets through all available means, including planning tools, financial and other incentives to encourage redevelopment and sustained economic development and investment attraction initiatives.



STRATEGIC
INFRASTRUCTURE
INVESTMENT
FOR ECONOMIC
GROWTH



VIBRANT
COMMERCIAL AND
CULTURAL DISTRICTS
AND PLACES

Section 5: Conclusions and Recommendations

5.5 Recommended Intensification Target

A Balanced Approach Should be Taken

While accommodating more residential growth through intensification advances a number of sound planning objectives, it is also important to provide an appropriate amount of greenfield development lands to accommodate all housing market segments. Intensification, in and of itself, is not the only goal of the *Growth Plan*, which seeks to strike a balance between the economy, the environment and the development of 'complete communities'.

As discussed in Section 3, the City of Hamilton will need to maintain a high rate of growth to achieve the *Growth Plan* population forecast of 820,000 in 2051. A balanced supply of housing to meet both family and non-family needs will be required to accommodate this growth. If a balanced supply is not made available, the *Growth Plan* forecast may not be achieved which could present fiscal and service delivery challenges for the City. There is also the potential for the market to simply move further afield, creating a more dispersed pattern of growth and development that is not consistent with *Growth Plan* objectives.

As such, a higher intensification target could be considered for later in the horizon but is not recommended for current planning purposes. In the short term, aligning the City's infrastructure, readiness for development and revenue streams will be enough of a challenge, especially in a post COVID-19 recovery context. If the goal is to increase the amount of intensification that actually occurs, the focus must be on improving the City's attraction as a location for higher-density living within the GTHA. Regular MCR and official plan updates will provide ample opportunity to monitor and report on progress over the period to 2051 and adjust the City's intensification target as may be required.

Outlook for intensification is positive

Hamilton is well-positioned to capture demand

Growth Plan target embodies a major market shift

A higher target may be considered for later in the planning horizon

Improving the City's attraction for new investment is key to success



RESIDENTIAL INTENSIFICATION SUPPLY UPDATE

MARCH 2021



Hamilton

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1.0 INTRODUCTION AND PURPOSE

As part of the update to the Growth Related Integrated Development Strategy (GRIDS), known as GRIDS 2, and municipal comprehensive review (MCR), the City will assess how the 2051 employment and population forecasts identified in the Growth Plan for the Greater Golden Horseshoe, 2019, as amended (“Growth Plan”) will be accommodated.

A Land Needs Assessment (LNA) will identify how much of the forecasted residential growth will be accommodated through infill / intensification and existing designated greenfield lands, and how much, if any, additional land may be required to accommodate the forecasted growth.

For the purposes of this update, Residential Intensification is defined as:

“Intensification of a property, site or area which results in a net increase in residential units or accommodation and includes:

- a) redevelopment, including the redevelopment of brownfield sites;
- b) the development of vacant or underutilized lots within previously developed areas;
- c) infill development;
- d) the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and,
- e) the conversion or expansion of existing residential buildings to create new residential units or accommodation, including accessory apartments, secondary suites and rooming houses. (PPS, 2014)”

The Growth Plan identifies a minimum intensification target for the City of Hamilton of 50%, meaning that 50% of new residential units must be constructed within the built-up area on an annual basis. The Growth Plan target is a minimum. The City may plan for a higher intensification target, or conversely, may apply to the Province for approval of a lower target.

The Residential Intensification (RI) Supply Update identifies the intensification supply potential across the City to the year 2051 which supports the intensification target input into the LNA.

Through the RI Supply Update opportunities for RI in both the short term (2021 to 2031) and long term (2031 to 2051) are identified. The opportunities are identified in terms of the total number of potential intensification units over the planning horizon, allocated geographically according to the nodes, corridors and neighbourhoods identified in the Urban Hamilton Official Plan (UHOP).

2.0 HISTORY

As part of the original GRIDS, the Hamilton Residential Intensification Study (May of 2006) was completed by MKI, and assessed by Clayton Research Group Associates. The Study identified a potential supply of 44,000 intensification units across the city between 2001 and 2031. A further study by Clayton was undertaken to examine market conditions for intensification. Based on local housing formation and demographic and economic trends, Clayton determined the market demand for intensification units in Hamilton to be approximately 26,500 units to the year 2031. This intensification unit forecast was consistent with the 2006 Growth Plan target of 40% for the 2006 – 2031 time period. The 26,500 unit estimate was utilized for planning purposes in the GRIDS process.

As part of the GRIDS 2 project, an update of the RI supply information is warranted to reflect new secondary plans, the planned evolution of the mixed-use corridors and the implementation of new zoning.

In addition to the RI Supply Update, the City has also retained a consultant (Lorius & Associates) to complete a Residential Intensification Market Demand Study. The RI Market Demand Study will consider the market for intensification units in the City of Hamilton to 2051. Together, the RI Supply Update and the Market Demand Study will support the selection of an appropriate RI target for the City.

2.1 GAP ANALYSIS

Prior to commencing the RI Supply Update, staff conducted a gap analysis to determine how the City’s actual RI experienced since 2006 compared to the forecasted intensification identified in the 2006 study.

The results of the Gap Analysis highlighted two important facts. First, from a City-wide perspective, the amount of RI forecast in 2006 was very close to the actual RI the City has experienced to date. The total forecasted RI between 2006 and 2016 was approximately 9,000 units. The actual RI experienced to June of 2016 was 8,870 units. This amount is a variance of less than 2% from the original projection.

However, on a finer geographic level, there are some significant variations between projected and actual RI. What this means is that, while intensification is occurring, the pattern and location of intensification is not the same as that forecasted in 2006. In general, it is noted that the west harbour area and the Downtown have been underperforming with regards to intensification. Some of the newer growth areas such as Hamilton Mountain, Ancaster and the Stoney Creek waterfront have experienced greater intensification than what was forecasted.

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The information from the Gap Analysis was used to inform the GRIDS 2 Growth Summary, 2006 – 2016 which was released in 2017. The information also provided a starting point for the RI Supply Update, described below.

3.0 METHODOLOGY – RESIDENTIAL INTENSIFICATION UPDATE

Three primary sources described below were used to identify potential RI opportunities:

- (1) Working group review;
- (2) B-line corridor review; and,
- (3) Development applications / planning studies (eg. Barton Tiffany, West Harbour).

The following sections describe the data sources in more detail.

3.1 WORKING GROUP REVIEW:

A working group comprised of Planning and GIS staff was formed to review intensification opportunities across the built boundary. The working group used Google Streetview, Official Plan and Secondary plan designations, and property information to identify potential intensification opportunities at the Traffic Zone (TZ) level. Traffic Zones (TZs) are geographic units smaller than a census tract, and are used for data analysis purposes. The working group focussed its review first on the TZs identified in the Gap Analysis as being significantly over-performing or underperforming with regards to intensification. “Significant” was defined as a difference of 100 units or more between actual and projected intensification to the year 2016. The working group also focussed on Downtown TZs, expected to have the greatest rates of intensification. Following the detailed review of the over-performing and under-performing TZs and the Downtown area, the remainder of the City’s TZs were reviewed at a higher level. The higher level review focussed on redevelopment areas, nodes and corridors. The working group recorded its data on land use maps and electronically on a master spreadsheet.

The working group review commenced in early 2017 and focused on intensification opportunities to the year 2041 (which was the planning horizon at the time) with the data being updated on an ongoing basis to reflect new development applications, enquiries or land use changes. With the release of Amendment 1 to the Growth Plan 2019 in August of 2020, staff were required to re-evaluate the intensification supply potential to the year 2051, and re-examined expected growth areas such as the Downtown, Centennial Neighbourhoods and other nodes / corridors to identify additional long-term intensification opportunities. As the planning horizon is extended it becomes more difficult to foresee intensification opportunities, as changes in market demand, housing choice, economic factors, and demographics etc. are harder to predict in the longer range. For this reason, the intensification opportunities are classified as “short term potential” (intensification before 2031) or “long term potential” (intensification between

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2031 and 2051) as it is difficult to predict when (i.e. pre or post 2041) intensification opportunities in the long term may be realized.

The following assumptions were used by the working group when considering intensification potential:

Properties not assumed for intensification:

- Existing development three stories or greater or existing townhouses / multiple dwellings;
- Institutional uses (school, church, community centre) – unless a school closure is known;
- Conservation / parkland;
- Utilities / railway;
- Properties which have undergone recent redevelopment (within last five years approximately); and,
- Properties designated under the *Ontario Heritage Act*.

Assumptions – Corridors, Nodes, Arterials (mixed use high / medium):

*Properties assumed to potentially redevelop in **short term (pre-2031):***

- Vacant or under-utilized sites;
- Presence of poor building conditions; and,
- Current development application (Official Plan Amendment, Zoning Bylaw Amendment, Site Plan or Subdivision) or known development proposal on subject lands (note: development applications were considered separately as per 3.3 below).

*Properties considered for potential **long-term intensification (2031 – 2051):***

- Presence of deteriorating building conditions which may warrant future replacement;
- Recent redevelopment activity in area which may be catalyst for future redevelopment;
- Strip malls and small corner plazas with vacancies or excess parking;
- Shopping centres designated Mixed Use High in the UHOP – Centre Mall, Limeridge, Eastgate (portion of parking area assumed for potential intensification);
- Larger Plazas with significant surface parking – e.g. University Plaza, Dundas or Upper James and Fennel (portion of the parking area was identified as potential redevelopment. This assumption was applied on a limited basis as some of these sites are designated District Commercial which only allows residential uses above commercial, requiring an amendment for stand-alone residential.);
- Corridors designated Mixed Use Medium which are assumed to have greater redevelopment potential - areas such as James Street, Upper James, or

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Centennial Parkway (assumption made that a percentage, approximately 50%, of properties within the Mixed Use designation would redevelop);

- Limited non-residential to residential conversions;
- Vacant storefronts;
- Some surface parking lots; and,
- Formal consultation application on subject lands (note: development applications were tracked separately as per 3.3 below).

Assumptions – Neighbourhoods, interior

- Vacant sites, larger sites with severance potential, and sites that are subject to current development applications assumed to have intensification potential;
- Larger lot areas such as “B” Zones (20m, 1100 sq m) “B-1” (15m 690 sqm), “B-2” (15m , 540 sq m) in Hamilton, “ER” Zones (18m, 695 sq m) in Ancaster, “R1-6” (30 m, 1390 sqm)) in Waterdown assumed to have little change and maintain existing minimum lot frontages (severances not anticipated);
- Other potential intensification sites: neighbourhood commercial uses/plazas (depending on building conditions, size etc); vacant / brownfield sites; school sites if known closure; and,
- Secondary dwelling units (SDUs) – tracking of building permits to add an additional residential unit to an existing dwelling identifies that approximately 100 SDUs are legally added per year. This rate of SDU uptake is consistent with the forecast from Hemson Consulting (Greater Golden Horseshoe: Growth Forecasts to 2051) which identifies a growth of approximately 2,700 SDUs in Hamilton between 2021 and 2051, which is a rate of 90 per year. It is assumed that this trend will continue to 2051.

For the potential RI areas identified by the working group, an appropriate density factor based on UHOP / Secondary Plan direction where applicable, or otherwise based on density of recent comparable developments, was applied to determine the anticipated number of potential short and long term units across the City.

3.2 B-LINE CORRIDOR REVIEW:

In Q4 2015 and Q1 2016, planning staff conducted a detailed review of all properties along the B-line Corridor (McMaster to Eastgate) as part of the LRT planning work. The review involved a consideration of both short term (pre 2031) and long term (2031 to 2041) residential intensification opportunities along the Corridor (2041 was the planning horizon at that time). This was an update to work that had previously been completed in 2011 as part of the Nodes and Corridors Planning Study. The assumptions used in the Corridor Review were similar to the assumptions noted above in the Working Group review, however, certain assumptions noted above were not applicable to this work. An appropriate density factor was applied to the intensification opportunities identified in the Corridor Review to determine the anticipated number of potential short and long term units along the Corridor.

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The B-line review had initially been undertaken as part of the LRT planning work in order to understand future redevelopment potential along the corridor. Despite the Provincial cancellation of the LRT project in 2019, staff find that the assumptions surrounding future redevelopment potential along the corridor should be maintained. The B-line corridor is identified as a Primary Corridor in the UHOP and is expected to accommodate a form of higher order transit in the future. Primary Corridors are identified to accommodate intensification and redevelopment opportunities to support future transit use. These assumptions are maintained despite the current cancellation of the LRT project. The recent announcement of partial funding from the Province for a reduced-length LRT confirm the assumption that some form of higher order transit will ultimately be developed along the corridor. While assumptions surrounding intensification of the corridor remain valid, it is acknowledged that the current lack of confirmed funding for higher order transit may impact the rate of intensification and overall levels of intensification experienced along the corridor.

It is further noted that the B-line Corridor Review did not include a review of properties in the Downtown Core along the corridor (these properties were not included because at the time there was consideration of a separate downtown review being conducted). As such, the Working Group review described in Section 3.1 included the Downtown Corridor properties in its mandate.

The B-line review data has been updated on an ongoing basis to reflect new development applications, enquiries or land use changes. As with the Working Group review, with the release of Amendment 1 to the Growth Plan 2019 in August of 2020, staff were required to re-evaluate the intensification supply potential along the corridor to the year 2051.

4.3 DEVELOPMENT APPLICATIONS:

The third data source for the identification of intensification opportunities was a review of recent and current development applications. The review of development applications included all types (Official Plan and Zoning By-law Amendments, Draft Plans of Subdivision and Condominium, Site Plans, and Consents). All applications for the last five years were compiled and the number of associated intensification units were tracked.

The list of applications was reviewed to remove duplicates (i.e. more than one application on the same property); projects that had already been completed; condo conversions (these units were already existing); and properties located outside of the built boundary.

Finally, a determination on timing of when the proposed intensification units would be built was made. Staff determined that it was appropriate to assign units proposed through a Draft Plan of Subdivision or Condominium, Official Plan or Zoning By-law Amendment or Site Plan to the short term period (units will be constructed prior to 2031). This assumption is based on the fact that an application has already been

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received, meaning an investment has already been made in the property for the future intensification use, and it is therefore more likely that the proposal will proceed to construction.

Any units proposed through a Formal Consultation application were assigned to the Long Term period (between 2031 and 2051). It is very difficult to determine when or if a Formal Consultation application will proceed to the development stage, market and ultimately construction. To be conservative, staff felt it prudent to assume that Formal Consultation applications signalled an interest in developing the property but, as no investment has been made in the development proposal at this stage, it was reasonable to assume a longer term time period for future intensification of these parcels.

The number of intensification units proposed through currently active (within last 5 years) development applications is shown in Table 1 below:

Table 1 – Residential Intensification Units Proposed Through Current Development Applications

Time Frame	# of Units
“Short Term” (<i>Units Proposed Through Official Plan / Zoning By-law Amendment, Draft Plan of Subdivision / Condominium, and Site Plan Control Applications</i>)	18,245
“Long Term” (<i>Units Proposed Through Formal Consultation Applications</i>)	17,925
Total (<i>Short Term + Long Term</i>)	36,170

Source: City of Hamilton

With regard to Consent applications, rather than tracking all new units created through consent, staff ran a query to determine, on average, how many new units are created through consent within the built boundary each year. Between 2007 and 2016, 356 residential units were built or land was severed to build in the built up area. Of these units, 310 units were added to the City, while 46 were replacement units (where the original dwelling was demolished and rebuilt at the same time as the new dwelling, according to the severance application). These numbers indicate that approximately 30 residential units are created through severance on a yearly basis. An assumption was made that this trend would continue and that intensification through severances in the built-up area would not be a significant contributing factor to overall intensification rates in the City.

4.0 RESULTS: SHORT AND LONG TERM INTENSIFICATION OPPORTUNITIES

Using the results of the identified potential supply from the sources in section 3.0 above, the RI Supply Update identified intensification opportunities based on assumptions for how much RI may occur to 2051. Details are shown below in relation to the distribution of intensification units by geographic area. The ‘short’ time frame refers to 2021 to 2031, and the ‘long’ refers to 2031 to 2051.

Table 2 below identifies the total identified short and long term intensification units by geographic area:

Table 2: Short and Long Term Residential Intensification Opportunities

Area		Short Term	Long Term	Total
Downtown	Units	9,700	14,000	23,700
	%	36	31	33
Other Nodes & Corridors	Units	4,200	18,300	22,500
	%	16	40	31
Neighbourhoods (includes Waterfront)	Units	12,700	13,400	26,100
	%	47	29	36
Total Units		26,600	45,700	72,300

Source: City of Hamilton

The total identified opportunities equates to the following intensification percentage as compared to the City’s overall forecasted growth during the 2021 to 2051 period:

Table 3: Residential Intensification Opportunities as a Percentage of Overall Growth

Year	Forecasted Unit Growth	Identified RI Opportunities (# of Units)	RI % of total growth
2031 - 2051	110,000	72,300	66

Source: City of Hamilton, Forecast: Lorius and Associates City of Hamilton Land Needs Assessment to 2051

5.0 COMMENTARY AND ANALYSIS

The results of the RI Supply Update identify supply opportunities of approximately 70,000 units between 2021 and 2051. While many sites in the built-up area could

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theoretically intensify and therefore the potential intensification supply is vast, the RI Supply Update has attempted to identify potential intensification opportunities to 2051 in accordance with the assumptions outlined in section 3.0 and known development applications.

Planning for an extended 30 year time horizon to 2051 raises challenges when attempting to predict intensification opportunities well into the future. A 30 year time horizon is significant and it is difficult at present to anticipate future social, economic and market changes. Questions surrounding intensification potential, market preferences, built form considerations and other unknown variables make the identification of future intensification opportunities less certain as the time period progresses.

At the same time, the change to a 2051 planning horizon as introduced by Amendment 1 to the Growth Plan 2019 has resulted in the requirement to accommodate more people and jobs within the City, a total growth of 236,000 people and 122,000 jobs between 2021 and 2051. To accommodate this amount of growth, a significant percentage of the new units will need to be in the form of intensification of the existing built-up area.

The intensification supply update has identified a supply which equates to roughly 66% of the City’s unit growth to 2051. However, it must be noted that achieving such significantly high intensification numbers will be challenging and it is not expected that all of these potential opportunities would be realized within the planning horizon.

It is known that the supply of intensification units will almost always exceed demand. Constraints on the ability to bring prospective supply opportunities to market include:

- requirement for land consolidation and / or ownership issues;
- site contamination and associated remediation costs;
- neighbourhood opposition;
- financing constraints;
- lack of infrastructure capacity and / or need for upgrades;
- lack of market demand; and,
- requirement for municipal approvals.

The City has already put in place many measures to encourage and facilitate future intensification projects, including new and updated Secondary Plans (Downtown, Centennial Neighbourhoods), new Zoning (Downtown, Commercial / Mixed Use, Transit-Oriented Corridor), pilot projects related to laneway housing, incentive programs and streamlined development approvals.

To encourage the realization of the supply opportunities, the City will need to continue to be proactive as above, and supplement these initiatives with further endeavours including flexible residential zoning in the new Residential Zoning By-law, additional incentives, education programs surrounding the benefits of intensification within a

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neighbourhood, creativity and innovation to problem solve and work with developers and homeowners to create compatible and desirable intensification projects.

Of course, matters beyond the City’s control will continue to impact the realization of intensification potential, including economic and market shifts, pandemic impacts, and consumer choice.

Key to assisting the City in meeting planning goals going forward will be the continual monitoring of key trends, such as the number of intensification units being constructed annually, to determine if the City is making progress toward meeting the established goals and targets. Moving forward in the planning horizon, if the monitoring identifies that the City is not making consistent improvement and progress in meeting its intensification goals, the City can revisit the programs and policies in place to encourage intensification with an objective to increasing the overall numbers. Further, at forthcoming Official Plan reviews, which are mandated to occur at five year intervals in accordance with the *Planning Act*, the City can examine the assumptions behind the intensification target, as well as recent trends and market directions, to determine if the planned intensification target needs to be shifted in any direction. In short, while it is difficult at present to plan for an extended 30 year time horizon, there is certainty in knowing that the City will have many opportunities over the forthcoming years to review trends and react accordingly.

6.0 NEXT STEPS

The intensification target is a key input into the LNA. This RI Supply Update is one consideration in determining an appropriate RI target for the City to plan towards, in conjunction with the RI Market Demand Report, a review of recent RI trends, and feedback and input from the public and stakeholders.

Through the approval of the LNA, staff are recommending an average RI target of 60% as an input into the LNA, with a phased increase of the target from 50% between 2021 and 2031, to 60% between 2031 and 2041, and up to 70% between 2041 and 2051. This target equates to a requirement for approximately 66,000 new dwelling units to be constructed within the built-up area between 2021 and 2051, which is within the supply potential identified through this report (approximately 90% of the identified supply).

Following the approval of the LNA and recommended RI target, a detailed breakdown of anticipated intensification units (by unit type) at the TZ level across the City will be prepared to assist in future growth and infrastructure modelling exercises.

EXISTING DESIGNATED GREENFIELD AREA DENSITY ANALYSIS

MARCH 2021



Hamilton

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Appendix:

Appendix “A” – Map of Existing DGA Lands by Category (Status)

1.0 INTRODUCTION

1.1 WHAT IS THE DESIGNATED GREENFIELD AREA?

The 2006 Growth Plan introduced the term Designated Greenfield Area. The term, with a slightly modified definition, remains in the 2019 Growth Plan (as amended), as follows:

“Lands within settlement areas (not including rural settlements) but outside of delineated built-up areas that have been designated in an official plan for development and are required to accommodate forecasted growth to the horizon of this Plan. Designated greenfield areas do not include excess lands.”

Designated Greenfield Area, or DGA, is the land that is located within the urban boundary, but outside of the built-up area. The built-up area is defined through the Growth Plan and is essentially the developed portion of the urban area. DGA lands are generally undeveloped, though as will be discussed below, a significant portion of Hamilton’s DGA land has been developed since 2006 or is subject to approved development applications.

The schematic in Figure 1 illustrates the DGA, the built-up area and the urban boundary.

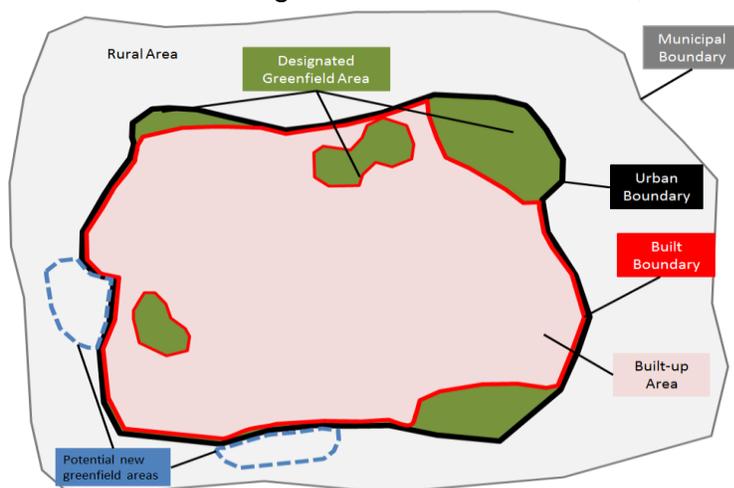


Figure 1: Schematic diagram illustrating Designated Greenfield Area (DGA)

The City’s DGA includes DGA lands which are already identified in the Official Plan and located within the urban area (known as “Existing DGA” for the purposes of this paper). However, if it is identified through the Municipal Comprehensive Review (MCR) that the City requires additional land, through urban boundary expansion, to accommodate growth to the year 2051, any new lands added to the urban area will become part of the DGA (known as “New DGA” for the purposes of this paper). The focus of this paper is on the City’s Existing DGA lands and a review of the planned density of those lands, including opportunities to increase the planned density. If New DGA lands are added to the urban boundary through the MCR, a consideration of an appropriate density

target for those lands will be undertaken separately as part of the Land Needs Assessment.¹

1.2 PURPOSE OF THE DESIGNATED GREENFIELD AREA ANALYSIS

The DGA Analysis fulfills the following objectives:

- Provide an overview of Hamilton’s Existing DGA lands in terms of gross and net areas, and by category of development status (i.e. Registered Plan; Draft Approved Plan; Pending Development; and, Potential Development Lands);
- Identify opportunities to increase the planned density of Hamilton’s Existing DGA lands to the 2051 planning horizon to meet Growth Plan targets; and,
- Identify an appropriate planned density target for the City’s Existing DGA to determine conformity with the Growth Plan minimum required target.

This document is being prepared as part of Hamilton’s Municipal Comprehensive Review to demonstrate compliance with Section 2.2.7 of the Growth Plan.

2.0 POLICY REVIEW

2.1 GROWTH PLAN, 2019, AS AMENDED

Section 2.2.7 of the Growth Plan provides policy direction for the Designated Greenfield Area. The focus of the policies is primarily related to the establishment of density targets for the DGA, and direction for municipalities on how to plan for those targets.

“2.2.7.1 New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:

- a) supports the achievement of complete communities;*
- b) supports active transportation; and,*
- c) encourages the integration and sustained viability of transit services.”*

Policy 2.2.7.1 is a general policy promoting planning of DGA lands to be complete communities which support all modes of transportation and are transit friendly. Identifying opportunities to increase the planned density of the Existing DGA will assist with meeting these planning objectives.

¹ It is appropriate to consider the density of the Existing DGA separate from the New DGA. As is shown in this report, development opportunities within the Existing DGA are constrained and much of the area is already subject to planning approvals. Opportunities to increase the planned density of the Existing DGA are therefore limited, whereas greater opportunity and flexibility will exist in any New DGA areas added to the urban boundary.

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“2.2.7.2 The minimum density target applicable to the designated greenfield area of each upper and single tier municipality is as follows:

- a) *The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 persons and jobs per hectare;”*

Policy 2.2.7.2 identifies the density target of 50 persons and jobs per hectare for the City of Hamilton. This target is applicable to both the Existing DGA as well as any new DGA lands which may be added to the urban boundary. It important to note that the target is a minimum, and the City may plan to achieve a higher target. As is shown below in Table 4 of this Report, the City’s planned density of the Existing DGA already exceeds the Growth Plan minimum target.

“2.2.7.3 The minimum density target will be measured over the entire designated greenfield area of each upper- or single-tier municipality, excluding the following:

- (a) *natural heritage features and areas, natural heritage systems and floodplains, provided development is prohibited in these areas;*
 (b) *rights-of-way for:*
 i. *electricity transmission lines;*
 ii. *energy transmission pipelines;*
 iii. *freeways, as defined by and mapped as part of the Ontario Road Network; and,*
 iv. *railways;*
 (c) *employment areas; and,*
 (d) *cemeteries.”*

Policy 2.2.7.3 outlines the technical requirements for measuring density of the DGA. The density of the DGA is measured across the entirety of the DGA area to which the target applies. For the case of this paper, the measurement of the DGA density is applied across the entirety of the Existing DGA already identified in the UHOP.

Policy 2.2.7.3 also identifies the lands to be excluded from the DGA density calculation, those being undevelopable lands such as natural heritage features and areas, rights-of-way, and cemeteries, as well as designated employment areas. This policy is a significant revision from the 2006 Growth Plan, which only allowed for natural features to be excluded from the DGA calculation. The addition of the extra features / areas for exclusion will assist municipalities in meeting the required density targets by not including undevelopable areas, and employment lands which tend to develop at lower density.

The remainder of this Report will provide an overview of the City’s Existing DGA, including current planned density, and further, identify opportunities within the City’s

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Existing DGA to plan for a density increase in accordance with Growth Plan requirements.

2.2 URBAN HAMILTON OFFICIAL PLAN (UHOP)

“A.2.3.3.3 *Greenfield areas* shall be planned to achieve an overall minimum density of 50 people and jobs per hectare. The *greenfield* density target shall be measured over Hamilton’s *greenfield area*, excluding natural heritage features designated in this Plan. The *greenfield area* includes designated employment areas. On employment lands, the City shall plan to meet a density target of 37 people and jobs per hectare. On non-employment lands, densities will need to achieve a minimum average density of 70 persons and jobs per hectare to meet the overall density target.

E.3.7.1 New greenfield communities shall be designed with a unique and cohesive character. Buildings, streetscapes, street patterns, landscaping, open spaces, and infrastructure shall be designed to contribute to this character.”

The UHOP contains policies on the DGA, including a required density target. The UHOP identifies an overall target of 50 pjh but breaks this target down further into employment areas (target of 37 pjh) and non-employment areas (70 pjh). This differentiation was made to account for the generally lower density development of employment lands. A higher non-employment target was required to offset the employment areas and balance out to the overall target of 50pjh. With the revised Growth Plan policy direction which now removes employment areas from the DGA density calculation, UHOP policy A.2.3.3.3 will need to be reviewed and updated as part of the future Official Plan Review.

3.0 EXISTING DGA OVERVIEW:

3.1 EXCLUSIONS

The gross land area of the City’s Existing DGA totals more than 4,200 ha. However, for the purpose of density analysis, the Growth Plan provides that certain lands can be excluded from the density calculation. Policy 2.2.7.3 of the Growth Plan outlines the lands which may be excluded from the DGA density calculation due to being considered non-developable or being designated as employment area.

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Table 1 breaks down the amount of land area, in hectares, of each exclusion area from the DGA density calculation.

Table 1: Growth Plan Exclusions from Calculation of DGA Density

Existing DGA Breakdown	Area (ha)	%
Total Existing Designated Greenfield Area (Gross)	4,231	100
Total Exclusions	2,090	49
Employment Lands	1,780	42
Core Areas (non-employment)	305	7
Rights of Way (non-employment)	0	0
Cemeteries	5	0.1
Net “Community” (residential, institutional, commercial) Developable Area (based on 2019 Growth Plan)	2,140	51

Source: City of Hamilton, year end 2019

Table 1 above identifies the portion (42%) of the City’s Existing DGA that is designated employment land. This confirms the significance of the revisions to the 2019 Growth Plan which allow municipalities to net out employment lands for the purposes of calculating DGA density. Employment lands traditionally develop at a lower density than non-employment lands, and therefore including the employment areas in the DGA density calculation had the effect of lowering the overall planned density. This paper focuses on the non-employment DGA lands. Discussion on the City’s employment lands and opportunities to intensify those lands is discussed in the City’s Land Needs Assessment.

3.2 DEVELOPMENT STATUS OF EXISTING DGA

The built boundary line, which separates the built-up area from the DGA, was established by the Province in 2006. At that time, the lands that were identified as DGA were largely undeveloped or underdeveloped (e.g. large lot with one single detached dwelling). In the 14 years since that delineation, a portion of the DGA lands have now been developed or have existing or pending development approvals (plans of subdivision). Despite this fact, there were no modifications made to the built boundary line during the co-ordinated provincial plan review in 2015. Therefore, a portion of the lands that are classified as Existing DGA are already fully or partially built-out.

Further, another significant subset of DGA lands have already been approved for development through a Registered or Draft Approved Plan of Subdivision or are subject to a Pending Plan of Subdivision application. These DGA lands are broken down into three categories:

- Registered – lands within a registered plan of subdivision for which building permits have not been issued;

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- Draft Approved – lands within a draft approved, but not registered, plan of subdivision; and,
- Pending Plans – lands within a draft plan of subdivision application that has been submitted to the City, but not approved.

Table 2 summarizes the breakdown of Existing DGA land by development status, not including employment lands:

Table 2: Development Status of DGA Lands

Existing DGA Category (Non-employment)	Land Area (gross ha)
Fully or Partially Built (i.e. building permits issued)	910
Registered (no permits issued)	75
Draft Approved	365
Pending	115

Source: City of Hamilton VRL, year end 2019

It is apparent from the chart above that a significant portion of the Existing DGA lands are already developed for residential purposes or are subject to an approved or pending draft plan of subdivision application. A map of the above noted breakdown is attached as Appendix “A”.

Further constraints to residential development of the Existing DGA are also shown on Appendix “A”, including lands designated for employment uses and open space lands (i.e. parks, natural features, cemeteries). The Existing DGA lands that are not subject to an existing development application / approval or constrained for development by one of the features above, is limited.

4.0 PLANNED RESIDENTIAL SUPPLY INFORMATION

To ultimately determine the DGA planned density, it is necessary to consider the potential residential supply of the City’s Existing DGA lands. For the purposes of this analysis, the planned residential supply is defined as the lands remaining (after allowable Growth Plan net-outs) that are currently designated in the UHOP for residential uses over the plan horizon. This includes mostly vacant lands as identified in the City’s Vacant Residential Land Inventory (section 4.1 below) as well as a small amount of currently occupied lands that can be reasonably expected to redevelop with new residential uses in accordance with their current designation (section 4.2 below). Information on the City’s designated and available planned residential land supply comes from two different sources discussed below:

4.1 VACANT RESIDENTIAL LAND INVENTORY (VRLI)

The VRLI classifies development potential of vacant residential lands, including DGA lands, by current development status. The VRLI includes lands in four categories:

- Registered Plan - These lands have the highest degree of development certainty;
- Draft Approved Plan - These lands also have a high degree of development certainty, but could be subject to revision in terms of total unit count, type etc.;
- Pending Plans - Development potential can be estimated for lands within this category based on the submitted plan, but it is noted that this is an estimate only, and subject to change as the plan moves through the approval process; and,
- Potential Development – vacant residential lands for which no draft plan of subdivision application has been submitted. Development potential for these lands is estimated using a variety of sources, including Secondary or Neighbourhood Plan designations, zoning, surrounding land uses and density, or other types of pending development applications (eg. site plan control). These lands have the least degree of development certainty. Staff undertook a review of these lands to determine if there is opportunity to increase the assumed development potential based on updated policy direction or surrounding development in the area (see Section 5.0 below).

For the purpose of calculating the DGA planned density to 2051, all lands which are currently designated for residential purposes within the VRLI were assumed to develop within the planning horizon. Of note, lands which are currently subject to a development application for redesignation to a residential designation were not included. An example is the proposed application to redesignate District Commercial lands in the vicinity of Highways 5 & 6 (Flamborough) to a Mixed Use designation. The lands that are subject to this application were not included in the planned density calculation above because the application is in the early stages and the ultimate outcome of the applications is unknown at this time.

The following chart summarizes the amount of land area within each VRLI category within the Existing DGA:

Table 3: Vacant Residential Land Inventory Breakdown by Category

DGA Category		Land Area (ha)
Registered		75
Draft Approved		365
Pending		115
Potential Development	Within Secondary Plan	220
	Outside of Secondary Plan	30

Source: City of Hamilton VRLI, year end 2019

4.2 OTHER DESIGNATED RESIDENTIAL SUPPLY OPPORTUNITIES:

The VRLI considers lands which are vacant and designated for residential development. Other sites within the Existing DGA which do not meet this criteria, but which represent designated supply opportunities, include:

- Large parcels currently developed with a single detached dwelling, but which offer potential for severance and future additional residential development; and,
- Land assembly opportunities for parcels currently developed with single detached dwellings with opportunity to be developed at a higher density.

Development opportunities of the lands noted above are identified by City staff through a review of the Existing DGA, but do not form part of the City’s VRLI because they are not vacant. However, because these lands are designated for residential development (i.e. “Neighbourhoods” on Schedule E-1 of the UHOP and / or within a Secondary Plan residential designation), they represent planned residential supply opportunities and should be considered as part of the planned density calculation. An assessment of realistic potential of these sites to develop by 2051 was undertaken, and only sites which did not require consolidation with other properties in order to develop were assumed as realistic development opportunities within the planning horizon.

5.0 CALCULATING POPULATION AND EMPLOYMENT POTENTIAL

5.1 POPULATION

Calculating the development potential, and ultimately the planned density, of the DGA requires calculating the unit potential across each of the subsets noted above. The development potential of the Registered, Draft Approved, and Pending development categories (VRLI) is straightforward, and is based on the unit potential of the Registered / Draft Approved / Pending Plan of Subdivision applications. Units are translated into population based on the following assumptions regarding persons per unit for new or existing units in the DGA as per the chart below:

Unit Type	PPU – New Units (VRLI)	PPU – Existing Units ²
Single / Semi	3.405	3.44
Row	2.437	2.50
Apartment	1.663	1.64

² The PPU factors for existing units are based on average Household Size by Unit Type by Period of Construction from Statistics Canada for the 10-year period 2006-2016. The resulting population figures are checked for consistency with available Census information at the Dissemination Area (DA) level for total occupied housing units, population and average persons per unit in the DGA and adjusted upwards to include non-household population and the Census net undercoverage (“the undercount”) in accordance with the Growth Plan Schedule 3 forecast definitions. The PPUs are applicable to the DGA only, and not city-wide. The PPU factors for new units are based on the City’s 2019 D.C Background study.

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The density calculation of the Potential Development category of the VRLI (within and outside of a Secondary Plan boundary), and the Other Designated Residential Supply Opportunities outside of the VRLI, requires greater discussion, being based on certain development assumptions, as follows:

- Within a Secondary Plan generally assume development will occur at the maximum density permitted by the Secondary Plan land use designation. (Secondary Plan land use categories permit development at a density range, eg. 20 to 40 units per hectare.) For this exercise, the maximum density permission was assumed for the majority of sites, with the exception of certain situations where the existing surrounding development was at a lower density and it was assumed that future development would be at a similar density;
- For properties that are subject to a development application (e.g. Zoning By-law Amendment or Site Plan), the proposed development concept was used to inform density assumptions;
- Review of existing OP and zoning designations to obtain guidance. Note that some DGA lands within this category remain under remnant Agricultural zoning, despite being within the urban boundary, and therefore cannot be used to guide future development assumptions;
- If applicable, Neighbourhood Plans provide guidance on future development potential; and,
- Review of surrounding land uses to determine appropriate development potential taking into account matters such as transition and compatibility.

These assumptions are used to assign potential unit and population totals to the Potential Development lands within the VRLI, and the Other Designated Residential Supply Opportunity areas. The population assumptions use the same Persons per Unit factors discussed above.

5.2 IDENTIFYING OPPORTUNITIES TO INCREASE THE PLANNED DENSITY OF EXISTING DGA

City staff conducted a review of the designated residential supply opportunities across the Existing DGA to identify opportunities to increase the planned density (unit potential). The review focussed on lands within the Potential Development Category of the VRLI, and lands within the Other Designated Residential Supply Opportunities category. The context of the review was to consider opportunities to increase the planned density of the Existing DGA to the planning horizon of 2051.

It is assumed that opportunities to increase the planned density of the Registered, Draft Approved and Pending category lands are low. While it is recognized that unit potential

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of the Pending Category may change from what is currently proposed, it is nonetheless assumed that any changes in planned density from what is submitted on the development application would be fairly minor, and would reflect the need to redesign the proposed development to account for technical requirements arising during the development review process. A significant change in planned density is not likely or anticipated.

The following categories were reviewed by staff:

- The Potential Development category of the VRLI represents only 11% of the net Residential DGA, or 250 hectares. Of this 250 ha, almost 90% is located inside a Secondary Plan boundary. These lands offer some opportunity to plan for increased density, through processing of future development applications that may contemplate a density increase above that permitted in the approved Secondary Plan. In this regard, staff updated the assumptions within the VRLI to reflect higher densities in certain areas, reflective of recent developments or applications in the vicinity, and the Growth Plan and UHOP planning direction to plan for compact form with a range of housing options;
- The remaining lands of the Potential Development (VRLI) category are located outside of a Secondary Plan boundary. These lands offer the greatest opportunity and flexibility in future planning, but also represent the smallest subset of land area. Similar to above, staff reviewed these lands to update the density assumptions in the VRLI, based on updated zoning, surrounding development, and recent development applications on the subject lands or in the vicinity;
- In reviewing these Potential Development sites, staff also considered locations on the edges of neighbourhoods, particularly at the intersection of arterial roads, where an increase in density may be appropriate in accordance with UHOP policy direction. These areas offer an important opportunity to plan for ‘missing middle’ housing, which refers to a need to provide a greater range of medium density housing forms within neighbourhoods, which may include townhouses of various forms of low-rise apartments; and,
- In addition to the update to the VRLI, staff also undertook a review of the Other Designated Residential Supply Opportunities. Opportunity areas were identified, taking into account recent development trends in the surrounding area, new or updated zoning, and development enquires or consultations on the lands.

5.3 EMPLOYMENT

The number of jobs calculated for the existing DGA is based on the City’s employment survey information adjusted to align with the known 2016 Census employment total. The number of jobs in the new DGA is based on the build-out of existing vacant Commercial lands (at 60 jobs per net ha) and Institutional lands (at 38 jobs per net ha). “Work at

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home” employment is estimated at 3% of the total DGA population. The breakdown is as follows:

- Employment survey (adjusted) – 5,100 jobs;
- Work at home (3% of total population) – 1,740 jobs;
- Vacant commercial potential – 5,180 jobs; and,
- Vacant institutional potential – 1,250 jobs.

5.4 PLANNED DENSITY OF EXISTING DGA

The calculation of the planned DGA density is based on a combination of existing population and jobs, plus population in the designated residential supply (VRLI and Other Designated Supply Opportunities), plus potential job growth.

Based on the supply information in the VRLI, combined with the Other Residential Supply Opportunities, the planned density across the Existing DGA as of 2019 is 60 pjh.

Table 4: Summary of Planned Density of Existing DGA

Category			Units	Population	Jobs	PJH
Population						
Fully or Partially built			18,900	55,500		
Registered (VRLI)			3,500	8,100		
Draft Approved (VRLI)			6,250	17,400		
Pending (VRLI)			2,600	5,900		
Potential Development (VRLI)	Within Secondary Plan		7,400	18,200		
	Outside Secondary Plan		600	1,500		
Other Designated Supply Opportunities	Residential		1,000	2,570		
Jobs					13,270	
Total (Persons + Jobs per hectare)						60

Source: City of Hamilton – PPU's based on chart for existing and new units – page 10

This planned density represents an increase from the last previously reported calculation in 2017 of 56 pjh. This current review is based on the most up-to-date information, including some revisions to the GIS mapping, land area measurements and capacity calculations (updated PPU's and employment density factors) since the last reported calculation. The key differences are noted herein, and generally result in a moderately higher density for the current DGA than had been previously estimated.

6.0 CHALLENGES AND OPPORTUNITIES

While staff have determined that opportunity does remain within the City’s Existing DGA to plan to achieve a 60 pjh target, achieving this target requires planning for a more compact form, alternative land uses and, in some cases, increased densities. The following considerations need to be recognized:

- As noted above, only a small percentage of the Existing DGA is true vacant greenfield land. The vacant greenfield lands represent an opportunity to plan for increased densities, subject to good planning and servicing availability. Other opportunities will require land assembly or redevelopment, which could be more challenging;
- Planning for increased density in the Existing DGA could be challenging in light of the potential for neighbourhood opposition if a new development is proposed at a higher density than surrounding lands. While the planned density takes into account neighbourhood compatibility when making assumptions about future development potential, the possibility of neighbourhood concern remains if density increases are proposed (eg. townhouses instead of single detached dwellings);
- The planned density calculation assumes that future development will proceed at the higher end of the Secondary Plan density range (if applicable). Recent history shows that new developments are not consistently being proposed at the higher end of the range. Ensuring future development meets the higher density requirement will require education and cooperation from the development community, staff and council; and,
- The planned density calculation assumes that some parcels currently developed with a single detached dwelling will be redeveloped at a higher density over the long term. There is no guarantee redevelopment will occur, and it is entirely dependent on the will of the landowner.

As noted above, planning to achieve 60 pjh represents an optimistic view of the density of future development (i.e. assumption that development will proceed at densities greater than the minimum requirements). To support the City’s achievement of the 60 pjh target over the long term, staff recommend the following actions:

- Supportive residential zoning – the City is currently working on the final stage of its new comprehensive zoning by-law, which is the residential zones. Some of the zoning by-laws do not contemplate the full range of housing types or the associated development standards which are common in new greenfield developments today, including maisonettes, stacked townhouses, and rear lane townhouses, and developments with multiple forms in one block. This causes a delay in approvals process as site specific zoning must be created for new developments. By establishing new residential zoning that contemplates a variety of medium and high density residential forms, and allows for flexibility in design

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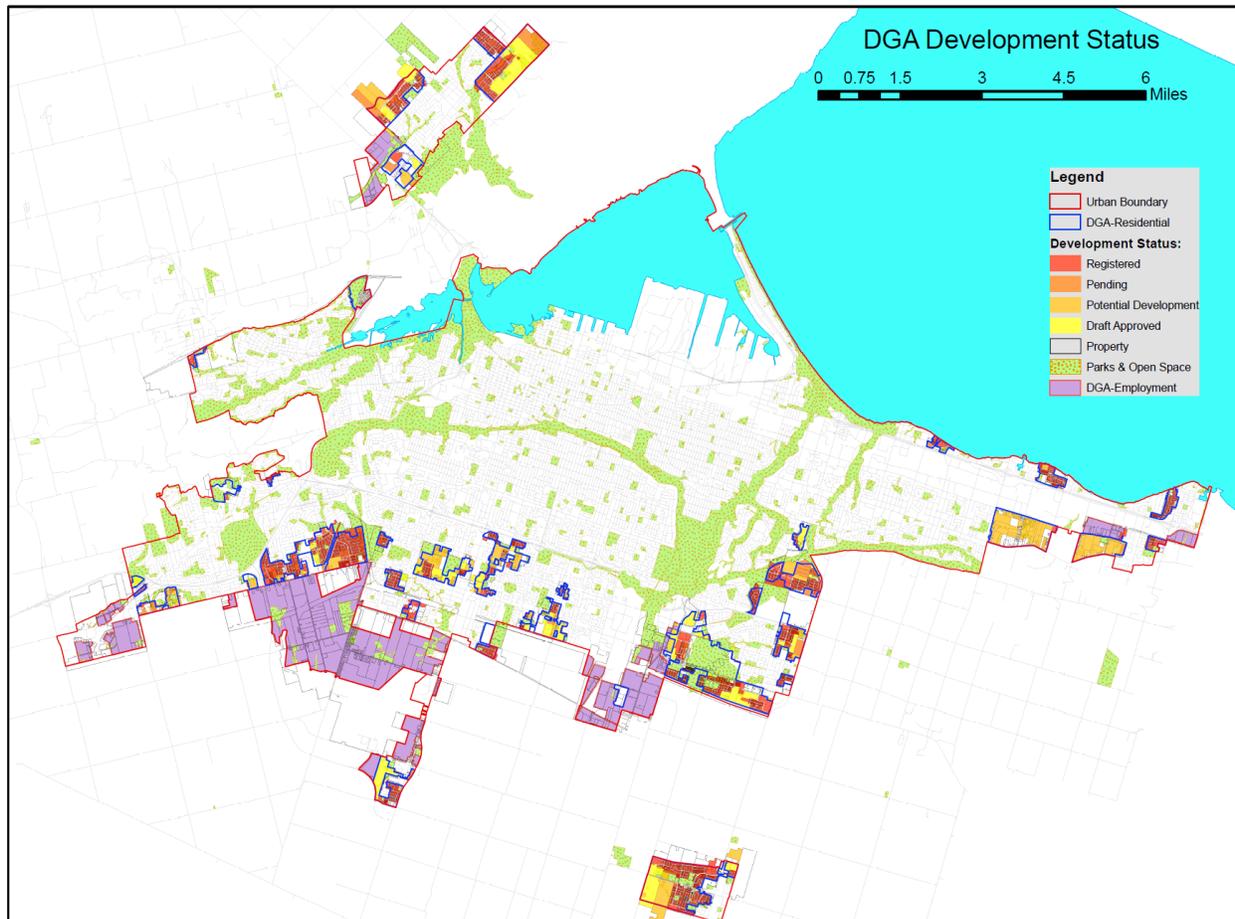
and regulations, developers will be encouraged and facilitated in planning for higher density developments in their greenfield communities; and,

- Education on medium and high density housing – this approach is important for the public and the development community. Providing education on the variety of housing forms and typologies that contribute to higher density can facilitate development other than the standard low rise and townhouse development which is typical of new communities. Education on the benefits of higher densities could help address neighbourhood and political opposition. The City has already embarked on this initiative through a series of open houses held in the fall of 2018 entitled *Imagining New Communities*, which provided information to the public and council on higher density community design.

9.0 CONCLUSION

It is appropriate for the City to plan to achieve 60 pjh as a target for Existing DGA density. This target will require new greenfield developments to be approved at a higher density than the historical norm, and will require cooperation and support of staff, developers, Council and the public.

APPENDIX "A"



**Ministry of
Municipal Affairs and Housing**

Ontario Growth Secretariat

777 Bay Street, 23rd Floor, Suite 2304
Toronto ON M7A 2J3
Tel: 416 325-1210
Fax: 416 325-7403
www.placestogrow.ca

**Ministère des Affaires
municipales et du Logement**

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

777, rue Bay, 23^e étage, bureau 2304
Toronto ON M7A 2J3
Tél. : 416 325-1210
Télééc. : 416 325-7403
www.placealacroissance.ca



December 15, 2020

Dear Steve Robichaud:

Thank you again for taking the time to walk ministry staff through the land needs assessment work that was done as part of your municipal comprehensive review process. We appreciate the opportunity to see and understand the work that is underway as well as the ability to provide you with some preliminary feedback per your request.

As noted in our email to Hamilton planning staff recently, based on our preliminary review, your Draft Land Needs Assessment appears to conform to the requirements set out in the Land Needs Assessment Methodology (2020). Notably, we highlighted the following:

- The Draft Land Needs Assessment adequately addresses the components of the Province's new Land Needs Assessment Methodology (2020) including the need to consider market demand across the range of housing types
- The Draft Land Needs Assessment implements the 2051 planning horizon including updated Schedule 3 growth forecasts as per the Growth Plan for the Greater Golden Horseshoe, 2019 (A Place to Grow), as amended
- Each growth scenario under consideration would support the minimum density and intensification targets established in A Place to Grow for the City of Hamilton

As you are aware, the land needs assessment does not identify the location or phasing of lands for future growth. Municipalities must go about designating specific lands for development via settlement area boundary expansions in accordance with the process set out in Policy 2.2.8 of A Place to Grow. Specifically, a reminder that the feasibility of, and the most appropriate location for, any proposed expansion should be identified in accordance with Policy 2.2.8.3 of A Place to Grow.

Once again, thank you for taking the time to share the draft with us. We look forward to continuing to work with you. Please keep my staff informed of any updates

throughout the municipal comprehensive review process. Do not hesitate to reach out to me should you have any questions about this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Geoffrey Singer". The signature is written in a cursive style with a large initial "G" and "S".

Geoffrey Singer
Director (A), Program Policy, Planning, Analysis and Delivery, Ontario Growth
Secretariat

**Ministry of Municipal Affairs
and Housing**

Municipal Services Office
Central Ontario

777 Bay Street, 13th Floor
Toronto ON M7A 2J3
Telephone : 416-585-6226
Fax.: 416 585-6882

**Ministère des Affaires municipales
et Logement**

Bureau des services aux municipalités
du Centre de l'Ontario

777, rue Bay, 13^e étage
Toronto ON M7A 2J3
Téléphone : 416-585-6226
Télec. : 416 585-6882



September 17, 2021

Steve Robichaud
Chief Planner and Director of Planning
Planning Division
Planning and Economic Development
City of Hamilton

Sent via email

Re: City of Hamilton Land Needs Assessment Technical Update

Dear Steve Robichaud:

Thank you for circulating the City of Hamilton Land Needs Assessment Technical Update ("technical update"). The Ministry of Municipal Affairs and Housing ("the Ministry") wishes to acknowledge the significant amount of work that has gone into preparing the City's draft land needs assessment materials to date.

The comments below are intended to assist the City in its Municipal Comprehensive Review (MCR) and conformity with A Place to Grow: The Growth Plan for the Greater Golden Horseshoe ("A Place to Grow") and the Land Needs Assessment Methodology for the Greater Golden Horseshoe, 2020 ("LNA Methodology").

In November 2020, the City of Hamilton shared the Draft Land Needs Assessment to 2051 with Ministry staff for preliminary review. The draft included three scenarios (*Growth Plan Minimums*, *Increased Targets*, *Ambitious Density*) based on varying intensification and density targets. In a letter to the City dated December 15, 2020, the Ministry's Ontario Growth Secretariat noted that each of the three scenarios included in the draft appeared to conform to the LNA Methodology.

In March 2021, City staff recommended that Council adopt the *Ambitious Density* scenario which implements a 60 per cent annual intensification target and a designated greenfield area density target of 77 residents and jobs combined per hectare. The *Ambitious Density* scenario creates a total land need of 1,310 gross hectares to 2051. Council deferred their decision on the City's Draft Land Needs Assessment to 2051 and

directed staff to undertake additional analysis on a *No Urban Boundary Expansion* scenario (no new land need to 2051).

In July 2021, the technical update was issued to City staff. In summary, the technical update outlines preliminary findings that, if adopted, the *No Urban Boundary Expansion* scenario would produce a shortfall of approximately 59,300 ground-related units.

The Ministry understands that the City is seeking input on whether the *No Urban Boundary Expansion* scenario, as described in the technical update, would conform to A Place to Grow and the LNA Methodology. Ministry staff have evaluated the technical update and wish to provide the following comments.

Municipalities are required to determine the need to expand their settlement area boundaries using the LNA Methodology issued by the Minister in accordance with policy 2.2.1.5 of A Place to Grow. The LNA Methodology requires municipalities to ensure that sufficient land is available to accommodate market demand for all housing types including ground-related housing (single/semi-detached houses), row houses, and apartments. This requirement is consistent with direction in the *Provincial Policy Statement, 2020* and Section 2.1 of A Place to Grow. Ministry staff acknowledge that the *No Urban Boundary Expansion* scenario is likely to bring about a shortage in land available to accommodate forecasted growth in ground-related housing. Ministry staff further acknowledge that the City's residential intensification analysis (included in the Residential Intensification Market Demand Report) has found that the City is unlikely to achieve the necessary level of apartment unit construction from a market demand perspective. As such, the *No Urban Boundary Expansion* scenario appears to conflict with the objective of the LNA methodology to "provide sufficient land to accommodate all market segments so as to avoid shortages" (pg. 6).

The *No Urban Boundary Expansion* scenario may cause a misalignment with forecasts in Schedule 3 of A Place to Grow as residents seek ground-related housing in municipalities where there may be sufficient supply. Schedule 3 forecasts, or higher forecasts established by municipalities, are to be the basis for planning and growth management to the Plan horizon. The City is required to demonstrate that it is planning to accommodate all forecasted growth to the horizon, including satisfying the direction in A Place to Grow to support housing choice through the provision of a range and mix of housing, as per policies 2.2.1.4 and 2.2.6.1. The LNA Methodology also prohibits planning for population or employment in a manner that would produce growth that is lower than Schedule 3 of A Place to Grow.

Further to the above, the Ministry has additional concerns regarding potential regional implications of the *No Urban Boundary Expansion* scenario, if adopted. The shortfall of

available land and ground-related units that could be created as a result of the *No Urban Boundary Expansion* scenario may cause forecasted growth to be redirected away from the City of Hamilton into other areas that are less suited to accommodate growth. This may have broader regional impacts on prime agricultural areas, natural systems and planning for infrastructure given the lower intensification and density targets applicable to outer ring municipalities that would likely receive pressure to accommodate forecasted growth. As noted in the technical update, the City of Hamilton is well suited to accommodate growth due to its urban structure, strategic location and multi-modal transportation connections.

Ministry staff also wish to acknowledge the strong growth management principles that underpin the City's *Ambitious Density* scenario. The *Ambitious Density* scenario appears to balance market-demand for different housing types while also implementing an intensification target (60 per cent) and a designated greenfield area density target (77 residents and jobs combined per hectare) which exceed the targets set out in policy 2.2.2.1 and 2.2.7.2 of *A Place to Grow*.

Based on Ministry staff review and analysis of the City's draft Land Needs Assessment and the technical update, it appears that the *No Urban Boundary Expansion* scenario poses a risk that the City would not conform with provincial requirements.

The Ministry looks forward to receiving the City's draft Official Plan as the July 1, 2022 conformity deadline approaches. In the meantime, please contact me by email at: (heather.watt@ontario.ca), or by phone at: 437-232-9474, should you have any further questions.

Best regards,



Heather Watt
Manager, Community Planning and Development, Central Region Municipal Services
Office
Ministry of Municipal Affairs and Housing

c. Ontario Growth Secretariat, MMAH

Appendix “G” to Report PED17010(n)
Page 1 of 1

City of Hamilton Growth Plan Forecasts vs. Census Actuals (2001 – 2021)

Provincial Population Forecasts (Growth Plan) Compared to Census Actuals			
Census Year	Forecast Population (unrounded)	Census Actual / Best Estimate	Variance
2001 (Base Information)	510,200	510,200	0
2011 (2006 Growth Plan)	539,500	539,200	-300
2016 (July 2013 Update)	568,000	552,800	-15,200
2021 (August 2020 forecast)	584,000	589,200	+5,200

Source: *Growth Plan for the Greater Golden Horseshoe* (Province, 2006), *Greater Golden Horseshoe Growth Forecasts to 2041* (July 2013 Addendum), *Greater Golden Horseshoe: Forecasts to 2051* and base forecast and interim population estimates, Hemson Consulting Ltd., 2021

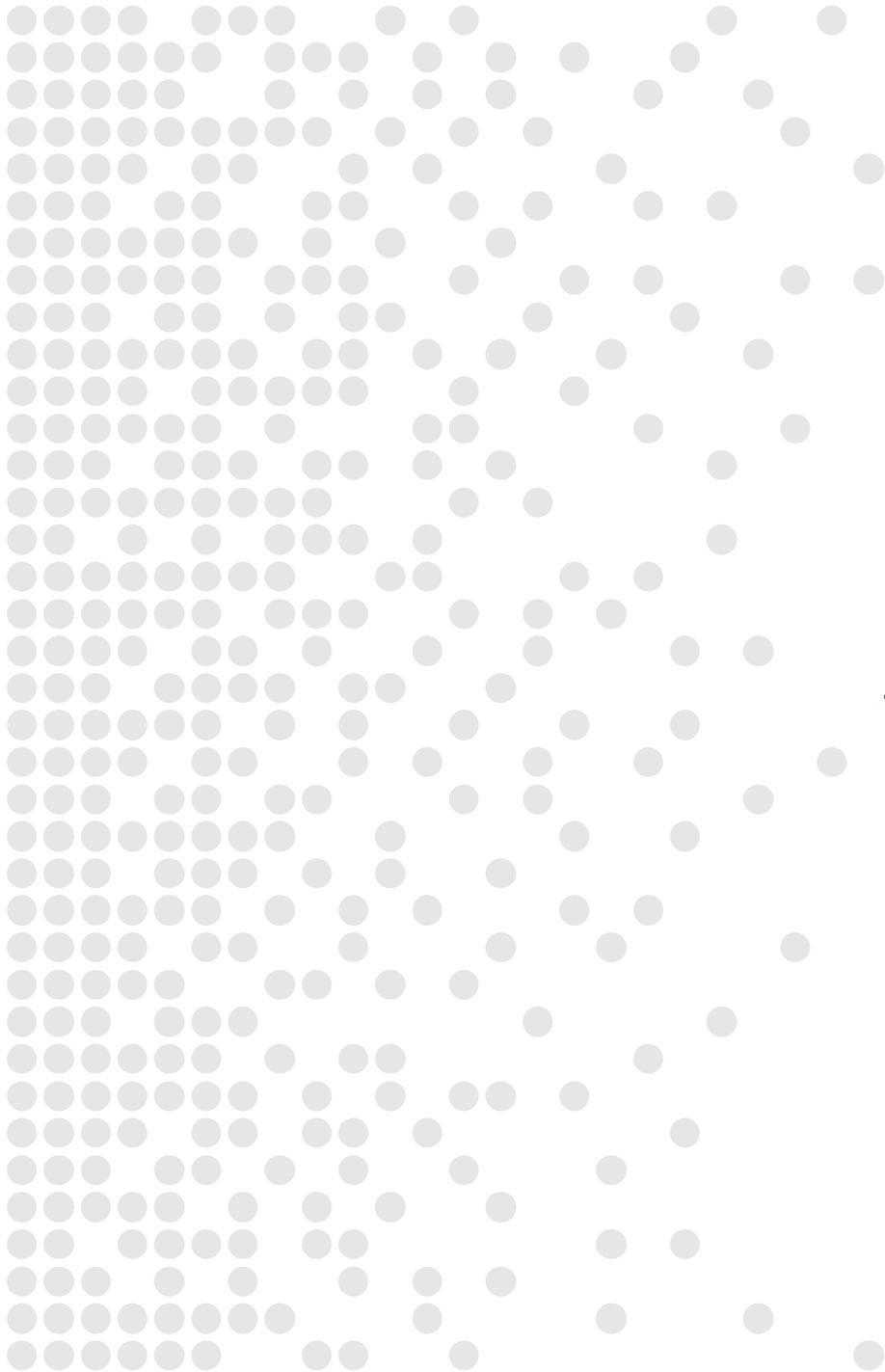
Technical Notes:

- The 2011 forecast is the 2005 forecast for the 2006 *Growth Plan*;
- The 2016 forecast is the July 2013 Forecast update (Growth Plan Amendment 2 to 2031);
- The 2021 forecast is the 2020 August *Growth Plan* forecasts to 2051; and,
- Census actuals are for 2011 and 2016. Best estimate for 2021 is updated Census based on Annual Demographic Estimates (ADE), includes Census net undercoverage.



City of Hamilton Land Needs Assessment Reporting – Peer Review

Council Meeting
November 9, 2021

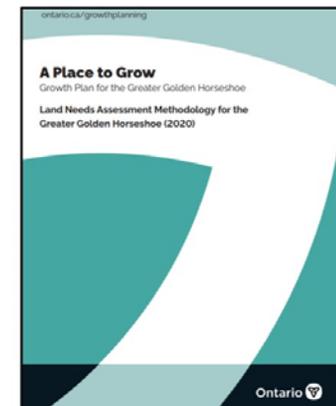
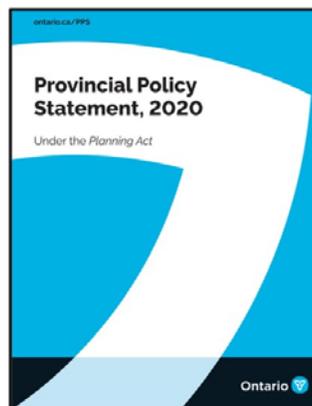


Purpose and Overview



Purpose and Overview

- To assess the study approach, assumptions and key findings of the City's Land Needs Assessment (LNA) reports subject to the requirements of applicable provincial policies, plans and land needs assessment methodology.
- Our peer review analysis does not assess the merits of each land need scenario with respect to a preferred option.
- Key reports reviewed:
 - March 2021 City of Hamilton Land Needs Assessment to 2051 (including November 2021 Addendum); and
 - March City of Hamilton Residential Intensification Market Demand Analysis Study.





Key Findings



Key Findings

Summary

- The City's LNA Reports prepared by Lorus & Associates are generally an appropriate application of the Growth Plan and the Provincial LNA Methodology.
- Watson has identified three key themes of the City's LNA reporting that would benefit from further analysis and clarification, which are addressed in the November 2021 City of Hamilton LNA Addendum Report:
 1. Composition of development within Built-up Area (BUA);
 2. City-wide DGA density metrics and rationale for change under the LNA scenarios; and
 3. Assessment of Employment Areas - Suitability of Employment Areas, employment density and long-term Employment Area land needs.



Key Findings

Peer Review Issue #1: Composition of Development within Built-up Area (BUA)

- The City's LNA reporting would benefit from additional details describing nature of historical development trends within the BUA by structure type since 2006.

Addendum Report Response:

- *“While details on the nature of this shift may be of interest, it is not relevant to conformity with the Provincial intensification target, which refers only to the total number of units without regard to type, location or density...”* pg. 10



Key Findings

Peer Review Issue #1: Composition of Development within Built-up Area (BUA) (con't)

Watson Response:

- This peer review comment was posed to further highlight the potential challenge of achieving an ambitious residential intensification target through increased redevelopment.
- This issue has been addressed in some detail in Sections 3 and 4 of the City's Residential Intensification Market Demand Analysis Study.



Key Findings

Peer Review Issue #2: DGA Density Assumptions

- Additional clarity is required regarding the DGA density targets and rationale under each land need scenario, including existing DGA lands and new DGA expansion areas.

Addendum Report Response:

Summary by Land Need Scenario	Existing Designated DGA Density	New DGA Density (Expansion Lands)	2051 DGA Density (average of Existing & Expansion)
Current Trends (40% Intensification)	60 p&j/ha	53 p&j/ha	56 p&j/ha
Growth Plan Minimum (50% intensification)	60 p&j/ha	65 p&j/ha	62 p&j/ha
Increased Targets (50%/55%/60%)	60 p&j/ha	75 p&j/ha	66 p&j/ha
Ambitious Density (50%/60%/70%)	60 p&j/ha	77 p&j/ha	66 p&j/ha

Source: City of Hamilton, Land Needs Assessment to 2051, Addendum to March 2021 Technical Working Paper Summary of Results November 2021 prepared by Lorius & Associates, Table 1, p.11.

Watson Response:

- It is our opinion that this issue has been largely addressed.



Key Findings

Peer Review Issue #3: Assessment of Employment Areas

- Market characteristics of vacant Employment Area land supply;
 - Quantity and quality
- Employment land employment density forecast; and
- Long-term Employment Area land needs analysis.



Key Findings

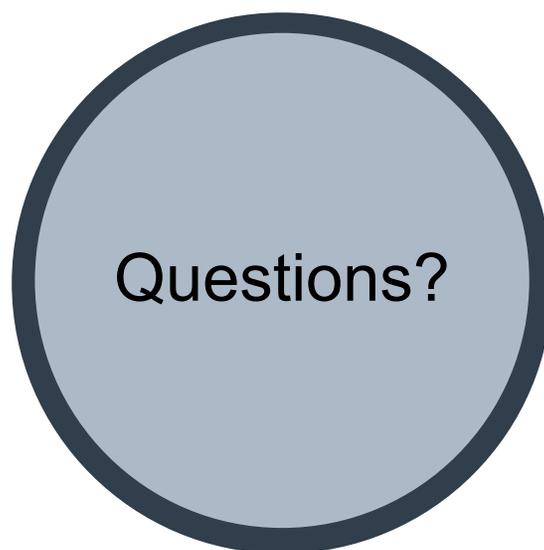
Peer Review Issue #3: Assessment of Employment Areas (con't)

Addendum Report Response:

- Additional background information has been provided regarding Employment Area characteristics and density trends.
- The LNA Addendum Report highlights the need for monitoring Employment Area land supply and non-residential development activity.

Watson Response:

- It is our opinion that this issue has been largely addressed, however it is important to stress the sensitivity of the LNA inputs (i.e., Employment Area density, conversions and developable land inventory) on the City's long-term Employment Area land needs.





City of Hamilton Land Needs Assessment to 2051 Addendum to March 2021 Technical Working Paper

Context for Land Needs Discussion

- **Significant growth** – driven by attractiveness of the City-region to newcomers
- **Mandated Forecasts** – have been in close range of Census actuals
- **Ambitious Density Scenario** embodies strong growth management principles
- Level of **policy intervention is high** – not a purely ‘market-based’ approach
- Represents a **very aggressive approach** to conformity with the *Growth Plan*



An increase of 236,000 people, for a total population of 820,000 people



An increase of 122,000 jobs, for a total employment of 360,000 jobs

Mandated Provincial Method

- Inputs may be subjective, but must be **based on sound evidence**
- Requires the preparation of a forecast of **housing by type**
- Household formation is **fundamentally a social construct**
- Driven by **long-standing demographic patterns**
- **Market-based** forecast takes into account age-structure – including ‘empty-nesters’ downsizing

Apartments
Preferred by younger age groups

Family Formation
Begins through the late 20s and 30s with home ownership

“Downsizing”
In the 70s to 80s for health reasons or the death of a spouse



Age is a major indicator of housing choice by type

Approach to the Analysis

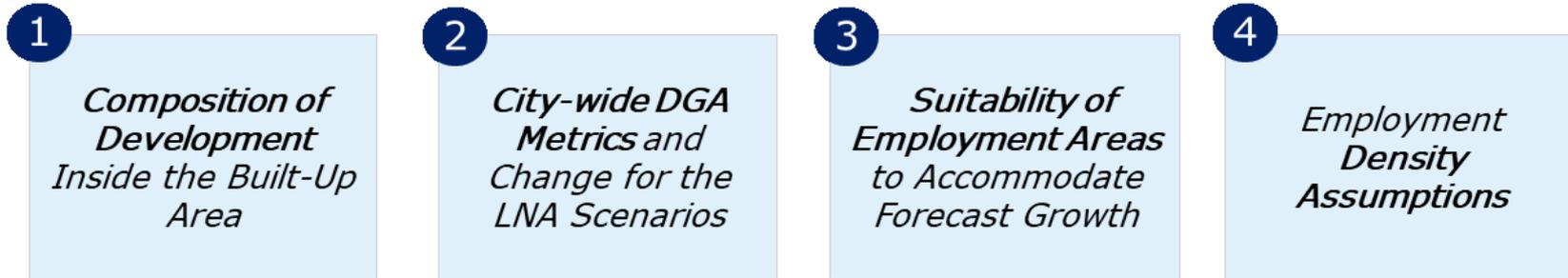
- **Policy and target-based approach is taken**

<i>Growth Plan Objectives</i>	Intensification	Minimum 50% Target
<p>A Primary Objective of the <i>Growth Plan</i> is to optimize the use of existing urban lands to avoid over-designating lands for future urban use for Employment and Residential use</p>	<p>Objective is to be achieved through an “Intensification First” approach to limit the amount of new housing units and associated lands in the Designated Greenfield Area</p>	<p>All of the main LNA scenarios involve policy intervention. No purely ‘market based’ scenario is likely to have the unit mix required to meet the <i>Growth Plan</i> minimum intensification target</p>

- **Market-based does not mean development unconstrained by land use planning policy**
- Challenge is to **maximize the tolerance of the market** to policy intervention without jeopardizing Schedule 3 forecasts

Peer Review Results

- Key issues are addressed in the Addendum Report



- Notion of “**Market**” versus “**Policy-based**” LNA is critical
- LNA **does not attempt** to forecast different ‘market-based’ trends for each scenario
- **Scenarios reflect the required outcomes** of increasingly aggressive intensification and density targets
- Hamilton is **well-positioned for success**

Community Area Land Needs

- **Forecast of detached SDU's** prepared based on available information
- For the *Ambitious Density* Scenario, land needs **reduced from 1,340 to 1,310 ha**
- **Updates to unit distribution** inside Built-up Area do not change land needs
- “No Expansion Scenario” results in **shortfall of 59,300 ground-related units**
- Remain of the view that no expansion **does not meet Provincial requirements**



Smaller – 500 sq.ft



Mid– 1,000 sq.ft



Larger – 1,500 sq.ft

Employment Area Land Need

- Underpinned by a **more optimistic office growth** outlook
- Density assumptions are **in accordance with *Growth Plan*** policy
- Many factors could shift the current balance into a **shortage position**
- City will need to **monitor land supply** going forward
- **Actions are required** to ensure an efficient use of existing urban lands.



Bayfront Intensification



Major Office Outlook



Goods Movement



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Planning Division

TO:	Mayor and Members General Issues Committee
COMMITTEE DATE:	November 9, 2021
SUBJECT/REPORT NO:	GRIDS 2 and Municipal Comprehensive Review – “How Should Hamilton Grow? Evaluation” (PED17010(o)) (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 the Growth Related Integrated Development Strategy (GRIDS 2) / Municipal Comprehensive Review (MCR) “How Should Hamilton Grow?” Evaluation, including associated technical supporting reports, attached as Appendix “A” to Report PED17010(o), be received by Council;
- (b) That Council adopt the “Ambitious Density” scenario, as identified in the Land Needs Assessment to 2051 – Technical Working Paper prepared by Lorus & Associates, dated March 2021, and Addendum, attached as Appendices “B” and “B1” to Report PED17010(o), as the preferred Community Area land needs scenario to accommodate Provincial mandated forecasted growth to 2051, and the following growth projections, intensification target, planned density of greenfield areas, and Community / Employment Area land needs be utilized and incorporated into the next phases of the GRIDS 2 / MCR process and the development and evaluation of growth scenarios:
- (i) A projected household growth of 110,300 households;
 - (ii) An intensification target of 50% between 2021 and 2031, 60% between 2031 and 2041 and 70% between 2041 and 2051;

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- (iii) A planned density of 60 persons and jobs per hectare (pjh) in existing Designated Greenfield Areas and 77 pjh in new Designated Greenfield Areas (urban expansion areas);
 - (iv) A Community Area land need of 1,310 gross developable ha to 2051;
 - (v) An Employment Area land need of 0 ha, to be confirmed subject to the finalization of the Employment Land Review, including deferred requests;
- (c) That for the purposes of managing growth, the following phasing of land need be endorsed for planning purposes to 2051:
- (i) For the period from 2021 to 2031, a land need of 305 ha;
 - (ii) For the period from 2031 to 2041, a land need of 570 ha;
 - (iii) For the period from 2041 to 2051, a land need of 435 ha;
- (d) That Council authorize staff to evaluate phasing of growth options under the Ambitious Density scenario to identify where and when development of the whitebelt lands, comprised of one or more of the areas known as Elfrida, Twenty Road East, Twenty Road West and Whitechurch, should occur, in accordance with the GRIDS 2 / MCR Growth Evaluation Framework and Phasing Criteria, and report back to Council with the results of the evaluation and phasing analysis;
- (e) That Council authorize staff to evaluate requests for expansion from Waterdown and Binbrook, up to a maximum size of 10 ha, of which 5 ha may be for residential use, as per the Screening Criteria and Evaluation Tool (Waterdown / Binbrook), and report back to Council with the results of the evaluation analysis;
- (f) That Council direct staff to prepare a draft Official Plan Amendment as part of the MCR that implements an interim urban boundary expansion to 2031 and that includes policies to ensure that any future urban boundary expansions are controlled and phased, including consideration of options for identifying growth needs beyond 2031 without formally designating the land as urban at this time and that staff be directed and authorized to schedule a public meeting of the Planning Committee to consider an Official Plan Amendment, to give effect to the MCR.

EXECUTIVE SUMMARY

Through GRIDS (Growth Related Integrated Development Strategy) 2 and the Municipal Comprehensive Review (MCR), the City is planning for growth to the year 2051. The Provincial Growth Plan identifies an ultimate 2051 population of 820,000 persons and employment of 360,000 jobs in the year 2051. This growth equates to an increase of

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236,000 people, 110,000 housing units, and 122,000 jobs over the next 30 years. Growth in the 2006 to 2021 time period has generally been consistent with Provincial forecasts.

The “How Should Hamilton Grow?” evaluation, attached as Appendix “A” to Report PED17010(o) has been completed to compare the Ambitious Density growth scenario (urban expansion of 1,310 ha) and the No Urban Boundary Expansion (UBE) growth scenario, against a series of 11 Key Themes. The evaluation reflects input from the GRIDS 2 / MCR staff working group and a team of technical consultants.

The evaluation framework is a tool to show the trades-offs associated with different themes to inform the planning rationale for a preferred growth option. The evaluation identified the following:

- Option 1 Ambitious Density better addresses the Complete Communities and Conformity with the Provincial Methodology Themes;
- Option 2 No UBE better addresses the Growth Allocation, Climate Change, Transportation System, Natural Heritage and Water Resources, and Agricultural System Themes; and,
- Both Options equally address the Natural Hazards, Municipal Finance, Infrastructure and Public Service Facilities and Cultural Heritage Themes.

Staff are recommending Council adoption of the Ambitious Density growth option to be implemented in phases. The phased approach will allow staff to monitor and report back to Council on the implementation of the growth management strategy and recommend any refinements or adjustments to the strategy based on Provincial policy and other considerations. The Ambitious Density option represents an aggressive and forward-thinking approach to growth management, provides reasonable and achievable targets for planning purposes, and is in conformity with Provincial requirements.

Alternatives for Consideration – See Page 36

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: N/A

Staffing: N/A

Legal: N/A

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HISTORICAL BACKGROUND

1.0 GRIDS 2 / Municipal Comprehensive Review (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 in accordance with Provincial mandated requirements. The forecasts for Hamilton project a total 2051 population of 820,000 persons and total employment of 360,000 jobs. This is an increase of 236,000 people and 122,000 jobs in the 2021 to 2051 time period.

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 Land Needs Assessment, March 2021, and Addendum, November 2021 – Lorius & Associates

A Land Needs Assessment (LNA) is a study that identifies how much of the forecasted growth can be accommodated within the City's existing urban area based on inputted targets, and how much growth may need to be accommodated within any potential urban expansion area. The LNA considers the need for "Community Area" lands (i.e. lands to accommodate population growth and some commercial and institutional employment growth) separate from "Employment Area" lands (i.e. lands designated to accommodate primarily business park and industrial-type uses). The LNA must be completed in accordance with the Provincial Methodology.

Report PED17010(n), dated November 9, 2021, provides an overview of the City's Land Needs Assessment (March 2021) and Addendum (November 2021), both prepared by Lorius & Associates. The LNA and the Addendum are attached to this Report as Appendices "B" and "B1" to Report PED17010(o).

For the consideration of Community Area land need, the LNA modelled four land need scenarios based on different intensification and density assumptions. The scenarios are summarized in Table 2 below:

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Table 1: LNA Results – Community Area Land Need Scenarios

Scenario	Intensification Target (%)			Land Need (ha)
	2021 – 2031	2031 – 2041	2041 - 2051	
1. Current Trends	40			3,440
2. Growth Plan minimum	50			2,190
3. Increased Targets	50	55	60	1,630
	(55% average over the period)			
4. Ambitious Density	50	60	70	1,340*
	(60% average over the period)			

Source: Lorus & Associates, Land Needs Assessment Technical Working Paper, 2021

** Land Need under the Ambitious Density scenario updated to 1,310 ha in the LNA Addendum, Lorus & Associates, November 2021.*

While the LNA did not model a ‘no urban boundary expansion’ option, the LNA Addendum prepared by Lorus & Associates, dated November, 2021, considers the No UBE scenario. The No UBE scenario would require an intensification rate of approximately 81% of new dwelling units being constructed within the Provincially defined Built-up Area over the next 30 years, and the remaining growth would be on Designated Greenfield Areas. Both the lands with the Built-up Area and the Designated Greenfield Area are located within the City’s current urban area. The requirement to accommodate all of the City’s growth within the urban boundary under the No UBE scenario (save and except for a minor provision for infill on vacant lots and in rural settlement areas within Rural Hamilton), results in a required shift of 59,300 ‘ground-related’ units (i.e. single detached, semi-detached and townhouse units) into apartments under this scenario.

The LNA Addendum also includes updated assumptions regarding Detached Secondary Dwelling Units resulting in a decreased land need under the Ambitious Density scenario to 1,310 ha.

The How Should Hamilton Grow? Evaluation being presented in this report is a comparative evaluation of the Ambitious Density scenario as presented in the March, 2021 LNA, and updated in the November, 2021 Addendum, and the No UBE scenario as described in the November, 2021 Addendum.

For Employment Area lands, based on the City’s existing available Employment Area land supply and assumptions about the future density of development of those lands, the LNA identifies that the City’s supply and demand for Employment Area jobs is in balance, with a small surplus of approximately 60 ha of Employment Area lands. No additional employment lands are required for current planning purposes. This

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conclusion will need to be confirmed following a final decision on the City's outstanding employment land conversion requests.

2.0 March 29, 2021 General Issues Committee Meeting – Staff Recommendation

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

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.

Based on public input on the LNA at the March, 2021 meeting, Committee approved the following revised Recommendation to Report PED17010(i) (as shown in bold text below):

"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;**

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- (d) *That staff be directed to prepare scenarios for where and how growth would be accommodated under the Ambitious Density Scenario as well as a “no boundary expansion” scenario, and to present these scenarios as well as staff’s recommended land needs assessment, growth targets, and preferred growth scenario at that same Special General Issues Committee to be held no later than October 2021;*
- (e) *That the GRIDS 2 / MCR process and the development and evaluation of scenarios consider phasing options that would ensure that any future urban boundary expansions are controlled and phased, including consideration of options for identifying growth needs beyond 2041 without formally designating the land as urban at this time; and,*
- (f) *That at the conclusion of GRIDS 2 / MCR and the final approval of the implementing Official Plan Amendments identifying the land need to accommodate growth to 2051, staff prepare a report for Council with respect to the necessary steps for recommending to the Province that any remaining Community Area Whitebelt lands be added to the Greenbelt.”*

Approval of the LNA and the Ambitious Density scenario was deferred to October 2021. Rather, the revised Council recommendation directed staff to undertake additional consultation on the LNA in the form of a City-wide mail-out survey, including an option for respondents to select a preference for ‘no urban boundary expansion’. For discussion of the mail-out community consultation, see section 3.0 below.

Staff were directed to undertake modelling and evaluation of both the Ambitious Density scenario and the no UBE scenario, and to report back on the findings of the modelling and evaluation in Fall 2021. This report which presents the modelling and evaluation of both the Ambitious Density scenario and the no UBE scenario using the How Should Hamilton Grow? framework is consistent with the Council direction above.

3.0 LNA Urban Growth Mail-Out

As noted above, at the March 29 GIC meeting, in response to rural broadband / internet connectivity issues being a barrier to virtual engagement and participation in the GRIDS 2/ MCR process, Council directed staff to undertake additional community consultation in the form of a mail-out to all households (urban and rural areas) to allow households to select either the ‘No Urban Boundary Expansion’ scenario or the ‘Ambitious Density’ scenario. If the homeowner preferred neither of these two options, then the homeowner could submit an alternative third option.. The city-wide mail-out was launched in June to all households in Hamilton. The results of the mail-out are summarized in Staff Report PED17010(m), dated November 2021. More than 18,000

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responses were received by mail and email. The results favour Option 2 – No Urban Boundary Expansion as the preferred option for accommodating the City's future growth.

4.0 Approval of Evaluation Framework and Additional Consultation

Two draft evaluation tools were also presented at the March 29, 2021 GIC meeting. The tools 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.

During the month of May 2021, the Engage Hamilton platform was used to obtain feedback from members of the public and stakeholders on the draft evaluation tools. In summary, 94 responses were received through Engage Hamilton and through email to the survey question on the two draft evaluation tools. Key themes that emerged from the consultation included the need to evaluate the No UBE on the weighting of criteria, and the need to address climate change and Green House Gas (GHG) emissions through the evaluation.

At the August 4, 2021 GIC meeting, Council approved, with minor modifications, the GRIDS 2 / MCR: Final Growth Evaluation Framework and Phasing Criteria, including the How Should Hamilton Grow? Framework to evaluate the No UBE and the Ambitious Density growth options through Report PED17010(l).

Council directed staff to undertake additional engagement on the How Should Hamilton Grow? Framework. The results of the additional engagement are summarized in Appendix "E1" and the Relevant Consultation section of this report.

The How Should Hamilton Grow? Framework has been used to evaluate the No UBE and the Ambitious Density growth scenarios. Should Council select the Ambitious Density growth scenario, the analysis of where and when the City would grow would be undertaken using Parts 3 and 4 of the Evaluation Framework and Phasing Criteria that were approved at the August 4 GIC meeting.

In addition, throughout the GRIDS 2 process, City staff have forwarded to the Province reports for their review and comment to ensure that the work complete is done in accordance with Provincial requirements, especially in terms of Indigenous consultation and the LNA methodology.

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5.0 Project Chronology

The project chronology is provided in Report PED17010(n), dated November 9, 2021.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

A full policy review is attached as Appendix “D” to Report PED17010(o), including consistency with the Provincial Policy Statement, and conformity to the Growth Plan, 2019 as amended, and the Urban Hamilton Official Plan.

RELEVANT CONSULTATION

1.0 How Should Hamilton Grow Evaluation Framework Updates

At the August 4 GIC meeting, Committee approved the following direction to staff through report PED17010(l):

“That staff be directed to conduct a 5 to 10-day comment period respecting the Evaluation Framework and report back to the General Issue Committee with those results.”

On August 6, 2021 through email to the GRIDS 2 / MCR project mailing list and stakeholder group, members of the public and stakeholders were requested to submit comment on the How Should Hamilton Grow? Evaluation framework. A total of 120 responses were received from the public and stakeholders, summarized in Appendix “E1” to Report PED17010(o), with several key themes being highlighted in the comments. The key themes and staff’s response are highlighted below. Other general comments received from the public (not related to the evaluation framework) have been summarized in Appendix “E2” attached to Report PED17010(o).

1.1 Climate

Several comments were received in relation to the need for the evaluation framework to evaluate GHG emissions resulting from each scenario.

Staff note that the evaluation of GHG emissions is intended as one component of the consideration “Does the growth option contribute to the City’s goal of carbon neutrality by 2050 by providing opportunities for reductions in greenhouse gas emissions” under the Climate Change theme. The City has retained Sustainability Solutions Group (SSG) to model GHG emissions resulting from each growth scenario. As GHG Emissions modelling is an input into the process, there is no requirement to amend the framework. The modelling being prepared by SSG will identify and compare the GHG emissions from each scenario and will address the concerns noted by commenters.

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1.2 Urban Growth Mail-Out

Many comments were received regarding the GRIDS 2 / MCR urban growth mail-out and consultation and how or if the consultation results would be included as part of the evaluation framework. The framework does not include a consideration of the mail-out results as a Theme Area. The framework is a technical evaluation tool based on the policies of the Growth Plan Section 2.2.1 Managing Growth.

The mail-out consultation results are being reported as part of Report PED17010(m), dated November 9, 2021, and therefore are part of the inputs into the decision making on the growth options before Council.

1.3 Weighting / Ranking

Several comments were received which suggested that the framework should include a weighting or ranking system to prioritize certain themes over others, with climate change being the theme most often suggested to be prioritized.

The evaluation framework is a tool to show the trades-offs associated with different themes to develop a rationale for a preferred growth option. 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 that is a mix of qualitative and quantitative data.

The evaluation results show the findings for each theme and associated considerations. Based on the balance of considerations, each 'How to Grow' growth option receives a theme level assessment. The theme level assessment is provided to be user friendly to help interpret the results. The technical analysis presented in the evaluation tables is complex and draws from a variety of technical sources. The detailed technical analysis has been made available to the public and stakeholders and is attached as Appendices to the "How Should Hamilton Grow?" evaluation report (attached as Appendix "A" to Report PED17010(o)).

It is important to note that from a policy alignment perspective, there are foundational considerations which must be addressed, consistent with the Provincial planning policy framework. For example, the Growth Plan requires municipalities to plan for the population and employment forecasts in Schedule 3; plan to achieve a minimum of 50% intensification across the Built Up Area; plan to achieve a minimum of 50 people and jobs per hectare across the Designated Greenfield Areas; and requires municipalities to use the Provincial methodology for land needs assessment.

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1.4 Cultural Heritage

In response to comments received, a theme area to address cultural heritage considerations has been added, addressing both built heritage and archaeological considerations.

1.5 Need for Clarity on Assessment / Measurement

Comments were received on the need for clarity in how certain considerations will be measured / assessed. Theme areas where this question arose included transportation, growth allocations, municipal finance and infrastructure / public service facilities.

The analysis provided in Appendix “A” to Report PED17010(o) in the How Should Hamilton Grow? Evaluation responds to these suggestions and clarifies the intent of the consideration. For example, under the transportation theme, comments suggested that metrics should include change in modal split resulting from the growth options, impacts on the transit system and active transportation system, and support for the BLAST network with a focus on the rapid transit lines. The analysis provided in the Transportation Report (attached to the How Should Hamilton Grow? Evaluation in Appendix “A” to Report PED17010(o)) responds to these suggested metrics.

2.0 GRIDS 2 / MCR Staff Working Group

The following members of the GRIDS 2 / MCR staff working group have provided input into the evaluation framework attached as Appendix “A” to Report PED17010(o):

- Public Works – Water and Wastewater;
- Transportation Planning;
- HSR;
- Community Planning;
- Parks and Open Space;
- Recreation Planning;
- Public Health Services;
- Finance; and,
- Natural Heritage Planning.

3.0 Province of Ontario – Ministry of Municipal Affairs

The Official Plan Amendment (OPA) to implement the outcome of the GRIDS 2 / MCR process will be approved by the Province, and as such, ongoing input from the Province is important to ensure that the OPA will comply with the Growth Plan.

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Correspondence from the Province of Ontario, Ministry of Municipal Affairs was reported in Report PED17010(n), dated November 2021. A summary is provided below:

3.1 December, 2020 – Draft LNA

In November 2020, Staff provided the draft LNA to Provincial Ontario Growth Secretariat staff for review to ensure compliance with the provincially-mandated LNA method. The LNA identified four land need scenarios for Community Area land need: Current Trends, Growth Plan Minimum, Increased Targets, and Ambitious Density. The December 2020 LNA did not include a No UBE scenario.

Provincial staff provided feedback that the Draft LNA, including the Ambitious Density scenario, appeared to conform to the requirements set out in the Land Needs Assessment Methodology (2020). The December 2020 letter from the Province was included in Report PED17010(n), dated November 9, 2021.

3.2 September 2021 – No Urban Boundary Expansion Scenario

As a result of Council's direction that staff develop, model and assess a No UBE scenario, additional work was undertaken to determine the form, type and quantity of housing required under this scenario. This work was completed as a Technical Update memo by Lorus & Associates. The Technical Update memo was prepared to assist staff with developing and modelling the No UBE scenario.

In August 2021, City staff provided the Technical Update memo prepared by Lorus & Associates to the Province of Ontario with information on the No UBE option and other technical updates to the March 2021 LNA. Staff requested that the Province provide comment on the conformity of the No UBE growth scenario with the LNA Methodology. In summary, the technical update outlined preliminary findings that, if adopted, the No UBE scenario would produce a shortfall of approximately 59,300 ground-related units. The Technical Update is included as Attachment 4 to the LNA Addendum (attached as Appendix "B1" to Report PED17010(o)).

In September 2021, Provincial staff provided feedback stating that the No UBE scenario appeared to conflict with the objective of the LNA methodology to "provide sufficient land to accommodate all market segments so as to avoid shortages". Further, based on Ministry staff review, it appeared that the No UBE scenario posed a risk that the City would not conform with provincial requirements. The September 2021 letter from the Province was included in Report PED17010(n), dated November 9, 2021.

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ANALYSIS AND RATIONALE FOR RECOMMENDATION

1.0 Option Descriptions – Ambitious Density and No Urban Boundary Expansion

1.1 Options Modelling

For the purposes of conducting an evaluation and modelling between the two growth scenarios, staff allocated potential population, unit and employment distribution across the City representative of the two growth options, using the assumptions below. Details and mapping of the growth allocations, including the breakdown of units by dwelling type, are attached as Appendix “C” to Report PED17010(o).

Ambitious Density scenario: the growth allocations reflect the intensification, density and employment assumptions as identified in the LNA and supporting background documents, as summarized below:

Table 2: Growth Allocations under Ambitious Density Scenario (Option 1)

Residential Growth		
Geographic Area	Assumptions	Allocated Growth
		Units
Built Up Area (intensification)	<ul style="list-style-type: none"> Based on the City achieving an average intensification target of 60%; Target increases from 50% from 2021 – 2031; to 60% from 2031 – 2041; to 70% from 2041 – 2051; and, Intensification is distributed across the City’s built-up area and reflective of current development applications, the Vacant Residential Land Inventory, and other residential intensification supply opportunities identified in the Residential Intensification Supply Update (Appendix “D” to Report PED17010(n), November 9, 2021). 	66,190
Designated Greenfield Area	<ul style="list-style-type: none"> Based on the City’s Vacant Residential Land Inventory reflective of registered, draft approved and pending development applications, and density assumptions regarding unplanned areas (Appendix “E” to Report PED17010(n), November 9, 2021); and, Includes assumption of 300 Detached Secondary Dwelling Units (SDUs) over the planning horizon. 	15,630

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Residential Growth		
Geographic Area	Assumptions	Allocated Growth Units
Urban Expansion Areas – “Whitebelt”	<ul style="list-style-type: none"> Expansion area growth is based on the density assumption of 77 pjh as identified in the Land Needs Assessment (Appendices “B” and “B1” to Report PED17010(o)); For the purposes of the How Should Hamilton Grow? Evaluation, growth in the expansion areas is assigned to the Elfrida, Twenty Road East and Twenty Road West / Garner Road whitebelt areas; 3 of the 4 phasing options under the Ambitious Density scenario contemplate only the above noted whitebelt lands for consideration, therefore these whitebelt lands were modelled for this purpose and growth was not assigned to the Whitechurch whitebelt lands; and, This does not reflect a decision on phasing or location of future expansion if the Ambitious Density scenario is selected. 	28,060
Rural area	<ul style="list-style-type: none"> Very limited growth allocated to rural area to account for infill within existing Rural Settlement Areas and vacant lots; and, Includes assumption of 300 Detached SDUs over the planning horizon. 	440
Employment Growth		
Geographic Area	Assumptions	Jobs
Existing Urban Area	<ul style="list-style-type: none"> Population Related; Major Office; and, Employment Land. 	<ul style="list-style-type: none"> 45,900 32,350 32,350
Urban Expansion Areas	<ul style="list-style-type: none"> Population Related. 	<ul style="list-style-type: none"> 11,400

No Urban Boundary Expansion: growth allocations represent an additional 85,000 (approximate) population, 27,760 units and 11,400 jobs being shifted from the Urban Expansion Areas (“Whitebelt lands”) to the existing urban area, through intensification within the Built-up area.

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**Table 3: Growth Allocations under No Urban Boundary Expansion Scenario
(Option 2)**

Residential Growth		
Geographic Area	Assumptions	Allocated Growth
		Units
Built Up Area (intensification)	<ul style="list-style-type: none"> All growth allocated to the built up area under the Ambitious Density scenario remains; An additional 85,000 population and 27,760 units added to the built up area through intensification primarily within the Nodes and Corridors, consistent with Provincial and UHOP policy direction to focus growth in Strategic Growth Areas (Nodes and Corridors); Additional growth focussed in the Downtown and Sub-Regional Service Centre Nodes and the B-line and A-line corridors; Additional 2,000 Detached SDUs assumed within the Built Up Area (in addition to the 1,800 already assumed); and, Higher PPU assumed for apartment growth to reflect need to accommodate family sized units within the intensification areas. 	94,250
Designated Greenfield Area	<ul style="list-style-type: none"> Growth allocations are consistent with the Ambitious Density scenario allocations within the DGA. 	15,630
Urban Expansion Areas	<ul style="list-style-type: none"> No growth is allocated to the whitebelt areas. 	0
Rural area	<ul style="list-style-type: none"> Growth allocations are consistent with the Ambitious Density scenario allocations within the Rural area. 	440
Employment Growth		
Geographic Area	Assumptions	Jobs
Existing Urban Area	<ul style="list-style-type: none"> Population Related; Major Office; and, Employment Land. 	<ul style="list-style-type: none"> 57,300 32,350 32,350

Regarding the modelling of the No UBE scenario, staff note that this growth allocation represents one model of how a no UBE scenario could be accommodated by focusing growth on nodes and corridors, with emphasis on Downtown, Sub regional nodes and the B-line and A-line corridors, in keeping with provincial and local policy direction. This allocation was completed for the purpose of accommodating the comparative evaluation

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and modelling of the No UBE and Ambitious Density scenarios. As noted in the 2017 GRIDS 2 / MCR Growth Summary background report on historical development patterns, it is difficult to predict with any level of certainty where the additional intensification units under the No UBE scenario will be realized. Where intensification will occur is difficult to forecast as intensification may take place throughout the urban area. Many variants of growth allocations would be possible under the No UBE scenario.

1.2 Breakdown of Growth by Ward

Table 4 below provides a breakdown of the growth allocations under the Ambitious Density and No UBE scenarios by ward. Mapping is attached as Appendix “C” to Report PED17010(o).

Table 4: Unit Distribution by Ward, 2051, Ambitious Density and No Urban Boundary Expansion scenarios

Ward	Existing Units (2021)	Ambitious Density (2051)	Share of Overall Units	No UBE (2051)	Share of Overall Units
1	16,600	21,500	6.1%	22,900	6.5%
2	22,400	48,600	13.8%	62,000	17.6%
3	20,700	24,600	7.0%	25,800	7.3%
4	17,700	20,700	5.9%	22,200	6.3%
5	19,600	26,200	7.4%	29,200	8.3%
6	14,800	16,000	4.5%	16,800	4.8%
7	19,500	22,700	6.5%	24,200	6.9%
8	13,600	21,100	6.0%	22,400	6.4%
9	11,900	26,400	7.5%	18,100	5.1%
10	15,100	23,900	6.8%	25,100	7.1%
11	10,100	32,300	9.2%	14,200	4.0%
12	16,400	20,100	5.7%	19,700	5.6%
13	14,900	15,700	4.5%	15,900	4.5%
14	12,200	14,800	4.2%	15,200	4.3%
15	11,900	17,200	4.9%	17,800	5.1%

2.0 “How Should Hamilton Grow?” Evaluation – Theme Summary

The completed How Should Hamilton Grow? framework comparing the Ambitious Density (Option 1) and the No UBE (Option 2) growth scenarios is attached as Appendix “A” to Report PED17010(o). The framework and accompanying report has been prepared by Dillon Consulting, with input from the GRIDS 2 staff working group, and the following technical reports:

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- GHG Emissions Analysis, prepared by Sustainability Solutions Group;
- Fiscal Impact Assessment and Financing Options for Growth, prepared by Watson & Associates;
- Agricultural Impact Assessment, prepared by Dillon Consulting;
- Water, Wastewater and Stormwater Servicing Needs Technical Memo, prepared by GM Blueplan and Wood;
- Background Report on GRIDS 2 Transportation Criteria, prepared by Transportation Planning, City of Hamilton; and,
- Land Needs Assessment to 2051 and Addendum, prepared by Lorus & Associates.

The following sections provide a high level summary of the results of the How Should Hamilton Grow? evaluation by theme area, including overall evaluation and key comments / considerations. Detailed results are presented in Appendix “A” attached to Report PED17010(o).

2.1 Growth Allocation Theme

Table 5: Summary of How Should Hamilton Grow? Evaluation Results – Growth Allocation

Theme	Considerations	Option 1: Ambitious Density	Option 2: No Urban Boundary Expansion
Growth Allocation	<p>Does the growth option direct the vast majority of the growth to the settlement area?</p> <p>Does the growth option focus growth in:</p> <p>a) Delineated built-up areas;</p> <p>b) Strategic growth areas;</p> <p>c) Locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and,</p> <p>d) Areas with existing or planned public services facilities.</p>	 <p>Addresses most aspects of the theme.</p>	 <p>Addresses all aspects of the theme.</p>

Key comments:

- Option 1 directs 74% of the City’s growth to the existing settlement area, or urban area. Option 2 directs 99.6% of the growth to the existing urban area, with a small allocation of 440 units accounted for as infill in the rural area;

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- Both Options focus growth within the Built Up Area, with Option 1 planning for 60% of unit growth within the Built Up Area through intensification, and Option 2 planning for 81% of unit growth through intensification in the Built Up Area. (A map of the Built Up Area is included in the How Should Hamilton Grow? evaluation attached as Appendix “A” to Report PED17010(o));
- Strategic growth areas are the City’s nodes and corridors (See map in Appendix “A” attached to Report PED17010(o)). Option 1 plans for 36% of unit growth within a node or corridor. Option 2 focuses more growth within the nodes and corridors, at 58%; and,
- Both Options focus growth in areas with existing or planned transit. Growth Option 1 is projected to result in 56% of residents and 60.2% of jobs projected to be within 800 m of BLAST corridor and 66% of residents and 68.6% of jobs projected to be within 400 m of Local HSR network. Growth Option 2 is projected to result in 61.3% of population and 63.5% of jobs within 800 m of BLAST corridor and 77% of residents and 75.3% of jobs within 400 m of Local HSR network.

2.2 Climate Change Theme

Table 6: Summary of How Should Hamilton Grow? Evaluation Results – Climate Change

Theme	Considerations	Option 1: Ambitious Density	Option 2: No Urban Boundary Expansion
Climate Change	<p>Does the growth scenario contribute to the City’s long-term goal of carbon neutrality by providing opportunities for reductions in greenhouse gas emissions?</p> <p>Does the growth option present any significant opportunities associated with climate change?</p> <p>Does the growth option present any significant risks associated with climate change?</p>	 <p>Addresses some aspects of the theme.</p>	 <p>Addresses most aspects of the theme.</p>

Key comments:

- GHG Emissions Analysis prepared by SSG identifies that Option 1 results 9.24 MtCO_{2e} annual GHG emissions in 2050, compared to 9.21 MtCO_{2e} annual GHG emissions under Option 2. GHG emisissions for Option 2 are 0.33% lower than Option 1.

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- Part of the reason that the difference between the two options have similar GHG emissions is that Hamilton's GHG emissions are dominated by industrial emissions (63%) which are the same for both options. Transportation emissions account for 19% of the total GHG emissions and residential buildings account for 7.6% of the the total GHG emissions in Hamilton.
- The City's Transportation model and the SSG analysis utilize different assumptions regarding Vehicle Kilometres Travelled (VKT). For Option 2, the City's model identified 400 million kilometres (VKTs) less in 2050 than Option 1, This is approximately four times the reduction that was identified in the SSG analysis. As a result, the SSG analysis likely understates the GHG reduction from transportation. Staff have requested that SSG undertake additional analysis of the discrepancy in VKTs between the models. An addendum report will be provided based on the analysis. SSG has been requested to complete this work in advance of the November 9, 2021 GIC meeting.
- Both Options present opportunities with higher levels of intensification and greenfield density than traditionally experienced. The increased level of intensification will help to support the City's planned urban structure, including opportunities for transit-supportive development;
- Option 1 presents an opportunity to plan for new and innovative net zero greenfield communities incorporating climate mitigation and adaptation measures;
- Option 2 presents opportunities to optimize the efficiency of land use and limits land consumption reflecting an opportunity to not increase direct and embodied GHG emissions. Further, land not used for urban boundary expansion could be considered for uses that enhance climate change mitigation and adaptation (e.g., naturalization of land, crop production for local food generation, renewable energy generation, enhanced carbon sequestration, etc.);
- Both options present risks related to climate adaptation related to urban stormwater management and the urban heat island effect resulting from the high levels of intensification. Option 1 presents further risks through an increase in impermeable area into current permeable rural areas that either are or could contribute to growing local food and providing carbon sequestration; and,
- The implications of embodied carbon and redevelopment (demolition) of existing buildings and structures was not assessed by SSG.

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2.3 Natural Hazards Theme

Table 7: Summary of How Should Hamilton Grow? Evaluation Results – Natural Hazards

Theme	Considerations	Option 1: Ambitious Density	Option 2: No Urban Boundary Expansion
Natural Hazards	Does the growth option direct development away from hazardous lands?	 Addresses most aspects of the theme.	 Addresses most aspects of the theme.

Key comments:

- Future development in the existing urban area and within new greenfield expansion lands under both options would be directed away from hazardous lands, as required by the Provincial Policy Statement, Conservation Authorities Act and the City's Official Plan.
- For Option 1, existing Natural hazard lands, including karst potential, within the Expansion Areas would be delineated and would inform the layout of future development blocks. Downstream hazard areas and associated buffers would need to be re-evaluated in terms of function and capacity to ensure that they can adequately convey and absorb increased run-off volumes from new development.
- For Option 2, while no new natural hazards would need to be identified within the Urban Area, the anticipated amount of growth may add stress to known existing natural hazards within the urban boundary. Accordingly, across the built up and greenfield areas, flooding may be exacerbated by increased impervious surfaces, requiring comprehensive approaches to stormwater management.
- The natural hazards assessment did not consider the urban heat island effect of climate change on existing communities and the ability of the existing housing stock to respond to heat emergencies and / or extreme heat events.

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2.4 Municipal Finance Theme

Table 8: Summary of How Should Hamilton Grow? Evaluation Results – Municipal Finance

Theme	Considerations	Option 1: Ambitious Density	Option 2: No Urban Boundary Expansion
Municipal Finance	Are there any significant municipal financial risks associated with the growth option?	 <p>Addresses most aspects of the theme.</p>	 <p>Addresses some aspects of the theme.</p>

Key comments:

- Fiscal Impact Assessment prepared by Watson & Associates provides comparative evaluation of two growth options as related to infrastructure, transportation and parks / recreation needs;
- Water / wastewater – Option 1 will require the installation of new transmission infrastructure to provide water to certain Pressure Districts in new greenfield areas; Option 2 will require upgrades and expansion to existing infrastructure across the built up area. Replacement of existing linear water infrastructure normally costs 250-300% more versus the cost of putting new linear services in a greenfield area;
- Stormwater - the expansion into lands outside of the existing urban boundary under Option 1 would entail higher costs for stormwater infrastructure, but the capital costs would be offset by development charges;
- Transportation – it can be less costly to build new roads in new greenfield areas under Option 1 versus expanding existing roadways across the built up area;
- Transit – Option 1 would require more bus service to accommodate the growth within Whitebelt areas leading to a potentially higher capital expenditure; and,
- Parks / Recreation - land costs required to develop parks and recreation facilities will be lower within new greenfield areas under Option 1 in comparison to lands across the Built Up Area (both Options).

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2.5 Infrastructure & Public Service Facilities Theme

**Table 9: Summary of How Should Hamilton Grow? Evaluation Results –
Infrastructure & Public Service Facilities**

Theme	Considerations	Option 1: Ambitious Density	Option 2: No Urban Boundary Expansion
Infrastructure & Public Service Facilities	Does the growth option result in significant impacts to the City's existing or planned infrastructure and public service facilities?	 Addresses most aspects of the theme.	 Addresses most aspects of the theme.

Key comments:

- With regards to Infrastructure, the Water, Wastewater, and Stormwater Servicing Needs Technical Memo prepared by GM BluePlan and Wood identifies that additional servicing infrastructure will be required under Option 1 with the potential for more overall length of linear works and potentially more facilities as compared to Option 2;
- Further, for infrastructure needs, as the result of the reallocation of approximately 28,000 households to the primary intensification areas, it is anticipated that additional servicing infrastructure will be required under Option 2. The infrastructure upgrades required as part of Option 2 are anticipated to be more significant as compared to Option 1. Development, design, and implementation of required upgrades may be more challenging due to a range of factors (e.g. combined sewer system, more existing capacity constraints in built up area, challenges with construction in intensification areas);
- For stormwater, both scenarios will require significant on-site controls within intensification areas and, although more growth is projected in Option 2, the upgrade requirements will likely be similar to that of Option 1 since the degree of land use change (i.e., impervious coverage) will be comparable across both scenarios;
- Within Greenfield areas, new stormwater infrastructure will be required for Option 1, which may impact natural receiving systems and may require alteration of some watercourses;
- For parks, the high levels of intensification under both scenarios will present challenges in accommodating and planning for parks due to access to land within established areas. Proactive planning and investment by the City would be required in order to have appropriate amounts of park space and may require

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- creative solutions and planning to provide park and open space, such as re-imagining existing park spaces or underutilized parcels of land; and,
- For recreation, growth within the Built-Up Area will place pressure on existing recreation facilities, necessitating renewal, expansion, and new forms of facility provision under both Options.

2.6 Transportation System Theme

Table 10: Summary of How Should Hamilton Grow? Evaluation Results – Transportation System

Theme	Considerations	Option 1: Ambitious Density	Option 2: No Urban Boundary Expansion
Transportation System	<p>Does the growth option result in significant impacts to the City's existing or planned transportation infrastructure?</p> <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> <p>Does the growth option prioritize development of areas that would be connected to the planned BLAST network or existing transit?</p>	 <p>Addresses some aspects of the theme.</p>	 <p>Addresses most aspects of the theme.</p>

Key Comments:

- Both options will result in a need for significant improvements to the road network, with Option 1 resulting in a greater need (50.8 km of new roadways (centreline km), 157.16 km of new capacity improvements, 34.71 km of urbanized roads) as compared to Option 2 (18.81 km of new roadways (centreline km), 91.35 km of new capacity improvements, 18.81 km of urbanized roads);
- Both options will result in a significant impact on transit with an approximate 79% increase in transit service hours required City-wide. Option 1 will require extension of routes or new routes to serve new expansion areas and increased capital costs for new and upgraded transit amenities. Option 2 will require enhanced service levels in intensification areas and need for transit amenity upgrades;
- Regarding active transportation, under Option 1, new growth areas will be designed with a complete streets approach. Both Options will require upgrades to

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- existing and planned cycling facilities in the built up area to accommodate increased demand and result in more competition for road space;
- In terms of providing an urban form to expand access to a range of transportation options, both options, with high intensification and density targets, will expand opportunities for complete community development and transportation options across the City. Option 1 results in 45% of residents and 50% of jobs being located within transit supportive areas, as compared to 53% and 56% respectively under Option 2. Both Options represent an increase from the City's current percentages of residents and jobs within transit supportive areas which is at 27% and 37% respectively;
 - Option 1 results in 85.4% of residents and 85.3% of jobs are projected to be within 400 m of planned active transportation network; while Option 2 results in 89.6% of residents and 87.6% of jobs projected to be within 400 m of planned active transportation network;
 - Both options prioritize development of areas that would be connected to the BLAST network and existing transit, though the extent that Option 1 can fulfil this criteria depends partially on which areas are selected for expansion; and,
 - Growth Option 1 is projected to result in 56% of residents and 60.2% of jobs projected to be within 800 m of BLAST corridor and 66% of residents and 68.6% of jobs projected to be within 400 m of the Local HSR network. Option 2 is projected to result in 61.3% of population and 63.5% of jobs within 800 m of BLAST corridor and 77% of residents and 75.3% of jobs within 400 m of the Local HSR network.

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2.7 Complete Communities

Table 11: Summary of How Should Hamilton Grow? Evaluation Results – Complete Communities

Theme	Considerations	Option 1: Ambitious Density	Option 2: No Urban Boundary Expansion
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?</p> <p>Does the growth option improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes?</p> <p>Does the growth option expand convenient access to an appropriate supply of open spaces, parks, trails and recreation facilities?</p>	 <p>Addresses most aspects of the theme.</p>	 <p>Addresses some aspects of the theme.</p>

Key comments:

- Option 1 plans for planning for a full range of uses in new expansion areas to ensure a range of housing forms, community amenities, and services are provided that will create a complete community;
- Option 1 forecasts a City-wide housing unit growth of 25% single / semi-detached, 25% townhouses, and 50% apartments by 2051. This option allows for a variety of housing options to be developed which could accommodate a variety of households at different stages;
- Option 2 forecasts a City-wide housing unit growth of 9% single / semi-detached, 13% townhouses, and 78% apartments by 2051. The limited percentage of ground-oriented housing options would not provide a full range of housing options. The resulting housing supply could result in a lack of choice for households larger than two persons;
- Option 2 provides a less balanced supply of housing options, offering mostly high density housing choices and limited options for ground oriented housing. The housing mix in Option 2 is not aligned with anticipated market demand and could have negative impacts on access to housing choices and housing affordability;

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- As Option 1 would require 1,310 ha of new urban land to accommodate growth, open spaces, parks, trails and recreation facilities have the potential to be centralized due to the flexibility of available space within the Expansion Area; and,
- As Option 2 requires no new urban land to accommodate growth, existing open spaces, parks, trails and recreation facilities which are already established within the Urban Area are generally conveniently accessible. Neighbourhood-level park amenities are likely to be more congested due to higher use. In addition, space constraints may limit the supply of new open spaces, parks, trails and recreation facilities, pushing larger recreational facilities (such as sports fields and recreation complexes) to suburban areas, necessitating travel beyond the neighbourhood.

2.8 Agricultural System Theme

Table 12: Summary of How Should Hamilton Grow? Evaluation Results – Complete Communities

Theme	Considerations	Option 1: Ambitious Density	Option 2: No Urban Boundary Expansion
Agricultural System	<p>Does the growth option prioritize development of areas that are non-prime agricultural?</p> <p>Does the growth option avoid, minimize and mitigate impacts on the Agricultural System, including Prime Agricultural Lands classifications 1, 2 and 3?</p> <p>Does the growth option promote healthy, local and affordable food options, including urban agriculture?</p>	 <p>Addresses a few aspects of the theme</p>	 <p>Addresses most aspects of the theme</p>

Key comments:

- The Agricultural Impact Assessment (AIA) prepared by Dillon Consulting provides information on the agricultural classifications and agricultural activity within the whitebelt lands being the Elfrida, Twenty Road East, Twenty Road West and Whitechurch areas;
- All of the of lands outside the existing urban boundary in the whitebelt (2,197.6 ha) include soils with a Canada Land Inventory (CLI) Class 1 to 3 rating, which are considered Prime Agricultural Lands within the AIA Study Area:
 - Class 1: 1,522.4 ha or 69.3%;
 - Class 2: 556 ha or 25.3%; and,
 - Class 3: 119.1 ha or 5.4%;

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- Growth Option 1 would require the conversion of up to 1,310 ha of existing Prime Agricultural Lands with CLI Soil Classes ranging from 1 to 3 to accommodate growth. Growth Option 2 would require the conversion of 0 ha of Prime Agricultural Lands to accommodate growth;
- The AIA identifies that there are 149 farm related active infrastructure in the AIA Study Area under Option 1, 24 within the whitebelt areas and 125 within the 1,500 m buffer area; and,
- Based on the AIA, fields within the Urban Expansion Area include crops (corn, soybean, winter wheat and hay), as well as some fallow fields and pasture land. One specialty crop is grown within two orchards (apples), as well as one abandoned orchard (apples). While information regarding active agricultural fields is not available, of the 2,197.6 ha of Candidate Expansion Area, 1,921.4 ha are considered agriculturally viable (meaning a parcel size of greater than 40 ha), and 1,721.4 ha have an existing primary land use of agricultural.

2.9 Natural Heritage and Water Resources Theme

Table 13: Summary of How Should Hamilton Grow? Evaluation Results – Natural Heritage and Water Resources

Theme	Considerations	Option 1: Ambitious Density	Option 2: No Urban Boundary Expansion
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?</p> <p>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?</p> <p>Does the growth option promote healthy, local and affordable food options, including urban agriculture?</p>	 <p>Addresses some aspects of the theme.</p>	 <p>Addresses most aspects of the theme.</p>

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Key Comments:

- Option 1 would require the addition of 1,310 ha of new urban land. Option 1 expands impacts of development into a larger portion of the Natural Heritage System, impacting additional natural heritage features and functions. Portions of the Natural Heritage System are located within the potential Expansion Areas, including Core Areas and Linkages:
 - Life Science ANSI and Earth Science ANSI;
 - Significant Woodlands;
 - Environmentally Significant Areas;
 - Wetlands and Streams; and,
 - Greenbelt Natural Heritage System;
- Option 2 carries the risk that existing natural features within the existing Urban Area will be subjected to increased pressures through encroachment, invasive species, reduced buffers, biodiversity degradation and removal of natural areas as a result of the significantly high quantum of development directed to the Built-Up area and existing Designated Greenfield Areas;
- Option 1 has some potential to avoid and protect the City's Natural Heritage Systems on the basis that development will generally be directed away from designated natural heritage features. Under Option 1, the necessary studies will have to be completed to demonstrate the avoidance and protection of Heritage Systems as identified by the City and the Growth Plan, as well as other Provincial policy direction;
- While Sub-watershed Studies have partially been completed (i.e., Phase 1) or fully completed for portions of land associated with the Candidate Expansion Areas, a Sub-watershed Study/Studies would be required to confirm avoidance and / or mitigation of potential negative impacts on watershed conditions and the water resource system; and,
- Under both Options, comprehensive stormwater management would be required to minimize and mitigate negative impacts of urban runoff on water quality and to maximize opportunities for infiltration.

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2.10 Cultural Heritage Theme

Table 14: Summary of How Should Hamilton Grow? Evaluation Results – Natural Heritage and Water Resources

Theme	Considerations	Option 1: Ambitious Density	Option 2: No Urban Boundary Expansion
Cultural Heritage	<p>Does the growth option have the potential to impact cultural heritage resources including designated heritage properties, and can they be conserved?</p> <p>Does the growth option have the potential to impact significant archaeological resources?</p>	 <p>Addresses most aspects of the theme.</p>	 <p>Addresses most aspects of the theme.</p>

Key Comments:

- Within the existing urban area, both of the Options will result in significantly higher levels of intensification than the City has historically experienced, which may result in pressures to redevelop on or adjacent to heritage properties and within cultural heritage landscapes. Opportunities for adaptive reuse of heritage buildings and appropriate redevelopment on or adjacent to heritage properties and within heritage landscapes will need to be considered.
- The pressures noted above are anticipated to be greater under Option 2 which includes 28,000 additional units being developed within the existing urban area, with focus on the City's nodes and corridors.
- Within the Candidate Expansion Areas (Option 1), there are no known cultural heritage landscapes, individually designated properties, or Ontario Heritage Trust Easements (Part IV).
- Within the existing urban area, both of the Growth Options have the potential to impact areas of archaeological potential. Any future development may also require municipal engagement with Indigenous communities to consider their interests when identifying, protecting and managing cultural heritage and archaeological resources in accordance with Archaeology Management Plan and the Indigenous Archaeological Monitoring Policy.
- Within the Candidate Expansion Areas (Option 1) there is overall archaeological potential adjacent to or within the majority of the Candidate Expansion Areas.

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2.11 Conformity with Provincial Methodology Theme

Table 15: Summary of How Should Hamilton Grow? Evaluation Results – Conformity with Provincial LNA Methodology

Theme	Considerations	Option 1: Ambitious Density	Option 2: No Urban Boundary Expansion
Conformity with Provincial Methodology	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?	 Addresses all aspects of the theme.	 Addresses no aspects of the theme.

Key Comments:

- Option 1 is guided by A Place to Grow directions to optimize the use of the existing urban land supply to avoid over-designating lands for future urban development;
- Option 1 embodies strong growth management principles including a transitional intensification target that increases over the planning horizon, higher densities in new greenfield areas, and optimistic expectations for employment; and,
- Under Option 2, nearly 80% of all new households to 2051 would need to be accommodated in apartment units under Option 2, including those for families. Achieving this rate of apartment unit construction is unlikely from a market or demographic perspective. As a result, Option 2 is likely to bring about a shortage of ground-related housing units in Hamilton to accommodate market demand, which conflicts with the objective of the Provincial LNA methodology.

2.12 Overall summary

The evaluation framework is not a scoring tool, rather it is a tool to show the relative advantages and disadvantages of the growth options associated with different themes to develop a rationale for a preferred growth option. In summary, the comparative analysis shows:

- Option 1 Ambitious Density better addressed the Complete Communities and Conformity with the Provincial Methodology Themes;
- Option 2 No UBE better addressed the Growth Allocation, Climate Change, Transportation System, Natural Heritage and Water Resources and Agricultural System Themes; and,

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- Both Options equally addressed the Natural Hazards, Municipal Finance, Infrastructure and Public Service Facilities and Cultural Heritage Themes.

3.0 Financing of Growth Options

On January 15, 2020, the following motion was passed at the General Issues Committee:

“That staff be directed to undertake a transportation infrastructure needs assessment for growth areas, as part of the analysis being undertaken as part of GRIDS 2, at an estimated cost of \$150,000, to be funded from Reserve 110324 DC Admin Studies – Hard – Residential (\$94,500) and Reserve 110325 DC Admin Studies – Hard – Non-Residential (\$55,500), with that analysis to:

- (i) Focus on areas of significant change to include, but not be limited to, Upper Stoney Creek;
- (ii) Include the implications of a model whereby major transportation infrastructure is front-ended to occur in advance of major development activity; and,
- (iii) The evaluation of growth options under GRIDS 2 include criteria that reflects the implications of a front-ended infrastructure model.”

Subsections (i) and (ii) of this motion have been addressed within the Background Report on Transportation Criteria, prepared by City of Hamilton Transportation Planning staff, and attached to the How Should Hamilton Grow? Evaluation (attached as Appendix “A” to Report PED17010(o)).

To address Subsection (iii), Watson & Associates prepared a Financing Options Memo as part of the Fiscal Impact Assessment. The Financing Options Memo is attached to the How Should Hamilton Grow? Evaluation (attached as Appendix “A” to Report PED17010(o)). The memo identifies options for financing of growth including the front ended infrastructure model as noted in the Motion, as well as Development Phasing / Staging, Service Emplacement Agreements (similar to frontending but developers pay for infrastructure up front and agree with City to be reimbursed through DC credits or repayment agreement) and Area-specific DCs. Financing options is addressed within the Municipal Finance theme of the evaluation table and the Financing Options memo.

4.0 Staff Recommendation

As per recommendation (b), staff are recommending Council adoption of the Ambitious Density scenario. This recommendation is consistent with the previous staff recommendation from Report PED17010(i) in March, 2021. The recommendation is made on the following basis, and further elaborated below:

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1. The Ambitious Density scenario represents an aggressive and forward thinking approach to growth management;
2. The Ambitious Density scenario represents an achievable, albeit challenging, growth management objective; and,
3. The Ambitious Density scenario conforms to the Provincial Growth Plan and the Provincial Land Needs Assessment Methodology.

Discussion of each point is provided below:

1. Ambitious Density scenario represents an aggressive and forward thinking approach to growth management:

The How Should Hamilton Grow? framework provided a thematic comparative evaluation of two growth options: the Ambitious Density scenario and the No UBE scenario. The No UBE scenario better addressed five themes compared to the AD scenario better addressing two themes, with four themes being consistent between the two. The How Should Hamilton Grow? evaluation focused only on the two growth options at the direction of Council arising from the March 29, 2021 GIC meeting.

The Ambitious Density scenario represents only one of the modelled scenarios from the LNA and represents the most aggressive scenario in terms of intensification and greenfield density targets. A side by side comparison, including the No UBE scenario, shows the following:

Table 16: LNA Scenarios - Comparison of Intensification and Density Targets

	Growth Plan Minimum	Increased Targets	Ambitious Density	No Expansion (not modelled in LNA)
Intensification Target	50%	55%	60%	81%
Density Target (new DGA)	65 pjh	75 pjh	77 pjh	n/a
Land Need (ha)	2190	1630	1310	0

Source: Lorus & Associates, Land Needs Assessment Technical Working Paper, 2021 and Addendum, Lorus & Associates, November 2021.

The Ambitious Density scenario represents a middle ground on the spectrum of land need scenarios. Compared to the No UBE scenario, the Ambitious Density scenario results in a land need to accommodate growth. However, compared to the Growth Plan Minimum scenario, which plans for 50% intensification (greater than the City currently averages) and a density target that is greater than the City's current planned density, the Ambitious Density scenario requires significantly less land (2,190 ha vs 1,310 ha respectively). With higher intensification and density targets and lower land need, the Ambitious Density scenario would be preferred over the Growth Plan Minimum and

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Increased Targets scenario in terms of growth allocations, climate change, agricultural system and natural heritage / water resources themes.

The intensification target which is planned to increase from 50% to 60% to 70% by decade over the planning period represents an ambitious approach to planning for intensification. The City's 10 year average intensification rate from 2011 to 2020 is 39%. Planning for increased intensification and planned density will have the impact of focusing more growth in the existing urban area but still maintaining a balanced approach to future development. This approach has the benefit of creating compact urban growth, aimed at increasing opportunities for active transportation and transit use, and minimizing the consumption of agricultural lands.

The planned density of new communities under the Ambitious Density scenario of 77 pjh is an increase from the current target for Designated Greenfield Areas (DGA) in the UHOP of 70 pjh on non-employment lands and an increase from the planned density of the City's existing DGA lands of 60 pjh. Planning the new growth areas at a higher density will result in new communities being developed with a higher proportion of smaller lot single and semi-detached dwellings and a greater proportion of various medium density housing forms including back to back townhouses, stacked townhouses and other forms of multiple dwellings. Planning for a compact form has many beneficial outcomes, including the development of walkable and active transportation-friendly communities with a range of housing options, accommodating community facilities and other services that support residents and increased housing options.

2. Ambitious Density scenario represents an achievable, albeit challenging, growth management objective:

The City's Residential Intensification Market Demand Study by Lorius & Associates, dated March 2021, has identified 50% as being at the high end of a suitable aspirational intensification target. The Ambitious Density scenario plans for 50% intensification early in the planning period, in keeping with the report findings, and then increases the planned target as the period progresses.

Intensification has long been a planning goal of the City. This goal is reflected in the Nodes and Corridors structure of the UHOP as well as many initiatives within the City, including: two recently approved Secondary Plans in Downtown Hamilton and Centennial Neighbourhood Secondary Plans which encourage the mixed use redevelopment of commercial corridors and areas; the City's Downtown, Transit-Oriented Corridor and Commercial-Mixed Use Zones which allow redevelopment of commercial sites as-of-right; and Secondary Dwelling Units that will be permitted more broadly across the urban area.

Staff note that achieving these high levels of intensification will be challenging. The City, through planning initiatives and other incentives, can provide opportunities for

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intensification to occur. However, it is the market that drives whether or not a given site is intensified; there are a number of factors that influence market demand, including site characteristics, ownership, economic climate, and the attractiveness of the City as part of the overall region.

It is staff's opinion that achieving the intensification levels as required under the No UBE scenario (81% intensification over the entirety of the planning period) are not realistic considering the conclusions of the Residential Intensification Market Demand report and recent intensification trends.

Progress toward reaching the intensification target under the Ambitious Density scenario will need to be monitored and future adjustments can be made, as necessary.

3. Ambitious Density scenario conforms to the Provincial Growth Plan and the Provincial LNA Methodology:

As noted in the Consultation section of this Report, the Province has provided commentary on both the Ambitious Density and the No UBE growth scenarios. The Province has indicated that the Ambitious Density scenario conforms to the Growth Plan and the Land Needs Methodology. Further, the Province has noted the strong growth management principles that underpin the City's Ambitious Density scenario. The Ambitious Density scenario appears to balance market-demand for different housing types while also implementing an intensification target (60%) and a designated greenfield area density target (77 residents and jobs combined per hectare) which exceeds the targets set out in policy 2.2.2.1 and 2.2.7.2 of A Place to Grow.

The Province has further commented that the No UBE scenario does not appear to conform to the Growth Plan or the Provincial Methodology. The Province has raised concern that the shortfall of available land and ground-related units that could be created as a result of the No UBE scenario may cause forecasted growth to be redirected away from the City of Hamilton into other areas that are less suited to accommodate growth.

Staff note the risk to planning for a growth scenario that is deemed by the Province to not conform to the Growth Plan and Provincial methodology is that the Province will not ultimately approve the City's implementing MCR Official Plan Amendment. Rather, the Province could refuse the Amendment, or make revisions to the Amendment to bring it into conformity without consultation with the City.

For the three reasons noted above, the Ambitious Density scenario should be endorsed by Council and be utilized and incorporated into the GRIDS 2 / MCR process and the development and evaluation of final growth scenarios, as per Recommendation (b) of this Report.

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5.0 Next Steps

5.1 Phasing Analysis

The next phase of GRIDS 2 / MCR will be the evaluation of where and when the City will grow. As summarized in previous Report PED17010(h), the City's options for where the urban boundary can be expanded are limited to those rural areas that are not within the Greenbelt Plan area (with a small exception for a 10 ha expansion from Waterdown and / or Binbrook). These lands are referred to as 'whitebelt' lands. The City's total developable whitebelt land area for Community Area lands is approximately 1,600 ha (the final developable land area will be determined through future study). Under the Ambitious Density scenario, the City will not require all of the whitebelt lands to be added to the urban area. The projected required phasing of land need by time period is indicated below:

- 2021 – 2031: 305 ha;
- 2031 – 2041: 570 ha; and,
- 2041 – 2051: 435 ha.

Using Parts 3 and 4 of the Evaluation Framework and Phasing Criteria, the phasing analysis of growth will be undertaken to determine where and when the City will grow. Comments received to date regarding expansion requests for lands within the whitebelt areas are summarized in Appendix "E3" attached to Report PED17010(o).

5.2 Waterdown / Binbrook

Growth Plan Policy 2.2.8.3(k) provides particular direction on potential settlement area boundary expansion within the Protected Countryside of the Greenbelt. The policy 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). To allow for evaluation of requests for a minor expansion of the urban boundary from Waterdown or Binbrook, the GRIDS 2 / MCR – Screening Criteria and Evaluation Tool (Waterdown and Binbrook), was prepared and approved by Council in August, 2021.

Any expansion of Waterdown or Binbrook will be netted out from the Ambitious Density scenario, as the total land need required for urban boundary expansion is 1,310 ha, regardless of geographic location.

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 regarding

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requests that have been received (see Appendix “E3” attached to Report PED17010(o)).

5.3 Final Preferred Growth Option and Public Consultation

Following the completion of the phasing analysis and the Waterdown / Binbrook analysis, staff will request Committee approval to consult with the public and stakeholders on the final preferred growth option to 2051, as per the timeline attached as Appendix “F” to Report PED17010(o). The Final Preferred Growth Option will be presented in April 2022 as per the updated timeline.

5.4 MCR Official Plan Amendment

Implementation of the preferred growth option will occur through the Municipal Comprehensive Review Official Plan Amendment, which is required to be submitted to the Province for approval by July 1, 2022.

Given the uncertainties that exist in planning for a 30-year time horizon, and the irreversibility of any decision to expand the urban boundary, staff will review opportunities for the phased implementation of the GRIDS 2 preferred growth option, in accordance with the phased land need requirements identified in Recommendation (c) of this Report. Consideration of options for identifying growth needs beyond 2031 without formally designating the land as urban at this time will be undertaken (Recommendation (d) of this Report).

Through UHOP policy direction and/or infrastructure phasing policies in the MCR OPA, phasing criteria will be established to identify requirements to be satisfied prior to the next phase of urban boundary expansion occurring (i.e. lands required beyond 2031). Urban boundary expansions could be contingent upon the following requirements, amongst others, to be finalized through the future MCR OPA:

- Achievement of certain performance standards (e.g. minimum intensification and / or density targets within the existing urban area);
- Achievement of city-wide growth targets (eg. meeting a minimum population threshold);
- Requirement for a minimum percentage of residential lands within previously approved expansion area to be developed and / or a minimum percentage of approved units within the previously approved expansion area to be constructed;
- Transit service levels to reach a minimum standard within existing urban area / previously approved expansion area;
- Completion of certain infrastructure and transportation projects / upgrades; and,
- Completion of cost-sharing / financing agreements.

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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.

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The MCR OPA requires approval by the Province, including the above noted phasing strategy to identify growth needs beyond 2031 without formally designating the land as urban at this time through the MCR OPA.

ALTERNATIVES FOR CONSIDERATION

1. Council may choose not to receive the How Should Hamilton Grow? Evaluation Framework or require revisions to the Framework;
2. Council may choose not to endorse the Ambitious Density growth scenario and instead select an alternative scenario; and,
3. Council may request additional information or consultation prior to selecting a growth scenario.

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(o) - How Should Hamilton Grow? Evaluation Framework

Appendix “B” to Report PED17010(o) - City of Hamilton Land Needs Assessment to 2051 and Addendum

Appendix “C” to Report PED17010(o) - Mapping and Description of Growth Options

Appendix “D” to Report PED17010(o) - Policy Review

Appendix “E1” to Report PED17010(o) - Public comments – How Should Hamilton Grow? Evaluation Framework (August 2021)

Appendix “E2” to Report PED17010(o) - Public comments – General Comments Received After March 2021

Appendix “E3” to Report PED17010(o) - Public Comments – Property Specific Requests

Appendix “F” to Report PED17010(o) - Updated Workplan

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CITY OF HAMILTON GRIDS 2 / MCR – PLANNING FOR GROWTH TO 2051:

HOW SHOULD HAMILTON GROW? EVALUATION OF GROWTH OPTIONS

PREPARED BY DILLON CONSULTING LIMITED



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PART 1: INTRODUCTION

Growth Management Context

Hamilton is part of the Greater Golden Horseshoe (GGH), one of North America's fastest growing regions. The GGH, which includes 110 municipalities (21 upper and single municipalities and 89 lower tier municipalities), is a globally competitive region, accounting for approximately 25% of Canada's national GDP. The GGH is a major destination for in-migration and immigration, attracting people from across Canada and internationally due to the area's high quality of life and economic opportunities. The GGH is home to approximately 9 million people and is forecast to grow to 14.8 million by 2051¹.

The Province of Ontario provides guidance to municipalities through a long range Plan called A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan). All municipalities are required to update their Official Plans through a Municipal Comprehensive Review process (MCR) to conform to the policies of the Growth Plan. The Growth Plan provides policy direction on a number of growth management related matters, including:

- How much growth to plan for (municipal population and employment forecasts to 2051);
- Where and how municipalities should plan for growth (planning for intensification in the built-up area, planning around transit and Urban Growth Centres, ensuring an appropriate range and mix of housing, planning for employment growth, planning for increased densities in the Designated Greenfield Areas and settlement area expansion);
- Infrastructure to support growth (integrated land use and infrastructure planning, transit and transportation planning, goods movement, water/wastewater, stormwater and public service facilities);
- Protecting what is valuable (protection of water resources, natural heritage systems, open space systems, agriculture, mineral aggregate resources and cultural heritage resources); and,
- Implementation and how to interpret the policies of the plan.

The City is in the process of updating its Official Plan through a process called GRIDS 2, which is the City's Municipal Comprehensive. The expectation is that the results of the GRIDS 2 process will produce an Official Plan Amendment that aligns with the policies of the Growth Plan.

¹ A Place to Grow, Government of Ontario, 2020 (see Schedule 3 for 2051 growth forecast).

Figure 1: The Greater Golden Horseshoe (excerpt from A Place to Grow, 2019, as amended)



SCHEDULE 1
 Greater Golden Horseshoe Growth Plan Area

Note: The information displayed on this map is not to scale, does not accurately reflect approved land-use and planning boundaries, and may be out of date. For more information on precise boundaries, the appropriate municipality should be consulted. For more information on Greenbelt Area boundaries, the Greenbelt Plan should be consulted. The Province of Ontario assumes no responsibility or liability for any consequences of any use made of this map.

GRIDS 2

In 2006, Hamilton City Council approved the first Growth Related Integrated Development Strategy (GRIDS). GRIDS was an integrated planning process that identified a broad land use structure, associated infrastructure, economic development strategy and financial implications for growth options to serve Hamilton to year 2031. The GRIDS project is being updated as part of the City's MCR process, taking into account the policy directions from the Growth Plan, including new population, housing and employment projections to year 2051. The Growth Plan's 2051 forecasts for the City of Hamilton are:

1. An increase of 236,000 people (total population of 820,000 by 2051);
2. An increase of 110,000 housing units; and,
3. An increase of 122,000 jobs.

The City is at a critical juncture in the growth management planning process as it must determine how best to accommodate the forecasted growth. The City is contemplating two growth options at the City-scale:

- **Growth Option 1:** an 'Ambitious Density' option reflecting a 1,310 ha expansion for new Designated Greenfield Lands; and,
- **Growth Option 2:** a 'No Urban Boundary Expansion' option which would see all forecast population and employment growth accommodated within the existing urban area.

The growth options have different intensification targets, greenfield densities, and housing mixes. They also require different long term urban structure plans/policies to manage growth pressures.

Report Purpose and Organization

The purpose of this report is to identify the different implications associated with the two growth options. The report is intended to support decision-making by providing technical information related to the two growth options.

The following report is organized in five main parts. This first part provided a brief introduction on the background and purpose of the document. The subsequent parts are organized into the following:

- Part 2: Overview of the Growth Options
- Part 3: Evaluation Approach of the Growth Options
- Part 4: Growth Options Evaluation Results by Theme
- Part 5: Growth Options Evaluation Results Summary



PART 2: OVERVIEW OF THE GROWTH OPTIONS

Land Area Context for the Growth Options

The City of Hamilton is comprised of a total of 112,840 hectares of land (see Figure 2). This accounts for all land within the City's municipal boundary. An estimated 88,662 hectares (79%) of land within in the City's municipal boundary are protected by the Greenbelt Plan. The existing urban area includes 23,880 hectares of land (21%). Of those lands, 19,649 hectares (82% of the Urban Area) are within the Built-Up Area² and the remaining 4,231 hectares (18% of the Urban Area) are designated greenfield area³. An additional 4,321 hectares are referred to as 'Whitebelt' lands, which generally speaking are those lands that are outside of both the Greenbelt Plan area and the existing Urban Area⁴. Should an urban

² The Built-up Area is defined by the Province within P2G and includes those lands that were developed when the Growth Plan was first introduced in 2006. Since that time, development within the urban area may have extended beyond the Built-up Area. However, the City is required to plan for intensification within the delineated Built-up Area per P2G.

³ Designated greenfield area refers to those lands within the urban area but outside the Built-up Area that are available and planned for future development.

⁴ Statistics provided by City of Hamilton. Note that a portion of the Greenbelt lands also overlap with lands in the Urban Area and the Whitebelt.

boundary expansion occur as an outcome of this municipal comprehensive review, it is a portion (1,310 ha or approximately 30%) of these Whitebelt lands that would be added to the Urban Area.

Description of the Growth Options

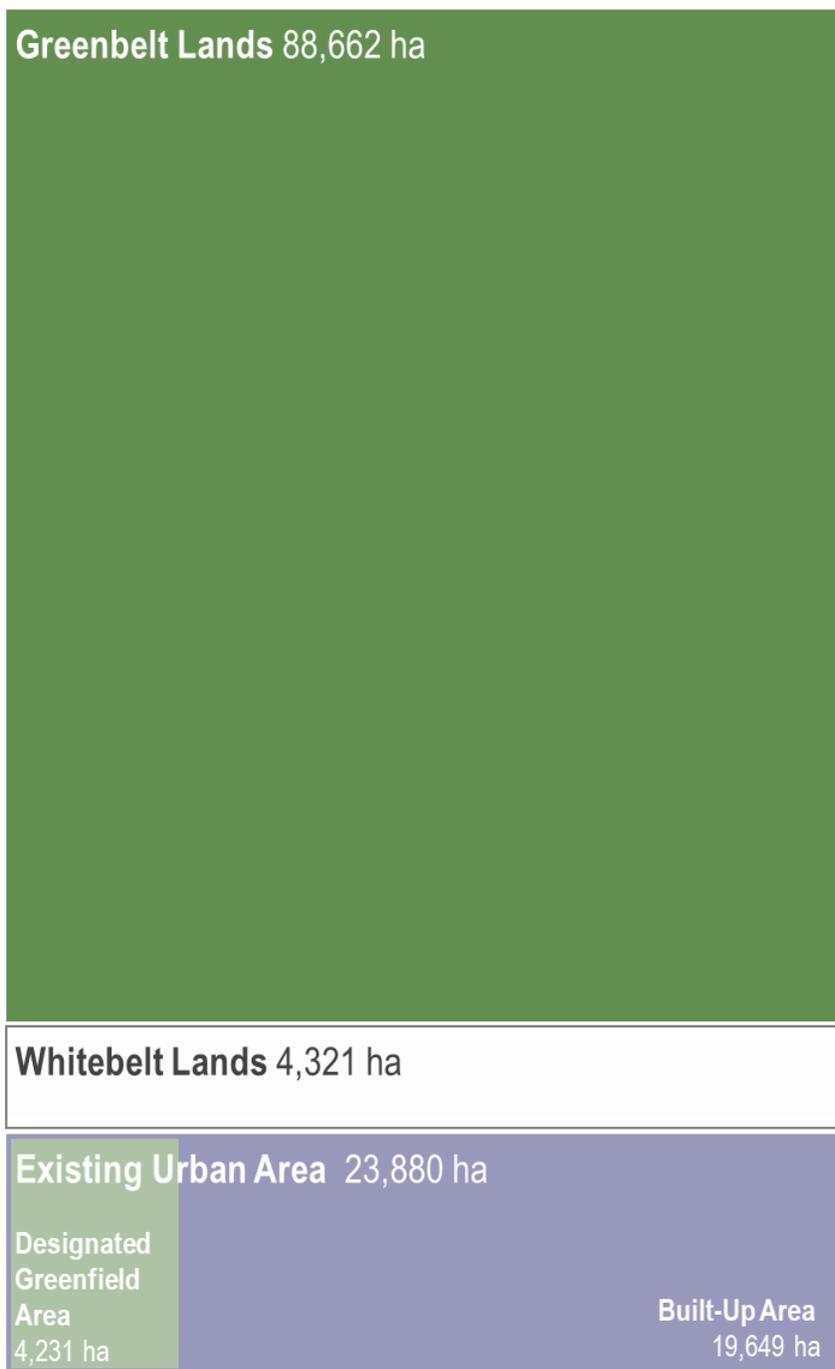
Table 1 provides a detailed breakdown of how the two Growth Options differ in regards to distribution of growth, housing unit forecast, and persons per unit (PPU) assumptions. A brief summary of the options is provided below.

Growth Option 1: Ambitious Density reflects an approach to growth management that is closely aligned to the Provincial policy requirements and would plan for intensification and density targets well above the Growth Plan minimums. This option would see population and employment accommodated through 1,310 ha of new designated greenfield area (i.e., urban boundary expansion) as well as within the existing urban area boundary through intensification. **Figure 2** illustrates a representative allocation of growth for Growth Option 1. This option requires planning for more than 100,000 more people to live within the existing built-up area, planned through intensification, for areas such as the Downtown node and the Centennial Node. It also includes planning for more people to live within designated greenfield areas within existing urban boundary, and approximately 89,000 more people to live within new designated greenfield areas (reflecting an urban boundary expansion).

Growth Option 2: No Urban Boundary Expansion reflects an approach to growth management that takes a firm stance on maintaining the existing urban boundary. This option would see the entire 2051 forecast population growth accommodated within the existing urban area. This would include the build-out of existing designated greenfield area to accommodate more people (the same as Growth Option 1). The remaining population would be accommodated within the existing built boundary. **Figure 3** illustrates a representative allocation of growth for Growth Option 2.

Figure 2: Conceptual Overview of Lands in Hamilton

CITY OF HAMILTON 112,840 ha



Numbers may not add up since the land areas in hectares provided for both the whitebelt lands and urban area includes a portion of lands protected by the Greenbelt Plan.

Table 1: Comparing the Two Growth Options

CATEGORY	VARIABLES	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
Population Forecast (2021-2051)	2021-2051 Population Growth	<ul style="list-style-type: none"> 236,000 	<ul style="list-style-type: none"> 236,000
Unit Forecast (2021-2051)	2021-2051 Unit Growth	<ul style="list-style-type: none"> 110,320 	<ul style="list-style-type: none"> 110,320
Distribution of Growth	Total Unit Growth within the Existing Urban Area (Total)	<ul style="list-style-type: none"> 81,620 <ul style="list-style-type: none"> Built-up Area <ul style="list-style-type: none"> 66,190 Existing Designated Greenfield Areas <ul style="list-style-type: none"> 15,430 	<ul style="list-style-type: none"> 109,880 <ul style="list-style-type: none"> 94,450 15,430
	Total Unit Growth within the Urban Expansion Area	<ul style="list-style-type: none"> 28,060 	Not Applicable
	Total Unit Growth in Rural Area	<ul style="list-style-type: none"> 440 	<ul style="list-style-type: none"> 440
Housing Unit Forecast	Overall new Housing Unit Growth, by Type, from 2021 - 2051	Unit Growth 2021 – 2051: <ul style="list-style-type: none"> Single / semi – 27,120 (25%) Towns – 27,600 (25%) Apartments – 55,600 (50%) 	Unit Growth 2021 – 2051: <ul style="list-style-type: none"> Single / semi – 9,585 (9%) Towns – 14,750 (13%) Apartments – 85,985 (78%)
	Resulting City-Wide Housing Mix by Type, 2051 (%)	Total Units by Type, City-wide, 2051 (%) <ul style="list-style-type: none"> Single / semi – 46% Towns – 15% Apartments – 39% 	Total Units by Type, City-wide, 2051 (%) <ul style="list-style-type: none"> Single / semi – 41% Towns – 13% Apartments – 46%
	Housing Mix – Urban Expansion Area (%)	<ul style="list-style-type: none"> Single / semi – 65% Towns – 30% Apartments – 5% 	Not Applicable

CATEGORY	VARIABLES	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
PPU Assumptions	Persons Per Unit Assumption (low, medium, high density) – Existing Units	<ul style="list-style-type: none"> • Single / semi – 2.81 • Townhouse – 2.60 • Apartment – 1.74 	<ul style="list-style-type: none"> • Single / semi – 2.81 • Townhouse – 2.60 • Apartment – 1.74
	Persons Per Unit Assumption (low, medium, high density) – New Units	<ul style="list-style-type: none"> • Single / semi – 3.405 • Townhouse – 2.437 • Apartment – 1.663 	<ul style="list-style-type: none"> • Single / semi – 3.405 • Townhouse – 2.437 • Apartment – 1.663 (70% of apartment growth) • Apartment – 3.250 (30% of apartment growth)
Targets	Intensification Target (<i>% of new units within Existing Built-up Area</i>)	<ul style="list-style-type: none"> • 50% (2021 – 2031) • 60% (2031 – 2041) • 70% (2041 – 2051) 	<ul style="list-style-type: none"> • 81%
	Greenfield Density Target (<i>Persons and Jobs Per hectare in the Designated Greenfield Area (DGA)</i>)	<ul style="list-style-type: none"> • 60 (existing DGA in the Urban Area) • 77 (Expansion Area) 	<ul style="list-style-type: none"> • 60 (existing DGA in the Urban Area)
Employment Forecast	2021-2051 Employment Growth	<ul style="list-style-type: none"> • 122,000 	<ul style="list-style-type: none"> • 122,000
Distribution of Growth -Employment	Employment Growth by Type, 2021 - 2051	<ul style="list-style-type: none"> • Major office – 32,350 • Population-related – 57,300 • Employment land – 32,350 	<ul style="list-style-type: none"> • Major office – 32,350 • Population-related – 57,300 • Employment land – 32,350
	Employment Growth – Urban Expansion Area, 2021 - 2051	<ul style="list-style-type: none"> • 11,400 	<ul style="list-style-type: none"> • N/A

Figure 3: Assumed New Unit Allocation to 2051 for Growth Option 1: Ambitious Density

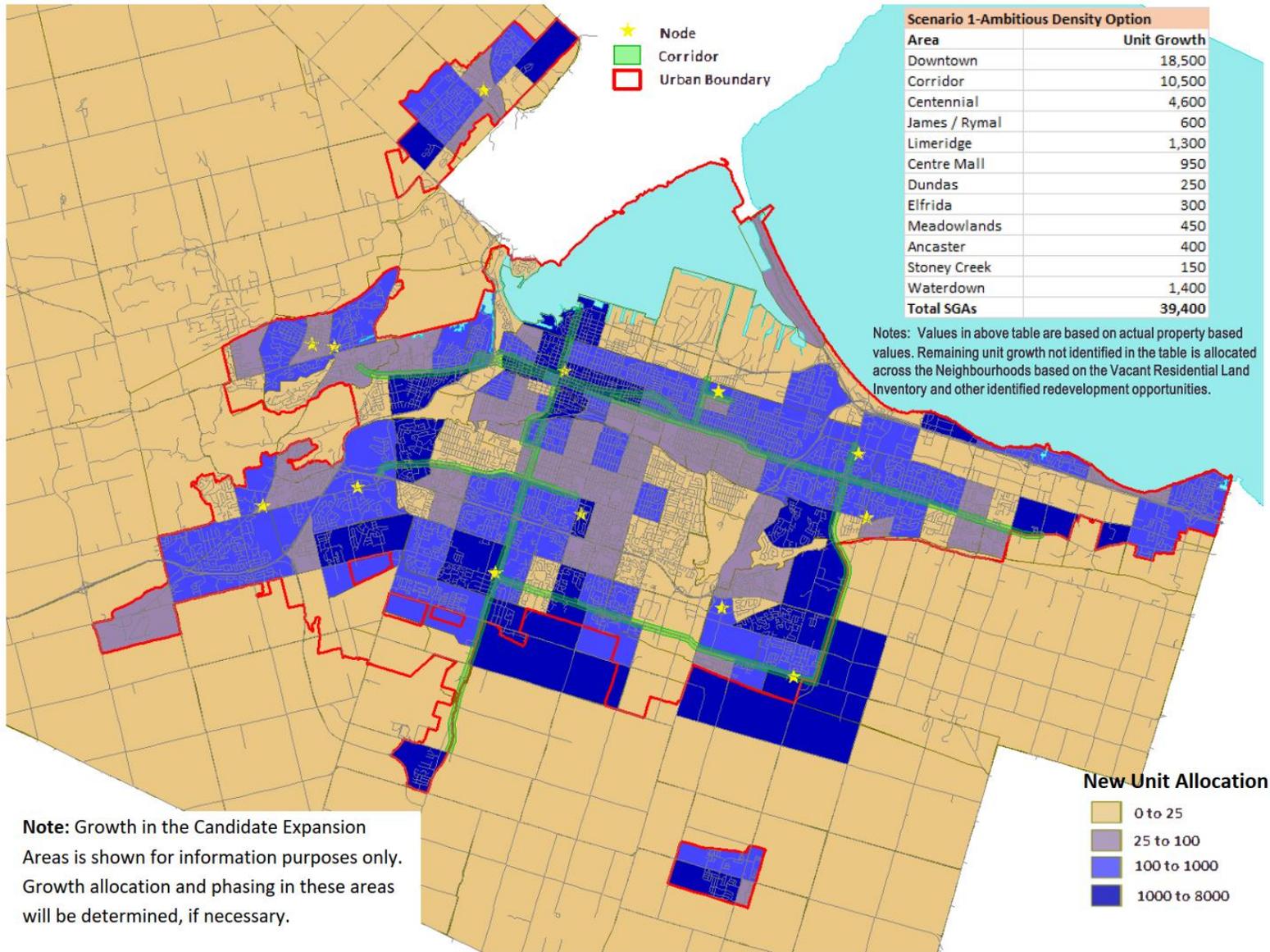
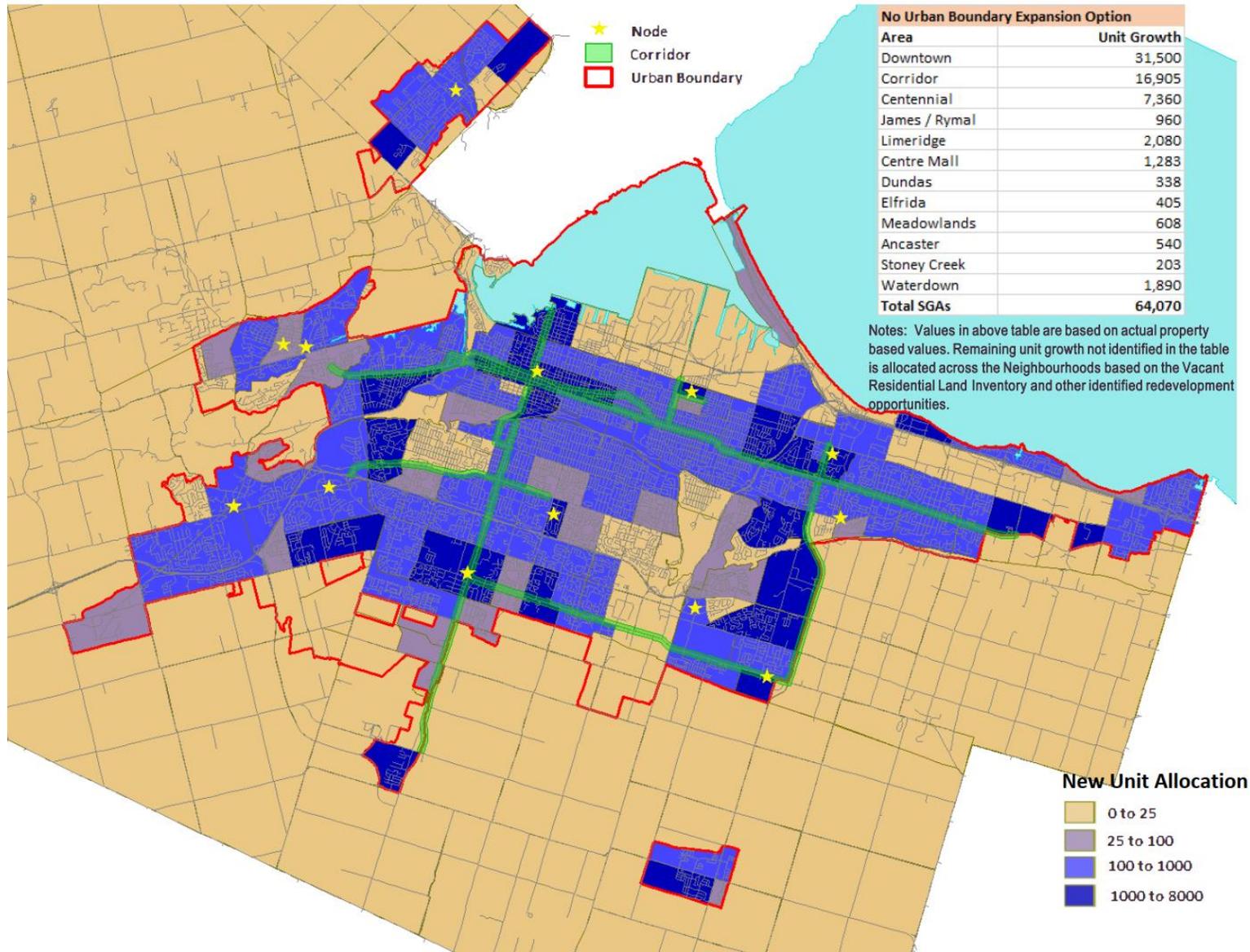


Figure 4: Assumed New Unit Allocation to 2051 for Growth Option 2: No Urban Boundary Expansion





PART 3: EVALUATION APPROACH

The purpose of the evaluation framework is to outline the different implications for each growth option. The evaluation framework was first presented to Council in August 2021 and was available for public input and has since been updated to address relevant feedback. The evaluation framework is organized around eleven themes which are presented on the following page. The evaluation framework is not a scoring tool, rather it is a tool to show the trades-offs associated with different themes to help develop a planning rationale for a preferred growth option.

The evaluation framework is informed by specific policies in the Growth Plan. 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.



1. Growth Allocation



2. Climate Change



3. Natural Hazards



4. Municipal Finance



5. Infrastructure & Public Service Facilities



6. Transportation Systems



7. Natural Heritage and Water Resources



8. Complete Communities



9. Agricultural System

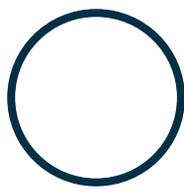


10. Cultural Heritage



11. Conformity with Provincial Methodology

The evaluation results 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 receives 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



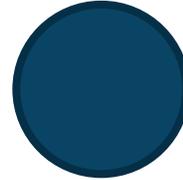
One or a couple aspects of the consideration are addressed or considered



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 theme level assessment is provided to help interpret the results, as the technical analysis presented in the evaluation tables is lengthy and at times complex, drawing from a variety of technical sources.

It is important to note that from a policy alignment perspective, there are foundational considerations which must be addressed, consistent with the Provincial planning policy framework. For example, Growth Plan requires municipalities to plan for the population and employment forecasts in Schedule 3; plan to achieve a minimum of 50% intensification across the Built-Up Area; plan to achieve a minimum of 50 people and jobs per hectare across the Designated Greenfield Areas; and requires municipalities to use the provincial methodology for land needs assessment.

Table 2 presents the evaluation framework.

Table 2: Growth Option Evaluation Themes and Considerations

THEME	CONSIDERATIONS
<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?
<p>Climate Change</p> 	<p>Does the growth scenario contribute to the City’s long-term goal of carbon neutrality by providing opportunities for reductions in greenhouse gas emissions?</p> <p>Does the growth option present any significant opportunities to address risks and challenges associated with climate change?</p> <p>Does the growth option present any significant risks associated with climate change?</p>
<p>Natural Hazards</p> 	<p>Does the growth option direct development away from hazardous lands?</p>

THEME	CONSIDERATIONS
<p>Municipal Finance</p> 	<p>Are there any significant municipal financial risks associated with the growth option?</p>
<p>Infrastructure & Public Service Facilities</p> 	<p>Does the growth option result in significant impacts to the City's existing or planned infrastructure?</p>
<p>Transportation System</p> 	<p>Does the growth option result in significant impacts to the City's existing or planned transportation infrastructure?</p>
<p>Natural Heritage and Water Resources</p> 	<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>
	<p>Does the growth option prioritize development of areas that would be connected to the planned BLAST network or existing transit?</p>
	<p>Does the growth option avoid and protect Natural Heritage Systems as identified by the City and the Growth Plan?</p>
	<p>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?</p>

THEME	CONSIDERATIONS
<p>Complete Communities</p>	<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?</p>
	<p>Does the growth option improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes?</p>
<p>Agricultural System</p>	<p>Does the growth option prioritize development of areas that are non-prime agricultural?</p>
	<p>Does the growth option avoid, minimize and mitigate impacts on the Agricultural System, including Prime Agricultural Lands classifications 1, 2 and 3?</p>
<p>Cultural Heritage</p>	<p>Does the growth option have the potential to impact cultural heritage resources including designated heritage properties, and can they be conserved?</p>
	<p>Does the growth option have the potential to impact significant archaeological resources?</p>

THEME

CONSIDERATIONS

**Conformity with Provincial
Methodology**



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?



PART 4: GROWTH OPTION EVALUATION RESULTS BY THEME

The evaluation results are presented in this section and are organized by theme. The results are further informed by five technical memos completed for input into this evaluation. These reports are referenced where appropriate within the evaluation tables below and are appended to this document as follows:

- **Appendix A: GHG Emissions Report**
- **Appendix B: Municipal Finance Reports**
- **Appendix C: Water, Wastewater, and Stormwater Servicing Report**
- **Appendix D: Transportation Report**
- **Appendix E: Agricultural Report**
- **Appendix F: Urban Hamilton Official Plan Schedules**



Growth Allocation

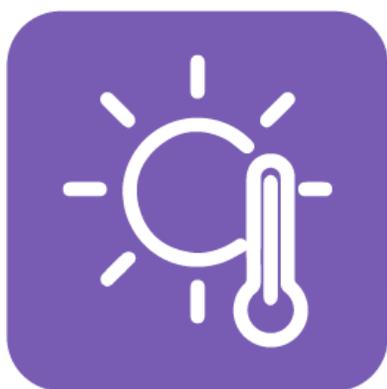
Where growth would be allocated can have an impact on the efficient and effective use of existing infrastructure and resources. The Growth Plans directs municipalities to allocate growth to existing settlement areas including delineated built-up areas, strategic growth areas, and directing growth in a manner that is transit supportive.

GROWTH ALLOCATION CONSIDERATION	GROWTH OPTION 1: AMBITIONOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
<p>Does the growth option direct the vast majority of growth to the settlement area?</p>	<p>Growth Option 1 addresses most aspects of this consideration:</p> <ul style="list-style-type: none"> • Growth Option 1 directs the majority of the growth (74%) to the City’s urban (settlement) area, with a small allowance for infill units in the rural area and a portion of growth in an urban expansion area. • The growth allocations are: <ul style="list-style-type: none"> ○ 81,620 units (74%) to the existing settlement area, ○ 28,060 units (25.5%) to an urban (settlement) expansion area, and ○ 440 units (0.4%) to infill in the rural area. • Additional lands (1,310 hectares) are required to accommodate the full range of growth under this option. 	<p>Growth Option 2 addresses all aspects of this consideration:</p> <ul style="list-style-type: none"> • Growth Option 2 directs almost the entirety of the forecasted growth (99.6%) to the City’s urban (settlement) area, with a small allowance for infill units in the rural area. • The growth allocations are: <ul style="list-style-type: none"> ○ 109,880 units (99.6%) to the existing urban (settlement) area ○ 440 units (0.4%) to infill in the rural area. • No additional lands (0 ha) are required to accommodate growth under this option.
<p>Does the growth option focus growth in:</p> <p>a) Delineated built-up areas?</p> <p>b) Strategic Growth Areas?</p> <p>c) Locations with existing or planned transit, with a priority on higher order transit where it exists or is planned?</p>	<p>Growth Option 1 addresses most aspects of this consideration:</p> <p>a) Delineated built-up areas: Growth Option 1 assumes 60% of the future growth will occur within the City’s Built-Up Area (illustrated in Appendix F) through intensification. Growth within the Built-up Area is planned to increase from 50% of the growth between 2021 and 2031, to 60% of the growth between 2031 and 2041, to 70% of the growth between 2041 and 2051.</p> <p>b) Strategic Growth Areas: ‘Strategic Growth Areas’ are defined within the Growth Plan and include nodes, corridors and other areas within settlement areas that have been identified by</p>	<p>Growth Option 2 addresses all aspects of this consideration:</p> <p>a) Delineated built-up areas: Growth Option 2 assumes 81% of the future growth will occur within the City’s Built-Up Areas.</p> <p>b) Strategic Growth Areas: ‘Strategic Growth Areas’ are defined within the Growth Plan and include nodes, corridors and other areas within settlement areas that have been identified by the Province or municipalities to be the focus for accommodating intensification and higher-density mixed uses in a compact built form (e.g., major transit station areas). In the context of the City of Hamilton, Strategic Growth Areas would include the key urban structure elements identified through Schedule E of</p>

GROWTH ALLOCATION CONSIDERATION	GROWTH OPTION 1: AMBITIONOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
<p>d) Areas with existing or planned public services facilities?</p>	<p>the Province or municipalities to be the focus for accommodating intensification and higher-density mixed uses in a compact built form (e.g., major transit station areas). In the context of the City of Hamilton, Strategic Growth Areas would include the key urban structure elements identified through Schedule E of the Urban Hamilton Official Plan (see Appendix F). Growth Option 1 assumes that 36% of the future growth will occur within or adjacent to Strategic Growth Areas through intensification.</p> <p>c) Existing / planned transit and higher order transit: The expectation for Growth Option 1 is that the majority of growth will be distributed to support the City’s planned urban structure, which includes a number of connected nodes and corridors which are or are planned to be serviced by transit. Appendix D: Transportation Report identified 56% of residents and 60.2% of jobs are projected to be within 800 metres of a BLAST corridor, and 66% of residents and 68.6% of jobs are projected to be within 400 metres of local HSR network.</p> <p>d) Existing / planned public service facilities: Defined in the Growth Plan, public service facilities includes lands, buildings, and structures required for the provision of programs and services such as social assistance, recreation, police and fire</p>	<p>the Urban Hamilton Official Plan. Growth Option 2 assumes that 58% of the future growth will occur within or adjacent to Strategic Growth Areas.</p> <p>c) Existing / planned transit and higher order transit: The expectation for Growth Option 2 is that the majority of growth will be distributed to specific nodes and corridors such as the Downtown Node and Centennial Node, which are a part of the City’s existing planned urban structure. Appendix D: Transportation Report identified 61.3% of residents and 63.5% of jobs are projected to be within 800 metres of a BLAST corridor, and 77% of residents and 75.3% of jobs are projected to be within 400 metres of local HSR network.</p> <p>d) Existing / planned public service facilities: Defined in the Growth Plan, public service facilities includes lands, buildings, and structures required for the provision of programs and services such as social assistance, recreation, police and fire protection, health and education programs, and cultural services. An analysis conducted by the City identified the location of existing public service facilities including parks and open space, arenas, community centres, fire stations, police stations, pools, libraries, and schools and applied a 400 metre buffer to the facilities. Based on the growth allocation assumptions, for Growth Option 2 95% of the 2051 population would be in proximity to existing public service facilities. Further discussion on existing and planned public service facilities can be found in the Infrastructure and Public Service Facilities theme.</p>

GROWTH ALLOCATION CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	<p>protection, health and education programs, and cultural services. An analysis conducted by the City identified the location of existing public service facilities including parks and open space, arenas, community centres, fire stations, police stations, pools, libraries, and schools and applied a 400 metre buffer to the facilities. Based on the growth allocation assumptions, for Growth Option 1, 87% of the 2051 population would be in proximity to existing public service facilities. Further discussion on existing and planned public service facilities can be found in the Infrastructure and Public Service Facilities theme.</p> <ul style="list-style-type: none"> Depending on the location selected, the urban expansion required under this Option could be connected to the City's planned urban structure. 	
<p>Overall Result</p>	<p>Growth Option 1 addresses most aspects of this theme:</p> 	<p>Growth Option 1 addresses all aspects of this theme:</p> 
<p>Summary</p>	<p>Both growth options allocate the vast majority of growth within the City's settlement area. Growth Option 2 more fully addresses the theme of 'Growth Allocation' as defined by the considerations because it directs more</p>	

GROWTH ALLOCATION CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	growth to the existing settlement area including built-up areas, strategic growth areas, and locations with existing or planned transit.	



Climate Change

Climate change has the potential to have a range of impacts on the City including impacts 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 challenges, as well as the opportunities to proactively plan for climate change mitigation and climate change adaptation.

CLIMATE CHANGE CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
<p>Does the growth scenario contribute to the City's long-term goal of carbon neutrality by providing opportunities for reductions in greenhouse gas emissions?</p>	<p>Growth Option 1 addresses some aspects of this consideration:</p> <ul style="list-style-type: none"> • Growth Option 1 assumes increases in residential intensification in the Built-Up Area, with an overall intensification target of 60%. The intensification level of 60% represents a 25% increase over the City's historic average rate of 35%. The increased level of intensification will help to support the City's planned urban structure, including opportunities for transit-supportive development which in turn is supportive of the City's long term goal of carbon neutrality. • Growth Option 1 includes a density target of 60 people and jobs per hectare in the existing DGA and 77 people and jobs per hectare for new DGAs, which will promote more compact built-form and provide opportunities for improved levels of transit services (approaching frequent transit services at 80 people and jobs per hectare). • Appendix A: GHG Emissions Report completed by SSG outlines the assumptions, methodology, and results of greenhouse gas emissions modelling for Growth Option 1. • The modelling results are informed by key assumptions that impact the findings: 	<p>Growth Option 2 addresses most aspects of this consideration:</p> <ul style="list-style-type: none"> • Growth Option 2 assumes an increase in residential intensification in the Built-Up Area, with an overall intensification target of 81%. The intensification level of 80% represents an increase of 46% over the City's historic average rate of 35%. The increased level of intensification will support the City's planned urban structure, including significant opportunities for transit-supportive development. The high intensification rate is supportive of the City's long term goal of carbon neutrality and would help to promote reductions in GHG emissions. • Growth Option 2 includes a density target of 60 people and jobs per hectare in the existing DGA, which will promote more compact built-form and provide opportunities for improved levels of transit services (better than basic transit services which require 50 people and jobs per hectare). • Appendix A: GHG Emissions Report completed by SSG outlines the assumptions, methodology, and results of greenhouse gas emissions modelling for Growth Option 2. • The modelling results are informed by key assumptions that impact the findings: <ul style="list-style-type: none"> ○ A "Business As Usual" scenario is included for all the modelled years and up to 2050. This scenario does not account for improvements to building standards for energy efficiency or changes in transportation technology (e.g. elective vehicles).

CLIMATE CHANGE CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	<ul style="list-style-type: none"> ○ A “Business As Usual” scenario is included for all the modelled years and up to 2050. This scenario does not account for improvements to building standards for energy efficiency or changes in transportation technology (e.g. elective vehicles). ○ The baseline transportation assumptions are also held constant across all years. The scenario does not account for changes in transportation behaviour and modal split over time. However, the GHG emissions model will be updated to include identified changes to the Vehicle Kilometers Traveled (VKT) for Growth Option 2; VKTs are expected to decrease in comparison to Growth Option 1, thereby reducing GHG emissions, and representing a larger difference between emissions between the two growth options. ● As identified in Appendix A: GHG Emissions Report, the majority of GHG emissions for the City are related to industrial emissions which would not be impacted by either Growth Option. In terms of opportunities for climate change mitigation for Growth Option 1, the modelling results show cumulative GHG emissions of 261.3 MtCO₂e (metric tons of carbon dioxide equivalent) from 2022 to 2050. This reflects a 1.0 metric ton increase over Growth Option 2. The modelling also shows a 	<ul style="list-style-type: none"> ○ The baseline transportation assumptions are also held constant across all years. The scenario does not account for changes in transportation behaviour and modal split over time. However, the GHG emissions model will be updated to include identified changes to the Vehicle Kilometers Traveled (VKT) for Growth Option 2; VKTs are expected to decrease for Growth Option 2, thereby reducing GHG emissions by 2050 more significantly than currently represented, as compared to Growth Option 1. ● As identified in Appendix A: GHG Emissions Report, the majority of GHG emissions for the City are related to industrial emissions which would not be impacted by either growth option. In terms of opportunities for climate change mitigation for Growth Option 2, the modelling results show cumulative GHG emissions of 260.2 MtCO₂e (metric tons of carbon dioxide equivalent) from 2022 to 2050. This reflects a 1.0 metric ton reduction over Growth Option 1. The modelling also shows a scenario of 9.21 MtCO₂e annual GHG emissions in 2050 from Growth Option 2, 0.33% lower as compared to Growth Option 1. <ul style="list-style-type: none"> ○ Note that the City’s Transportation model identified savings of 400 million kilometres (VKTs) in 2050, or four times the reduction that was identified in the SSG analysis. As a result, the SSG analysis likely understates the GHG reduction from transportation. Additional analysis of the discrepancy in VKTs between the models is being undertaken, and if necessary, an addendum report will be provided which identifies the GHG reduction resulting from the

CLIMATE CHANGE CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	<p>scenario of 9.24 MtCO₂e annual GHG emissions in 2050 from Growth Option 1, 0.33% higher as compared to Growth Option 2.</p> <ul style="list-style-type: none"> ○ Note that the City's Transportation model identified savings of 400 million kilometres (VKTs) in 2050, or four times the reduction that was identified in the SSG analysis. As a result, the SSG analysis likely understates the GHG reduction from transportation. Additional analysis of the discrepancy in VKTs between the models is being undertaken, and if necessary, an addendum report will be provided which identifies the GHG reduction resulting from the increased GHG savings. It is expected that a greater reduction in total GHG emissions related to Growth Option 2 will be presented, as compared to Growth Option 1. ● Both Growth Options will require construction to expand services for infrastructure including water/wastewater, stormwater, roads and power. The GHG implications of this approach to growth is difficult to quantify, though it would require aggregate and other material extraction, processing, transportation, as well as additional demand on the utility grid. 	<p>increased GHG savings. It is expected that a greater reduction in total GHG emissions related to Growth Option 2 will be presented, as compared to Growth Option 1.</p> <ul style="list-style-type: none"> ● Both Growth Options will require construction to expand services for infrastructure including water/wastewater, stormwater, roads and power. The GHG implications of this approach to growth is difficult to quantify, though it would require aggregate and other material extraction, processing, transportation, as well as additional demand on the utility grid.
<p>Does the growth option present any</p>	<p>Growth Option 1 addresses some aspects of this consideration:</p>	<p>Growth Option 2 addresses all aspects of this consideration:</p>

CLIMATE CHANGE CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
<p>significant opportunities to address risks and challenges associated with climate change?</p>	<ul style="list-style-type: none"> • Growth Option 1 presents an opportunity to develop new and innovative net zero communities, where infrastructure for the entire community is planned with climate change mitigation and adaptation in mind. <ul style="list-style-type: none"> ○ This could be encouraged through land use planning instruments and the Secondary Planning process. ○ Provided a climate change lens is applied to the design of new developments, this option presents significant opportunities for consideration of climate change impacts (e.g., consideration for increased tree canopy, shade, active transportation, enhanced connections between natural areas, building design, district energy, other more sustainable energy sources, best practices for storm water management, use of green infrastructure, street design etc.). • In support of climate change mitigation, there is the opportunity to plan for transit-supportive densities along key nodes and corridors as well as a greater proportion of trips that are more feasible for other sustainable modes of transportation (walk/cycle). This is enabled by the fact that the intensification rate is higher than historic levels. • It is not clear at this stage of water/wastewater servicing planning if any discernible or significant opportunities 	<ul style="list-style-type: none"> • Growth Option 2 presents an opportunity in terms of a bold and innovative approach to planning for climate change by exploring opportunities as to how the City can intensify within its current urban boundary. <ul style="list-style-type: none"> ○ This option optimizes the efficiency of land use and limits land consumption reflecting an opportunity to not increase GHG emissions. ○ Land not used for urban boundary expansion could be considered for uses that enhance climate change mitigation and adaption (e.g., naturalization of land, crop production for local food generation, renewable energy generation, enhanced carbon sequestration, flood mitigation, etc.) ○ Building at increased densities also typically leads to smaller dwelling units with decreased gross floor area and reduced energy consumption as compared to detached dwellings supplying housing for the same number of people. However, it should be noted that this growth option would still require larger units of 3+ bedrooms to accommodate growth. ○ Limiting the need to expand the distribution of utilities, which would reduce distribution losses. ○ Provided a climate change lens is applied to the design of new development, this option presents some significant opportunities to consider climate change impacts in planning and design. • In support of climate change mitigation, there is the opportunity to plan for transit-supportive densities along key nodes and corridors as well as a greater proportion of trips that are more feasible for other sustainable modes of transportation (walk/cycle). This is enabled by the fact that

CLIMATE CHANGE CONSIDERATION	GROWTH OPTION 1: AMBITIONOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	<p>associated with Climate Change are available for Growth Option 1. In regards to stormwater management, the City's requirements for development on private property in combined sewer areas will assist in climate change adaptation by providing over-controls (100 year post to 2 year pre). This will recover some capacity in the existing system.</p>	<p>the intensification rate is significantly higher than historic levels.</p> <ul style="list-style-type: none"> It is not clear at this stage if water/wastewater servicing planning if any discernible or significant opportunities associated with Climate Change are available for Growth Option 2. In regards to stormwater management, the City's requirements for development on private property in combined sewer areas will assist in climate change adaptation by providing overcontrols (100 year post to 2 year pre). This will recover some capacity in the existing system. Maintains all existing tree cover in Candidate Expansion Areas, potentially mitigating flood risk.
<p>Does the growth option present any significant risks associated with climate change?</p>	<p>Growth Option 1 addresses some aspects of this consideration:</p> <ul style="list-style-type: none"> Climate risks for the City of Hamilton include the potential for increased frequency and severity of heat waves; drought; increased severity and frequency of storms; and heavy precipitation leading to flooding, shoreline and escarpment erosion. The high level of intensification within the Built-Up Area will require a more comprehensive approach to stormwater management, in particular within the City's key nodes and corridors. These areas are generally built-up already and while redevelopment also presents opportunities for innovative low impact development solutions, the increased amount of intensification may also increase the amount of impervious surfaces in the Built-Up Area. The 	<p>Growth Option 2 addresses some aspects of this consideration:</p> <ul style="list-style-type: none"> Climate risks for the City of Hamilton include the potential for increased frequency and severity of heat waves; drought; increased severity and frequency of storms; and heavy precipitation leading to flooding, shoreline and escarpment erosion. Under Growth Option 2, the City's intensification rate is planned to achieve 81%, with a significant amount of development and redevelopment occurring in the Built Up Area. The high level of intensification within the Built-Up Area will require a more comprehensive approach to stormwater management, in particular within the City's key nodes and corridors. These areas are generally built-up already and while redevelopment also presents opportunities for innovative low impact development solutions, the increased amount of intensification may also increase the amount of impervious surfaces in the Built-Up Area. The increase in paved surfaces is a risk that would

CLIMATE CHANGE CONSIDERATION	GROWTH OPTION 1: AMBITIONOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	<p>increase in paved surfaces is a risk that would need to be managed to reduce the impact of the urban heat island effect and overland flooding.</p> <ul style="list-style-type: none"> As identified in Appendix D: Transportation Report, as compared to 2016, this option will result in a 58% increase in the vehicle-kilometres travelled, a 66% in passenger-kilometres travelled, and a 9% increase in vehicle-kilometres travelled per capita. This presents a climate change risk in regards to potential greenhouse gas emissions. However, the extent of GHG emissions will be influenced by changes in technology (e.g., electric vehicles). It also presents a risk, (as compared to Growth Option 2), in regards to the financial risk exposure if transportation energy costs increase. The addition of the new urban land could increase the lands exposed to urban flooding. Similar to the Built-Up Area, a comprehensive approach to stormwater management would be required to minimize/manage the risks associated with urban flooding. The addition of new urban land could have an impact on wildlife (flora and fauna) habitat and mobility, potentially impacting their ability to respond to climate change. This option will extend impermeable area into current permeable surface areas that either are or could contribute to growing local food, 	<p>need to be managed to reduce the impact of the urban heat island effect and overland flooding.</p> <ul style="list-style-type: none"> Compared to Option 1, Option 2 has increased risks for urban stormwater management as well as risks associated with the urban heat island effect. As identified in the Appendix D: Transportation Report, as compared to 2016, this option will result in a 48% increase in the vehicle-kilometres travelled, a 56% in passenger-kilometres travelled, and a 2% increase in vehicle-kilometres travelled per capita. This presents a climate change risk in regards to potential greenhouse gas emissions, but a lower risk overall as compared to Growth Option 1. However, the extent of GHG emissions will be influenced by changes in technology (e.g., electric vehicles).

CLIMATE CHANGE CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	provide carbon sequestration, and natural stormwater infiltration (reducing runoff and potential flooding).	
Overall Result	Growth Option 1 addresses some aspects of this theme: 	Growth Option 2 addresses most aspects of this theme: 
Summary	Growth Option 2 more fully addresses the theme of 'Climate Change' as it presents the fewest climate-related risks and slightly more opportunities to proactively plan for climate change adaptation and mitigation including a reduction of 1.0 metric ton of carbon dioxide equivalent from 2022 to 2050 as compared to Growth Option 1.	



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.

NATURAL HAZARDS CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
<p>Does the growth option direct development away from hazardous lands?</p>	<p>Growth Option 1 addresses most aspects of this consideration:</p> <ul style="list-style-type: none"> • Future development in the existing urban area and within new greenfield areas which is anticipated to take place under Growth Option 1 would be directed away from hazardous lands, as required by the Provincial Policy Statement, Conservation Authorities Act and the City’s Official Plan. • Growth Option 1 would require 1,310 ha of new urban land to accommodate growth. Portions of the Candidate Expansion Areas could include lands located within the Sulphur Creek subwatershed, Stoney Creek subwatershed, Sinkhole Creek subwatershed (Hamilton Conversation Authority) and Twenty Mile Creek subwatershed and Welland River subwatersheds (Niagara Peninsula Conservation Authority), depending on where expansion is located. • All Candidate Expansion Areas include lands regulated by the Niagara Peninsula Conservation Authority and/or Hamilton Conservation Authority. Depending on which lands would be selected for expansion, there is high potential for the lands to include natural hazards, mainly floodplains and associated buffers. Based on the City’s 2007 Storm Water Management Master Plan, some existing flooding concerns have been identified within the subwatersheds which could potentially be 	<p>Growth Option 2 addresses most aspects of this consideration:</p> <ul style="list-style-type: none"> • Future development of the existing urban area that is anticipated to take place under Growth Option 2 would be directed away from hazardous lands, as required by the Provincial Policy Statement, Conservation Authorities Act and the City’s Official Plan. • Growth Option 2 allocates all future growth to lands within the current urban boundary. Natural Hazard lands in the urban boundary are already well known in terms of their role/function in the broader sub-watershed. The existing urban area includes lands within the Sixteen Mile Creek - Credit River, West Lake Ontario, West Lake Ontario Shoreline, Welland Canal – Niagara River, and Lower Grand River watersheds. • While no new natural hazards would need to be identified within the Urban Area, the anticipated amount of growth may add stress to known existing natural hazards within the urban boundary. For example, portions of Dundas as well a number of nodes/corridors (e.g. portions of Rymal Road Secondary Corridor; portions of the Community Node at Stonechruuch/Golf Links Road; portions of Centennial Sub-Regional Node) are located within or adjacent to known natural hazards. Accordingly, across the built up and greenfield areas, flooding may be exacerbated by increased impervious surfaces, requiring comprehensive approaches to stormwater management. Note that any redevelopment within the built-up area and greenfield area is subject to planning approval and applicants would be required to demonstrate how stormwater is managed at the site level.

NATURAL HAZARDS CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	<p>affected by the increased runoff volumes and flow rates associated with future development.</p> <ul style="list-style-type: none"> Existing Natural hazard lands within the Expansion Areas will be delineated and will inform the layout of future development blocks. In addition, karst potential (i.e., sinkholes, springs, caves) would be considered and determined through further studies. Downstream hazard areas and associated buffers will need to be re-evaluated in terms of function and capacity to ensure that they can adequately convey and absorb increased runoff volumes from new development. May require financial investment to increase flow rate and capacity. Given the high level of intensification planned for Growth Option 1 within the Built-up Area, flooding may be exacerbated by increased impervious surfaces, requiring comprehensive approaches to stormwater management. 	
Overall Result	<p>Growth Option 1 addresses most aspects of this theme:</p> 	<p>Growth Option 2 addresses most aspects of this theme:</p> 

NATURAL HAZARDS CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
Summary	Growth Options 1 and 2 both mostly address the theme of 'Natural hazards' as defined by the considerations as both growth options have the potential to direct development away from hazardous lands, provided a comprehensive approach to natural hazards is undertaken.	



Municipal Finance

Planning for growth requires the City to consider the financial implications of different growth options. 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.

MUNICIPAL FINANCE CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
<p>Are there any significant municipal financial risks associated with the growth option?</p>	<p>Growth Option 1 addresses most of the consideration:</p> <ul style="list-style-type: none"> • Appendix B: Municipal Finance Reports includes a memo by Watson & Associates Economists Ltd regarding fiscal considerations. This memo identifies that the infrastructure requirements to service an additional 236,000 residents and 132,000 employees will be substantial under both Growth Options. However, based on the information below the anticipated costs will be more significant under Growth Option 2 in comparison to Growth Option 1: <p>Water / Wastewater</p> <ul style="list-style-type: none"> ○ Growth Option 1 will likely require the installation of new transmission infrastructure to provide water to certain Pressure Districts in new greenfield areas. ○ There appears to be no difference in pumping and treatment requirements between the two Growth Options. <p>Stormwater</p> <ul style="list-style-type: none"> ○ Although the expansion into lands outside of the existing urban boundary would entail higher costs for stormwater infrastructure, the capital costs would be offset by development charges. <p>Transportation</p> <ul style="list-style-type: none"> ○ It is less costly to build new roads in new greenfield areas versus expanding existing roadways across the built up area. However, in total, the ambitious density scenario will require more additional roads at a higher overall total capital cost. In addition, the operating costs are 	<p>Growth Option 2 addresses some of the consideration:</p> <ul style="list-style-type: none"> • Appendix B: Municipal Finance Reports includes a memo by Watson & Associates Economists Ltd regarding fiscal considerations. This memo identifies that the infrastructure requirements to service an additional 236,000 residents and 132,000 employees will be substantial under both Growth Options. However, based on the information below the anticipated costs will be more significant under Growth Option 2 in comparison to Growth Option 1: <p>Water / Wastewater</p> <ul style="list-style-type: none"> ○ Growth Option 2 will require upgrades and expansion to existing infrastructure across the built up area. Replacement of existing linear water infrastructure normally costs 250-300% more versus the cost of putting new linear services in a greenfield area. ○ In comparison to Growth Option 1, Growth Option 2 may require less new water storage due to certain service areas not needing additional storage to 2051. ○ More combined sewer overflows will be required under Growth Option 2. ○ There appears to be no difference in pumping and treatment requirements between the two Growth Options. <p>Stormwater</p> <ul style="list-style-type: none"> ○ Within the existing urban boundary there is not a significant difference in expected costs as

MUNICIPAL FINANCE CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	<p>expected to be higher under the ambitious density scenario.</p> <p>Transit</p> <ul style="list-style-type: none"> ○ Growth Option 1 would require more bus service to accommodate the growth within Whitebelt areas leading to a potentially higher capital expenditure. <p>Parks / Recreation</p> <ul style="list-style-type: none"> ○ Land costs required to develop parks and recreation facilities will be much more substantial across the built up area in comparison to new greenfield areas. Based on the City's OP targets for parkland, it is unlikely that parkland needs will be fulfilled through parkland dedication due to limited availability of developable land across the built up area. <ul style="list-style-type: none"> ● Appendix B: Municipal Finance Reports includes a Financing Options for Growth Memo by Watson & Associates Economists Ltd. This memo identifies that financing agreements with developers such as Service Emplacement Agreements function well in greenfield areas, where there is usually a group of developing landowners that own large blocks of developable land. It is more straightforward to engage the group of landowners that are planning to develop large areas to upfront the required costs for infrastructure. 	<p>imperviousness does not generally change with intensification.</p> <p>Transportation</p> <ul style="list-style-type: none"> ○ It is more costly to expand existing roadways across the built up area versus building new roads in new greenfield areas. <p>Transit</p> <ul style="list-style-type: none"> ○ As the City is moving ahead with an L.R.T. system within the existing Urban Area, it would appear that servicing within the intensification zones of the lower City will be serviced by this new transit service. <p>Parks / Recreation</p> <ul style="list-style-type: none"> ○ Land costs required to develop parks and recreation facilities will be lower within new greenfield areas in comparison to lands across the built up area. <ul style="list-style-type: none"> ● Appendix B: Municipal Finance Reports includes a Financing Options for Growth Memo by Watson & Associates Economists Ltd. This memo identifies that lands to be used for intensification are often owned in small lots by homeowners and businesses. It becomes much more difficult to engage with these landowners to provide upfront financing for infrastructure as usually only large developers would have the financing ability.

MUNICIPAL FINANCE CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
Overall Result	Growth Option 1 addresses most aspects of this theme: 	Growth Option 2 addresses some aspects of this theme: 
Summary	Growth Option 1 more fully addresses the theme of 'Municipal Finance' as defined by the the consideration as the costs to provide new infrastructure in greenfield areas are lower in comparison to existing. Also, the existing municipal financial tools are better suited to greenfiled areas compared to developing lands within the existitng built up area.	



Infrastructure and Public Service Facilities

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. Public service facilities includes lands, buildings, and structures required for the provision of programs and services such as social assistance, recreation, police and fire protection, health and education programs, and cultural services.

INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
<p>Does the growth option result in significant impacts to the City's existing or planned infrastructure?</p>	<p>Growth Option 1 addresses most aspects this consideration:</p> <ul style="list-style-type: none"> • Appendix C: Water, Wastewater, and Stormwater Servicing Report identifies that for infrastructure Growth Option 2 will have more impacts within any new greenfield areas as compared to intensification areas. • Overall, it is anticipated that additional servicing infrastructure will be required under Growth Option 1 with the potential for more overall length of linear works and potentially more facilities as compared to Growth Option 2. • Growth Option 1 will also require upgrades in existing built up areas to accommodate intensification in a number of the nodes and corridors, such as in the Downtown Core. As compared to Growth Option 2, these required upgrades are likely to be less complex. • In general, most stormwater impacts can be mitigated with infrastructure upgrades. Both scenarios will require significant on-site controls within intensification areas and, although more growth is projected in the No UBE scenario, the upgrade requirements will likely be similar to that of the Ambitious Density Scenario since the degree of land 	<p>Growth Option 2 addresses most aspects this consideration:</p> <ul style="list-style-type: none"> • Appendix C: Water, Wastewater, and Stormwater Servicing Report identifies that for infrastructure Growth Option 2 will have more impacts within intensification areas such as the Downtown Core as compared to Growth Option 1. • Overall, it is anticipated that additional servicing infrastructure will be required under Growth Option 2. The infrastructure upgrades required as part of Growth Option 2 are anticipated to be more significant as compared to Growth Option 1. Development, design, and implementation of required upgrades may be more challenging due to a range of factors: <ul style="list-style-type: none"> ○ More complex servicing solutions required: <ul style="list-style-type: none"> ▪ Combined system ▪ More infrastructure (# of pipes) impacted by growth ▪ More existing capacity constraints resulting in potential upgrades of existing infrastructure ▪ Potentially larger scale of new/upgraded infrastructure within intensification areas ○ Determination of treatment requirements for municipal and private combined (F-5-5

INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	<p>use change (i.e., impervious coverage) will be comparable across both scenarios.</p> <ul style="list-style-type: none"> • Within Greenfield areas, new stormwater infrastructure will be required for the Ambitious Density Scenario, which may impact natural receiving systems and may require relocation of some watercourses. • Expansion into the Greenfield areas under the Ambitious Density scenario provides an opportunity for 100% funding through the Development Charges (DC) process as well as clear delineation of projects that are dedicated for growth, not for addressing existing constraints (e.g. new PD7 Pumping and Storage, new feeder mains for growth areas, Lower Centennial Trunk Sewer, etc.). However, due to the nature of the growth being more spread out over a larger geographical area with relatively little existing servicing, potential for more infrastructure (overall length of linear works and potentially more facilities) will likely be required. 	<p>guidelines) and Combined Sewer Overflow requirements</p> <ul style="list-style-type: none"> ○ Constructability challenges within built-out intensification areas ○ Potential higher cost. • In general, most stormwater impacts can be mitigated with infrastructure upgrades. Both scenarios will require significant on-site controls within intensification areas and, although more growth is projected in the No UBE scenario, the upgrade requirements will likely be similar to that of the Ambitious Density Scenario since the degree of land use change (i.e., impervious coverage) will be comparable across both scenarios. • With Growth Option 2, minimal greenfield growth and subsequent new stormwater infrastructure will be needed, which minimizes potential additional impacts to watercourses (creeks/streams), as well as potential longer-term needs for O&M of natural or man-made infrastructure. • In terms of financing, Growth Option 2 presents the potential for more complex financing scenarios whereby costs of projects may need to be split based on growth-related infrastructure upgrades and benefit to existing population as compared to Growth Option 1.

INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
<p>Does the growth option result in significant impacts to the City's existing or planned public service facilities?</p>	<p>Growth Option 1 addresses most aspects of this consideration:</p> <ul style="list-style-type: none"> • Growth Option 1 includes an intensification target of 60% growth within the City's built-up area (approximately 66,190 additional units in the Built-Up Area (BUA)). This level of growth planned across the BUA is expected to make best use of existing public service facilities, such as parks, libraries, schools, hospitals, fire/emergency services and other public facilities. Targeted upgrades would be required to areas within the BUA that are expected to accommodate the future intensification, such as the Downtown and other key nodes/corridors. The 60% intensification target is a significant amount of population and housing to be allocated within the BUA and would require a comprehensive approach to public services facilities planning. • Growth Option 1 is not expected to have significant impact on planned facilities for existing Designated Greenfield Areas, which have plans in place for future public facilities (DGA is planned to accommodate 15,430 units). • Growth Option 1 would also require a full range of new public facilities to serve the 	<p>Growth Option 2 addresses most aspects of this consideration:</p> <ul style="list-style-type: none"> • In Growth Option 2 for a period of time, existing public service facilities would be used to their maximum service capacity resulting in an efficient use of existing resources. However, over time as growth occurs, certain areas of the City may see a strain on existing service facilities including the Centennial Node (additional 7,360 units) and the Downtown Node (additional 31,500 units). • In regards to planning for future needs, there are expected to be greater challenge in accommodating and planning for parks, recreational and other facilities due to land and capacity constraints within the BUA. Some of the challenges associated with the higher level of intensification would include: <ul style="list-style-type: none"> ○ Greater need to reinvest in the renewal and expansion of existing facilities within the built-up area to accommodate growing demand. Many of these are located in Lower Hamilton and involve other partners, such as schools and non-profits (e.g., YM/YWCA). ○ Not all existing facilities will be able to accommodate growing demand. Wait lists may increase and access may need to be reallocated to priority groups.

INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	<p>population added with 28,260 new units in future expansion area(s). The City's traditional forms of recreation and park facility development would continue in these areas, guided by the principles, needs and strategies identified in the Recreation Master Plan. Examples include the provision of multi-use community centres containing multiple spaces that support all ages and abilities. Community parks containing multiple sports fields and recreation amenities will also be possible. Due to land use patterns in lower density areas, more neighbourhood-level amenities that are provided based on a model of equitable distribution – such as playgrounds, courts, and spray pads – may be required compared to Growth Option 2.</p> <ul style="list-style-type: none"> Given the distribution of future population growth across the City, comprehensive master planning for the entire City would be required to plan for and support Growth Option 1 (e.g., cultural plan, fire master plan, parks and recreation plans, libraries, schools, etc.), with a particular emphasis on the Built Up Area's nodes and corridors and any future expansion areas and associated nodes/corridors. 	<ul style="list-style-type: none"> Facility provision and development will become more complex, and potentially more costly (due partially to higher land values). A greater focus will need to be placed on innovative facility provision strategies within high density areas, such as those involving partnerships and leased space within integrated multi-partner developments. Private amenity space will become more common (e.g., condo pools, fitness centres, etc.). Municipal programming within these spaces will be restricted, therefore their ability to serve a broader population is likely to be quite limited <ul style="list-style-type: none"> Accordingly, accommodating the 81% intensification within the BUA would require the City to explore alternative solutions/standards for parks, recreation and other public facilities. Similar to Growth Option 1, comprehensive master planning for the entire City would be required to plan for and support Growth Option 2 (e.g., cultural plan, fire master plan, parks and recreation plans, libraries, schools, etc.) for the existing urban area. The capital cost of some new facilities or the retrofit/expansion of existing facilities to

INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	<ul style="list-style-type: none"> The capital cost of most new facilities to accommodate growth could be funded through Development Charges and the City would need to plan for any additional operating costs. 	accommodate growth could be funded through Development Charges and the City would need to plan for any additional operating costs.
Overall Result	Growth Option 1 addresses most aspects of this theme: 	Growth Option 2 addresses most aspects of this theme: 
Summary	Growth Options 1 and 2 both mostly address the theme of 'Infrastructure & Public Service Facilities' as defined by the considerations as comprehensive master planning would be required to plan for and support future infrastructure and public service facility requirements.	



Transportation Systems

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.

TRANSPORTATION SYSTEMS CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
<p>Does the growth option result in significant impacts to the City’s existing or planned transportation infrastructure?</p>	<p>Growth Option 1 addresses some aspects of the consideration:</p> <ul style="list-style-type: none"> • Appendix D: Transportation Report presents the results of transportation modelling conducted by the City and AECOM to a 2051 time horizon with a base model year of 2016. Both options assume the LRT would be in place. It should be noted that the current model does not account for paradigm shifts in transportation (e.g., telecommuting, autonomous vehicles) given the current state of knowledge regarding these trends. The basic modelling results still provide an appropriate basis of comparison for the purpose of evaluating broad growth options. • Growth Option 1 will result in significant impacts to the City’s existing and planned infrastructure. • Impacts on the road network include: <ul style="list-style-type: none"> ○ Projected need for 50.8 km of new roadways (centreline km), 157.16 km of new capacity improvements, 34.71 km of urbanized roads, ○ Two screenlines that would exceed capacity (northbound escarpment and westbound downtown), ○ Significant increase in capital and operating cost associated with 	<p>Growth Option 2 addresses most aspects of this consideration:</p> <ul style="list-style-type: none"> • Appendix D: Transportation Report presents the results of transportation modelling conducted by the City and AECOM to a 2051 time horizon with a base model year of 2016. Both options assume the LRT would be in place. It should be noted that the current model does not account for paradigm shifts in transportation (e.g., telecommuting, autonomous vehicles) given the current state of knowledge regarding these trends. The basic modelling results still provide an appropriate basis of comparison for the purpose of evaluating broad growth options. • Growth Option 2 will result in significant impacts to the City’s existing and planned infrastructure. • Impacts on the road network include: <ul style="list-style-type: none"> ○ Projected need for 18.81 km of new roadways (centreline km), 91.35 km of new capacity improvements, 18.81 km of urbanized roads, ○ Notwithstanding an increase in transit mode share for this growth option, the absolute auto volumes will be higher within the inner urban area resulting in greater levels of congestion, ○ There are two screenlines that would exceed capacity (northbound escarpment and westbound downtown), ○ Increased vehicle trips in intensification areas may generate the need for additional traffic calming measures, and

TRANSPORTATION SYSTEMS CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	<p>maintaining, operating and asset management⁵,</p> <ul style="list-style-type: none"> ○ Increase in new roadways will put pressure on the ability to deliver infrastructure at a pace to keep up with demand, ○ Vehicle trips from new growth areas may generate more cut-through traffic in adjacent existing areas resulting in the need for traffic calming measures, and ○ Relative to existing condition and Growth Option 2, Growth Option 1 will see higher per capita vehicle kilometres travelled and higher per capita travel times, suggesting overall network performance will be less efficient. <ul style="list-style-type: none"> ● Overall Growth Option 1 is compatible with the City's "in development" and planned higher order transit corridors. Impacts to transit include: <ul style="list-style-type: none"> ○ Approximately 79% increase in transit service hours required City-wide, ○ Requires extension of routes or new routes to service new growth areas, 	<ul style="list-style-type: none"> ○ A moderate increase in capital and operating cost associated with operating, maintaining and asset management of the road network. ● Overall Growth Option 2 is compatible with the City's "in development" and planned higher order transit corridors. Impacts to transit include: <ul style="list-style-type: none"> ○ Approximately 79% increase in transit service hours required City-wide, ○ Requires enhanced service levels in intensification areas to address growth, ○ Greater reliance on transit to meet modal share targets, given road network constraints in built up areas, ○ Increased need for upgrades to existing transit amenities, and ○ Intensification of development in existing built-up areas and in proximity to existing employment and commercial areas promotes mixed use development, which improve cost efficiency of transit services (e.g., flatter peak loads, two-way travel demands) ● Impacts to active transportation include: <ul style="list-style-type: none"> ○ Will require upgrades to existing and near term planned cycling facilities to facilitate all ages and

⁵ Note that there are some differences in how costs are perceived between the Transportation and Municipal Finance analysis. The Transportation analysis notes that there could be lower relative operating/capital costs associated with the road and transit networks when comparing the two options on the basis that the network would need to service new areas (and therefore have higher relative operating costs and possibly capital costs). The Municipal Finance analysis memo examines all type of infrastructure and notes that infrastructure investment as a whole (water, sewer, roads, public service facilities, stormwater, etc) is more costly in the BUA vs. DGA when comparing the capital costs of building in the two different environments, recognizing that there are higher property acquisition costs and need for more complex technical solutions in the BUA compared to DGA.

TRANSPORTATION SYSTEMS CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	<ul style="list-style-type: none"> ○ Increases capital costs for new transit amenities and upgrades to amenities adjacent to new growth areas, and ○ Potential to invest in park and ride facilities to support transit. ● Impacts to active transportation include: <ul style="list-style-type: none"> ○ Transportation networks within Urban Expansion Areas will be designed based on a complete streets approach and include active transportation facilities, ○ Will require connections and enhancements to existing trail system to facilitate commuter travel, and ○ Development of potential urban expansion areas will drive need for addressing sidewalk gaps in nearby adjacent neighbourhoods and connecting streets (e.g. Upper Centennial, Upper James south of Hydro corridor). 	<p>abilities travel and accommodate increased demands,</p> <ul style="list-style-type: none"> ○ Will be more competition for road space between users as a result of higher densities in some areas, and ○ Will increase need for amenities to support walking and cycling trips.
<p>Does the growth option provide an urban form that will expand convenient access to a range of transportation options including active transportation, to</p>	<p>Growth Option 1 addresses some aspects of the consideration:</p> <ul style="list-style-type: none"> ● Increased intensification target of 60% and a planned density of 60 people and jobs per hectare in the existing DGA density and 71 people and jobs per hectare in the expansion area will provide opportunities for more complete community development across the City. 	<p>Growth Option 2 addresses some aspects of the consideration:</p> <ul style="list-style-type: none"> ● Increased intensification target of 81% and a planned density of 60 people and jobs per hectare in the existing DGA density will provide opportunities for more complete community development across the City. <ul style="list-style-type: none"> ○ Both options will increase the number of residents and jobs within transit-supportive areas (i.e., 50 persons and jobs per hectare).

TRANSPORTATION SYSTEMS CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
<p>promote complete communities?</p>	<ul style="list-style-type: none"> ○ Both options will increase the number of residents and jobs within transit-supportive areas (i.e., 50 persons and jobs per hectare). Growth Option 1 will result in 44.8% of the population and 50.2% of jobs being in transit-supportive areas. ● 85.4% of residents and 85.3% of jobs are projected to be within 400 m of planned active transportation network. ● While planning for complete communities, there is an opportunity to provide accessible and connected active transportation networks. However, boundary expansions with high single-detached dwelling unit counts generally increase trip distances to/from local amenities (e.g. grocery stores etc.) and decreases the likeliness to use active transportation. In addition, the required timeframe to build out new urban areas could mean that options for sustainable transportation are not available for early residents. 	<p>Growth Option 2 will result in 53.2% of the population and 55.5% of jobs being in transit-supportive areas.</p> <ul style="list-style-type: none"> ● 89.6% of residents and 87.6% of jobs projected to be within 400 m of planned active transportation network, and ● Intensification will support more local amenities (e.g. grocery stores, corner stores, etc.) which in turn allows for more short trips by active transportation.
<p>Does the growth option prioritize development of areas that would be connected to the planned BLAST network or existing transit?</p>	<p>Growth Option 1 addresses some aspects of the consideration:</p> <ul style="list-style-type: none"> ● Growth Option 1 has the potential to prioritize development of areas that would be connected to the planned BLAST network and existing transit. This is in part due to the planned intensification as part of this option, but the overall ability to meet this 	<p>Growth Option 2 addresses some aspects of the consideration:</p> <ul style="list-style-type: none"> ● Growth Option 2 prioritizes the development of areas that would be connected to the planned BLAST network and existing transit. Growth Option 2 is projected to result in 61.3% of population and 63.5% of jobs within 800 m of BLAST corridor and 77% of residents and 75.3% of jobs within 400 m of Local

TRANSPORTATION SYSTEMS CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	<p>consideration would depend on which Candidate Expansion Areas are selected should this option is selected.</p> <ul style="list-style-type: none"> • An expansion of the urban boundary provides an opportunity to build communities around transit. As there is currently minimal local transit within the whitebelt, service extensions will be required, and extension of services would require changes to current area rating policy. • Growth Option 1 is projected to result in 56% of residents and 60.2% of jobs projected to be within 800 m of BLAST corridor and 66% of residents and 68.6% of jobs projected to be within 400 m of Local HSR network. However, densities are unlikely to support transit service levels needed to build transit-oriented communities from day one and maximize transit mode shares, unless there is a mechanism to subsidize transit services in the short term. 	<p>HSR network. It is also projected to result in 68,200 more people living (8.4%) within areas that are transit supportive (>50 ppj/ha).</p> <ul style="list-style-type: none"> • Growth Option 2 leverages investments by senior levels of government in the B-Line and A-Line corridors and overall is more suitable to support transit ridership due to higher densities resulting in an increased possibility of increasing mode share with improved services.
Overall Result	<p>Growth Option 1 addresses some aspects of this theme:</p> 	<p>Growth Option 2 addresses most aspects of this theme:</p> 

TRANSPORTATION SYSTEMS CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
Summary	Both options will result in significant impacts to the City's existing and planned infrastructure. Growth Option 2 more fully addresses the theme of 'Transportation Systems' as it has a higher level of intensification and has better potential to support the City's investments in transit.	



Natural Heritage and Water Resources

The 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.

NATURAL HERITAGE AND WATER RESOURCES CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
<p>Does the growth option avoid and protect Natural Heritage Systems as identified by the City and the Growth Plan?</p>	<p>Growth Option 1 addresses some aspects of this consideration:</p> <ul style="list-style-type: none"> • In general, the Rural Hamilton Official Plan and Provincial policy direct development away from the natural heritage system, including the Greenbelt Natural Heritage System, and require mitigation measures to demonstrate no negative impacts on the natural heritage system where development is proposed in proximity to the system. • Growth Option 1 would require the addition of 1,310 ha of new urban land. Growth Option 1 expands impacts of development into a larger portion of the Natural Heritage System, impacting additional natural heritage features and functions. Portions of the Natural Heritage System are located within the potential Expansion Areas, including Core Areas and Linkages: <ul style="list-style-type: none"> ○ Life Science Areas of Natural and Scientific Interest (ANSI) and Earth Science ANSI ○ Significant Woodlands ○ Environmentally Significant Areas ○ Wetlands and Streams ○ Greenbelt Natural Heritage System • While development would generally be directed away from these features, the presence of development in close proximity is likely to have adverse impacts on the quality of the 	<p>Growth Option 2 addresses most aspects of this consideration:</p> <ul style="list-style-type: none"> • In general, the Urban Hamilton Official Plan and Provincial policy direct development away from the natural heritage system, including the Niagara Escarpment, and require mitigation measures to demonstrate no negative impacts on the natural heritage system where development is proposed in proximity to the system. • Portions of the Natural Heritage System are located within the Urban Boundary, including Core Areas and Linkages: <ul style="list-style-type: none"> ○ Life Science ANSI and Earth Science ANSI ○ Significant Woodlands ○ Environmentally Significant Areas ○ Wetlands and Streams ○ Niagara Escarpment • Significant Woodlands and Environmentally Significant Areas are mainly concentrated along the southern boundary of the Niagara Escarpment Area. In addition to the Niagara Escarpment, a small portion of lands within the existing urban boundary fall under the Parkway Belt West Plan. The Parkway Belt West Plan provides a system of linked natural areas and protected utility corridors. • Growth Option 2 carries the risk that existing natural features within the existing Urban Area will be subjected to increased pressures through encroachment, invasive species, reduced buffers, biodiversity degradation and removal of natural

NATURAL HERITAGE AND WATER RESOURCES CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	<p>feature/functions that would need to be minimized/mitigated.</p> <ul style="list-style-type: none"> • An Environmental Impact Study and Linkage Assessment would be required to demonstrate avoidance and protection of the Natural Heritage System. In addition prior to development or site alteration within 120 m of the Core Area, a vegetation protection zone will have to be determined to protect the features and its functions within the Expansion Area. • Based on the above and in comparisons to Growth Option 2, Growth Option 1 has some potential to avoid and protect the City’s Natural Heritage Systems on the basis that development will generally be directed away from designated natural heritage features. Under Growth Option 1, the necessary studies will have to be completed to demonstrate the avoidance and protection of Heritage Systems as identified by the City and the Growth Plan, as well as other Provincial policy direction. 	<p>areas as a result of the significantly high quantum of development directed to the Built-Up area and existing Designated Greenfield Areas</p> <ul style="list-style-type: none"> • Growth Option 2 does not require the addition of new urban land. However, based on the forecasted population growth and the anticipated development/redevelopment within the existing urban boundary, additional environmental studies may have to be completed to determine if further mitigation measures are required to protect the Natural Heritage System within the Urban Boundary. • Based on the above and in comparisons to Growth Option 1, Growth Option 2 has the most potential to avoid and protect the City’s Natural Heritage Systems. Under Growth Option 2, development will continue to avoid and protect Natural Heritage Systems as identified by the City and the Growth Plan, as well as other Provincial policy direction.
<p>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?</p>	<p>Growth Option 1 addresses some aspects of this consideration:</p> <ul style="list-style-type: none"> • Some Key Hydrological Features are located within the Urban Boundary, including Lakes and Littoral Zones, Streams. The Littoral Zones are concentrated along the Lake Ontario shoreline and the Hamilton Harbour. 	<p>Growth Option 2 addresses all aspects of this consideration:</p> <ul style="list-style-type: none"> • Some Key Hydrological Features are located within the Urban Boundary, including Lakes and Littoral Zones, Streams. The Littoral Zones are concentrated along the Lake Ontario shoreline and the Hamilton Harbour.

NATURAL HERITAGE AND WATER RESOURCES CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	<ul style="list-style-type: none"> • Growth Option 1 would require the addition of 1,310 ha of new urban land. While Sub-watershed Studies have partially been completed (i.e., Phase 1) or fully completed for portions of land associated with the Candidate Expansion Areas, a Sub-watershed Study/Studies would be required to confirm avoidance and / or mitigation of potential negative impacts on watershed conditions and the water resource system • Given that new urban land would be required, Growth Option 1 has the potential to negatively impact new key hydrologic features due to change in runoff regime. In addition, there is the potential to increase sedimentation/pollutants and flooding due to increased impervious surfaces. In addition, resources to monitor water quality would be stretched over a larger area – may not be sufficient resources. • Given that the City of Hamilton is located within three Sourcewater Protection Regions (i.e., Halton-Hamilton, Lake Erie, Niagara Peninsula) and portions of the Rural Area are located within the Greenbelt Plan Area, the City’s has a comprehensive policy framework in place to protect its source water areas, including Highly Vulnerable Aquifers and Significant Groundwater Recharge Areas. These areas are critical component to the City’s ability to ensure a safe, 	<ul style="list-style-type: none"> • Growth Option 2 does not require the addition of new urban land. However, based on the forecasted population growth and the anticipated development/redevelopment within the existing urban boundary, additional environmental studies may have to be completed to determine if further mitigation measures are required to protect Key Hydrological Features within the Urban Boundary based on the high concentration of new urban development. • An intensification rate of 81% will place significant pressure on the City existing stormwater management infrastructure systems. Growth Option 2 carries risk that flooding may be exacerbated by increased impervious surfaces. However, a more compact urban boundary would require the City to implement low impact developments (LIDs) on a City-wide scale to effectively reduce and mitigate the risk of flooding. • Given that the City of Hamilton is located within three Sourcewater Protection Regions (i.e., Halton-Hamilton, Lake Erie, Niagara Peninsula) and portions of the Urban Area are located within the Niagara Escarpment Plan Area, the City’s has a comprehensive policy framework in place to protect its source water areas, including Highly Vulnerable Aquifers and Significant Groundwater Recharge Areas. These areas are critical component to the City’s ability to ensure a safe, reliable supply

NATURAL HERITAGE AND WATER RESOURCES CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	<p>reliable supply of drinking water for existing and future residents and businesses.</p> <ul style="list-style-type: none"> • In addition, stormwater management (SWM) is required to protect/manage impacts to watersheds and associated natural systems reliant on water. As per above, since SWM is not 100 % effective there may be some residual impacts on water quality and runoff volumes; peak flows (flood control) expected to be suitably managed to pre-development conditions. • Comprehensive stormwater management would be required to minimize and mitigate negative impacts of urban runoff on water quality and to maximize opportunities for infiltration. • The ability to implement the City’s source protection framework under Growth Option 1 presents greater potential risk for source water protection due to the amount of new land required. 	<p>of drinking water for existing and future residents and businesses.</p> <ul style="list-style-type: none"> • Comprehensive stormwater management (SWM) would continue to be required to minimize and mitigate negative impacts of urban runoff on water quality and to maximize opportunities for infiltration. • Based on the above, and in comparison to Growth Option 1, there is limited potential for impacts to external watersheds and the associated runoff regime if development and redevelopment within the Urban Area continues to demonstrate an avoidance and / or mitigation of potential negative impacts on watershed conditions and the water resource system.
<p>Overall Result</p>	<p>Growth Option 1 addresses some aspects of this theme:</p> <div style="text-align: center;">  </div>	<p>Growth Option 2 addresses most aspects of this theme:</p> <div style="text-align: center;">  </div>

NATURAL HERITAGE AND WATER RESOURCES CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
<p style="text-align: right;">Summary</p>	<p>Growth Option 2 more fully addresses the theme of ‘Natural Heritage and Water Resources’ as defined by the considerations as there is limited potential for impacts to external watersheds and the associated runoff regime if development and redevelopment within the Urban Area continues to demonstrate an avoidance and / or mitigation of potential negative impacts on watershed conditions and the water resource system. Both Growth Options will continue to avoid and protect Natural Heritage Systems as identified by the City and the Growth Plan, as well as other Provincial policy direction.</p>	



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.

COMPLETE COMMUNITIES CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
<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?</p>	<p>Growth Option 1 addresses most aspects of this consideration:</p> <ul style="list-style-type: none"> • Growth Option 1 provides opportunities for compact built form with an overall intensification target of 60% and a DGA density target of 60 people and jobs per hectare within the Urban Area. In addition, Growth Option 1 has a DGA density target of 77 people and jobs per hectare in the Expansion Area. • This option allows for a high level of intensification of existing areas within the urban boundary and plans for new growth in the expansion area to be planned with densities that support the development of a mix of uses in a compact built form. • Growth Option 1 allows for planning for a full range of uses in new expansion areas to ensure a range of housing forms, community amenities, and services are provided that will create a complete community. • Growth Option 1 forecasts a City-wide housing unit growth of 25% single / semi-detached, 25% townhouses, and 50% apartments by 2051. This option allows for a variety of housing options to be developed which could accommodate a variety of households at different stages. There are unknown impacts on the overall affordability of the City's supply of housing under Growth Option 2. 	<p>Growth Option 2 addresses some aspects of this consideration:</p> <ul style="list-style-type: none"> • Growth Option 2 has an 81% intensification target and includes a DGA density target of 60 people and jobs per hectare within the Urban Area. The high intensification rate and DGA density will provide opportunities for compact built form. • This option provides a less diverse mix of land uses because it relies on land available in the existing urban boundary to be developed with medium and high density uses to accommodate growth. Providing space for a mix of community related uses and amenities, like parkland may be challenging. • Growth Option 2 forecasts a City-wide housing unit growth of 9% single / semi-detached, 13% townhouses, and 78% apartments by 2051. The limited percentage of ground-oriented housing options would not provide a full range of housing options. The resulting housing supply could result in a lack of choice for households larger than two persons. There are unknown impacts on the overall affordability of the City's supply of housing under Growth Option 2.

COMPLETE COMMUNITIES CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
<p>Does the growth option improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes?</p>	<p>Growth Option 1 addresses most aspects of this consideration:</p> <ul style="list-style-type: none"> Aspects of growth management planning which help to improve overall social equity and quality of life for people of all ages, abilities and incomes are associated with access to housing options, opportunities for transit-supportive development, reduced commuting times, job creation and improved access to parks, recreation and other community amenities. Access to housing across all aspects of the housing continuum is a complex matter, of which housing supply is only one component. Growth Option 1 provides a range of housing options, offering a mix of low, medium and high density housing choices across the City. The housing mix in Option 1 is aligned with anticipated market demand and should help to broaden the housing options for existing and future residents. With an intensification target of 60%, Growth Option 1 provides opportunities for transit-supportive development in the Built-Up Area. The community area expansion is planned to achieve densities which support transit development, however, there would likely be lower transit ridership levels in locations where there are more ground oriented housing units planned. In these locations, longer commute times could be anticipated. 	<p>Growth Option 2 addresses some aspects of this consideration:</p> <ul style="list-style-type: none"> Aspects of growth management planning which help to improve overall social equity and quality of life for people of all ages, abilities and income are associated with access to housing, opportunities for transit-supportive development, reduced commuting times, job creation and improved access to parks, recreation and other community amenities. Growth Option 2 provides a less balanced supply of housing options, offering a mostly high density housing choices and limited options for ground oriented housing. The housing mix in Option 2 is not aligned with anticipated market demand and could have negative impacts on access to housing choices. Growth Option 2 has more opportunities for transit supportive development compared to Option 1. With 81% of the future growth located in the Built-Up Area, there is potential to increase opportunities, reduce commuting times and improve access to transit for people living and working in the City. Accommodating the 81% intensification rate would require the City to comprehensively update building height and densities along its key nodes and corridors to accommodate the growth. Growth Options 1 and 2 provide the same employment forecast by type, both offering potential for a wide range of economic development opportunities, job creation and access for people living in the City.

COMPLETE COMMUNITIES CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	<ul style="list-style-type: none"> • Growth Options 1 and 2 provide the same employment forecast by type, both offering potential for a wide range of economic development opportunities, job creation and access for people living in the City. • Growth Option 1 distributes the population growth amongst a number of the City’s key nodes and corridors. The Downtown Node is assumed to grow by additional 18,500 units; the Elfrida Node is assumed to grow by additional 300 units; and the James/Rymal Node by additional 600 units; and corridors by 10,500 units. • The scale of future growth and development anticipated for the City’s key nodes and corridors will require comprehensive planning to ensure that there is an adequate supply of parks, recreational, education and other community amenities to support future development. However, the distribution of growth around the City will ensure that investment in new or improved community amenities will not only be concentrated in one specific area. This may contribute to quality of life if access to adequate community amenities is disbursed across the City, including in new expansion areas. 	<ul style="list-style-type: none"> • Growth Option 1 distributes the population growth amongst a number of the City’s key nodes and corridors. The Downtown Node is assumed to grow by additional 31,500 units; the Elfrida Node is assumed to grow by additional 405 units; the James/Rymal Node by additional 7,360 units; and corridors by 16,905 units. • The scale of future growth and development anticipated for the City’s key nodes and corridors will require comprehensive planning to ensure that there is an adequate supply of parks, recreational, education and other community amenities to support future development. While growth is proposed to be disbursed across the City, there would be pressure put on existing community services and amenities that may have limited options for expansion to respond to increased population growth due to lack of land availability and competition for land from other uses. This may impact quality of life, if community amenities are not adequate or available.
Does the growth option expand convenient access to	Growth Option 1 addresses most aspects of this consideration:	Growth Option 2 addresses most aspects of this consideration:

COMPLETE COMMUNITIES CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
<p>an appropriate supply of open spaces, parks, trails and recreation facilities?</p>	<ul style="list-style-type: none"> As Growth Option 1 would require 1,310 ha of new urban land to accommodate growth, open spaces, parks, trails and recreation facilities have the potential to be planned to be centralized due to the flexibility of available space within the Expansion Area. While Growth Option 1 provides the opportunity to plan for equitable access to all facility types, access may potentially be reduced due to the high percentage of single / semi-detached housing units and townhouses, requiring a personal vehicle or transit use to access facilities (such as sports fields and recreation complexes). Growth Option 1 provides potential to plan for an appropriate supply of open spaces, parks, trails and recreation facilities. The Parks Master Plan and the existing Recreational Trails Master Plan would have to be updated to account for the Expansion Area. 	<ul style="list-style-type: none"> As Growth Option 2 requires no new urban land to accommodate growth, existing open spaces, parks, trails and recreation facilities which are already established within the Urban Area are generally conveniently accessible. Neighbourhood-level park amenities are likely to be more congested due to higher use. In addition, space constraints may limit the supply of new open spaces, parks, trails and recreation facilities, pushing larger recreational facilities (such as sports fields and recreation complexes) to suburban areas, necessitating travel beyond the neighbourhood. Based on the above, and in comparison to Growth Option 1, Growth Option 2 has a higher potential to provide access to existing open spaces, parks, trails and recreation facilities. However, pressure will be placed on existing facilities to meet needs and wait lists may become longer. As no new urban land is added to Growth Option 2, space constraints may impact accessibility and supply. The Parks Master Plan and existing Recreational Trails Master Plan would need to account for appropriate parkland and trail provision given the new DGA density target.

COMPLETE COMMUNITIES CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
Overall Result	Growth Option 1 addresses most aspects of this theme: 	Growth Option 2 addresses some aspects of this theme: 
Summary	Growth Option 1 more fully addresses the theme of 'Complete Communities' as defined by the considerations as more undeveloped land is available to plan for an appropriate mix of housing and supply of open spaces, parks, trails and recreation facilities.	



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.

AGRICULTURAL SYSTEM CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
<p>Does the growth option prioritize development of areas that are non-prime agricultural?</p>	<p>Growth Option 1 addresses a few aspects of this consideration:</p> <ul style="list-style-type: none"> • Appendix E: Agricultural Report provides a summary of the Agricultural assessment. The current existing land uses within the Whitebelt Area consist of agriculture, speciality crop, rural, open space, and a mineral aggregate resource extraction areas. Growth Option 1 would require 1,310 ha of new urban land to accommodate growth and therefore has a greater potential impact on the existing Prime Agricultural Lands. The majority of lands within the Whitebelt Area are considered to be prime agricultural lands. • Based on the above and in comparison to Growth Option 2, Growth Option 1 would require the conversion of Prime Agricultural Lands to accommodate future development and therefore does not prioritize development of areas that are non-prime agricultural. 	<p>Growth Option 2 addresses all aspects of this consideration:</p> <ul style="list-style-type: none"> • Appendix E: Agricultural Report provides a summary of the Agricultural assessment. The current existing land uses within the existing urban boundary consist of neighbourhoods, open space, institutional, utility, commercial and mixed use designations, and employment area designations. Growth Option 2 allocated all future growth to lands within the current urban boundary and would require 0 ha of new urban land needed to accommodate growth. • Based on the above and in comparison to Growth Option 1, Growth Option 2 avoids the need for conversion of Prime Agricultural Lands to accommodate future development and therefore prioritizes development of areas that are non-prime agricultural.
<p>Does the growth option avoid, minimize and mitigate impacts on the Agricultural System, including Prime Agricultural Lands classifications 1, 2 and 3?</p>	<p>Growth Option 1 addresses a few aspects of this consideration:</p> <ul style="list-style-type: none"> • Based on statistics provided by the City, within the City’s rural area, 56% (49,960 ha) of land is designated Agriculture and 26% (23,226 ha) is designated Rural within the RHOP. These designations are based on Land Evaluation and Area Review (LEAR) 	<p>Growth Option 2 addresses most aspects of this consideration:</p> <ul style="list-style-type: none"> • The majority of lands within the existing urban boundary do not include soils with a Canada Land Inventory (CLI) Class 1, 2 or 3 rating. Based on the AIA, Growth Option 2 would require 0 ha of new urban land needed to accommodate growth. In

AGRICULTURAL SYSTEM CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	<p>evaluation. Notably, the LEAR identifies less Prime Agricultural Land because it takes into account land fragmentation, surrounding uses, among others, and by doing so lowers the overall rating.</p> <ul style="list-style-type: none"> • Based on the analysis and data collected for the AIA, all of the of lands outside the existing urban boundary in the whitebelt (2,197.6 ha or 100%) include soils with a Canada Land Inventory (CLI) Class 1 to 3 rating, which are considered Prime Agricultural Lands within the AIA Study Area: <ul style="list-style-type: none"> ○ Class 1: 1,522.4 ha or 69.3% ○ Class 2: 556 ha or 25.3% ○ Class 3: 119.1 ha or 5.4% • Based on the AIA, Growth Option 1 would require the conversion of up to 1,310 ha of existing Prime Agricultural Lands with CLI Soil Classes ranging from 1 to 3 to accommodate growth. • Based on the information below, there are 149 farm related active infrastructure, twenty-four (24) within the immediate AIA Study Area and 125 within the 1,500 m buffer area including: <ul style="list-style-type: none"> ○ Farm-related active infrastructure within the AIA Study Area: two garden centres/nurseries, one cidery, one hay barn, six storage barns, six equipment sheds, one farm house, one hobby farm, 	<p>addition, there are 0 ha of Prime Agricultural Lands within the existing urban boundary.</p> <ul style="list-style-type: none"> • Based on the above and in comparison to Growth Option 1, Growth Option 2 has greater potential to avoid, minimize and mitigate impacts on the Agricultural System.

AGRICULTURAL SYSTEM CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	<p>four grain storage silo, one sod distributor, and one irrigation pond.</p> <ul style="list-style-type: none"> ○ Farm-related active infrastructure within the 1,500 m buffer area: one cidery, one farmers market, four roadside stands, two cheese shops, five garden centres/greenhouse complexes, three storage barns, one soil mixing area, nine grain storage silos, 25 grain storage bins, 41 equipment sheds, one farm house, one farm machinery repair business, 31 hay barns, and one structure with an undetermined agricultural use. ● In addition, the extensive encroachment of future urban land uses would potentially lead to the fragmentation of farm parcels and heavy urban traffic would make operations difficult for future farm operators. ● Based on the above and in comparison to Growth Option 2, Growth Option 1 would have significant impacts on the existing Agricultural System and would require measures to minimize the impact on the broader Agricultural System. 	
<p>Does the growth option promote healthy, local and affordable food options, including urban agriculture?</p>	<p>Growth Option 1 addresses a few aspects of this consideration:</p> <ul style="list-style-type: none"> ● Growth Option 1 would concentrate the forecasted population growth people within the existing Urban Area, as well as 89,000 people within the Urban Expansion Area, requiring an additional 1,310 ha of land. As 	<p>Growth Option 2 addresses most aspects of this consideration:</p> <ul style="list-style-type: none"> ● Growth Option 2 would concentrate the forecasted population growth people within the existing urban area. As Growth Option 2 does not require the conversion of existing Prime Agricultural Lands outside the existing urban boundary, it is anticipated

AGRICULTURAL SYSTEM CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	<p>Growth Option 1 would require the conversion of up to 1,310 ha of land, which is primarily comprised of Class 1, 2 or 3 Prime Agricultural Lands (depending on the location of lands selected in the Whitebelt), it is anticipated that healthy, local and affordable food options would be impacted by the anticipated growth.</p> <ul style="list-style-type: none"> ○ Based on the AIA, fields within the Urban Expansion Area include crops (corn, soybean, winter wheat and hay), as well as some fallow fields and pasture land. One specialty crop is grown within two orchards (apples), as well as one abandoned orchard (apples). While information regarding active agricultural fields is not available, of the 2,197.6 ha of Candidate Expansion Area, 1,921.4 ha are considered agriculturally viable (meaning a parcel size of greater than 40 ha), and 1,721.4 ha have an existing primary land use of agricultural. ○ Based on the AIA, the following farm related infrastructure have been observed within the Urban Boundary Expansion Area: storage barns, hay barn, equipment sheds, grain storage silos, smaller storage buildings, nursery, garden centre, farm house, hobby farm, sod distributor, cidery, and an irrigation pond. Two livestock operation was observed, an 	<p>that healthy, local and affordable food options are maintained, with as more land for agricultural use is available.</p> <ul style="list-style-type: none"> ● Due to the forecasted level of growth within the existing urban boundary, it is anticipated that there would be less potential for urban agricultural uses for Growth Option 2 compared to Growth Option 1, as the scarcity of land within the urban area is likely to promote land uses with higher return on invest. However, the magnitude of difference in this regard between the two options is minimal as both options plan for significant levels of intensification. ● Based on the above and similar to Growth Option 1, Growth Option 2 has potential to promote healthy, local and affordable food options, but moderate potential to promote urban agriculture.

AGRICULTURAL SYSTEM CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	<p>equine operation and one poultry and equine operation.</p> <ul style="list-style-type: none"> • Due to the forecasted level of growth within the existing urban boundary, it is anticipated that there would be less potential for urban agricultural uses, as the scarcity of land within the urban area is likely to promote land uses with higher return on invest. Potential exists to plan for urban agriculture within the Urban Expansion Area. However, the magnitude of difference in this regard between the two options is minimal as both options plan for significant levels of intensification. • Based on the above and in comparisons to Growth Option 2, Growth Option 1 has moderate potential to promote healthy, local and affordable food options, including urban agriculture. 	
<p>Overall Result</p>	<p>Growth Option 1 addresses a few aspects of this theme:</p> 	<p>Growth Option 2 addresses most aspects of this theme:</p> 
<p>Summary</p>	<p>Growth Option 2 best addresses the considerations under 'Agriculture System' as growth is concentrated within the existing urban area and no agricultural lands within the City would be developed under this option.</p>	



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.

CULTURAL HERITAGE CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
<p>Does the growth option have the potential to impact cultural heritage resources including designated heritage properties, and can they be conserved?</p>	<p>Growth Option 1 addresses most aspects of this consideration:</p> <ul style="list-style-type: none"> • Within the Candidate Expansion Areas: <ul style="list-style-type: none"> ○ There are no known cultural heritage landscapes, individually designated properties, or Ontario Heritage Trust Easements (Part IV) within the Candidate Expansion Areas. ○ There are 48 heritage properties included on the City’s Inventory of Buildings of Architectural and/or Historical Interest (3 registered, and 45 inventoried which have yet to be evaluated for protection or recognition under the Ontario Heritage Act). ○ Any future development will be required to consider the potential for cultural heritage resources within the Candidate Expansion Areas. • Within the existing urban area, both of the Growth Options will result in significantly higher levels of intensification than the City has historically experienced, which may result in pressures to redevelop on or adjacent to heritage properties and within cultural heritage landscapes. Opportunities for adaptive reuse of heritage buildings and appropriate redevelopment on or adjacent to heritage properties and within heritage landscapes will need to be considered. <ul style="list-style-type: none"> ○ For growth anticipated for nodes and corridors in the existing urban area, 	<p>Growth Option 2 addresses most aspects of this consideration:</p> <ul style="list-style-type: none"> • Within the existing urban area, both of the Growth Options will result in significantly higher levels of intensification than the City has historically experienced, which may result in pressures to redevelop on or adjacent to heritage properties and within cultural heritage landscapes. Opportunities for adaptive reuse of heritage buildings and appropriate redevelopment on or adjacent to heritage properties and within heritage landscapes will need to be considered. <ul style="list-style-type: none"> ○ For growth anticipated for nodes and corridors in the existing urban area, there are 2,859 heritage properties included on the City’s Inventory of Buildings of Architectural and/or Historical Interest (231 designated, 965 registered, and 1,663 inventoried which have yet to be evaluated for protection or recognition under the Ontario Heritage Act) and 296 ha of cultural heritage landscapes that overlap with the nodes and corridors. • The pressures noted above are anticipated to be greater under Option 2 which includes 28,000 additional units being developed within the existing urban area, with focus on the City’s nodes and corridors.

CULTURAL HERITAGE CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	<p>there are 2,859 heritage properties included on the City's Inventory of Buildings of Architectural and/or Historical Interest (231 designated, 965 registered, and 1,663 inventoried which have yet to be evaluated for protection or recognition under the Ontario Heritage Act) and 296 ha of cultural heritage landscapes that overlap with the nodes and corridors.</p>	
<p>Does the growth option have the potential to impact significant archaeological resources?</p>	<p>Growth Option 1 addresses most aspects of this consideration:</p> <ul style="list-style-type: none"> • Within the Candidate Expansion Areas: <ul style="list-style-type: none"> ○ There is overall archaeological potential adjacent to or within the majority of the Candidate Expansion Area. ○ Any future development will be required to complete an Archaeological Assessment to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries. • Within the existing urban area, both of the Growth Options have the potential to impact areas of archaeological potential. Similar to above, any future development within these areas will be required to complete an Archaeological Assessment to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries. • Any future development within may also require municipal engagement with Indigenous communities to consider their interests when identifying, protecting and managing cultural 	<p>Growth Option 2 addresses most aspects of this consideration:</p> <ul style="list-style-type: none"> • Within the existing urban area, both of the Growth Options have the potential to impact areas of archaeological potential. Similar to above, any future development within these areas will be required to complete an Archaeological Assessment to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries. • Any future development within may also require municipal engagement with Indigenous communities to consider their interests when identifying, protecting and managing cultural heritage and archaeological resources in accordance with Archaeology Management Plan and the Indigenous Archaeological Monitoring Policy.

CULTURAL HERITAGE CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	heritage and archaeological resources in accordance with Archaeology Management Plan and the Indigenous Archaeological Monitoring Policy.	
Overall Result	Growth Option 1 addresses most aspects of this theme: 	Growth Option 2 addresses most aspects of this theme: 
Summary	Growth Options 1 and 2 both address most aspects of the consideration of 'Cultural Heritage' as both options have the potential to impact cultural heritage resources and both have the potential to impact significant archaeological resources.	



Conformity with Provincial Methodology

In planning for growth, municipalities are required to follow provincial policies and methodologies as outlined in policy documents such as the Growth Plan. The Growth Plan requires that municipalities follow the Provincial Land Needs Assessment Methodology which includes a market-based demand for housing.

CONFORMITY WITH PROVINCIAL METHODOLOGY CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
<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>	<p>Growth Option 1 addresses all aspects of this consideration:</p> <ul style="list-style-type: none"> • The objective of the Provincial LNA methodology is to ensure that sufficient land is available to accommodate market demand for all housing types including single/semi-detached, row houses and apartment units. • Growth Option 1 is guided by Growth Plan directions to optimize the use of the existing urban land supply to avoid over-designating lands for future urban development. • Growth Option 1 embodies strong growth management principles including a transitional intensification target that increases over the planning horizon, higher densities in new greenfield areas, and optimistic expectations for employment. • A much more intense and compact urban form is generally envisioned compared to historic trends of housing growth and development in the community, in accordance with broad Provincial planning policy directions. • Given the level of policy intervention involved, Growth Option 1 requires careful monitoring and reporting on progress to ensure a balanced supply of housing types 	<p>Growth Option 2 does not address this consideration:</p> <ul style="list-style-type: none"> • Nearly 80% of all new households to 2051 would need to be accommodated in apartment units under Growth Option 2, including those for families. • Achieving this rate of apartment unit construction is unlikely from a market or demographic perspective. As a result, Growth Option 2 is likely to bring about a shortage of ground-related housing units in Hamilton to accommodate market demand, which conflicts with the objective of the Provincial LNA methodology. • Speculation at the urban fringe could lead to poorly-planned, incremental expansions into rural areas which does not reflect comprehensive planning. • Over time, rather than ‘shifting’ into apartments, the ground-related housing market would likely seek (and find) other locations outside of Hamilton that may be less suited to accommodate growth. <ul style="list-style-type: none"> ○ Such a redirection of growth would cause a regional misalignment of the Schedule 3 forecasts, which is not in accordance with the Growth Plan. It would also have the effect of planning for a lower growth forecast in Hamilton, which is prohibited.

CONFORMITY WITH PROVINCIAL METHODOLOGY CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
	to 2051, in accordance with the requirements of the Provincial LNA methodology.	There could also be negative regional impacts on Prime Agricultural Areas in Outer Ring communities with lower intensification and density targets that are likely to receive the added growth pressure.
Overall Result	Growth Option 1 addresses all aspects of this theme: 	Growth Option 2 does not address this theme: 
Summary	Growth Option 1 more adequately addresses the theme of 'Conformity with Provincial Methodology' as defined by the considerations since this option is consistent with the land needs assessment methodology and implements Growth Plan policy directions.	

PART 5: GROWTH OPTION EVALUATION SUMMARY

The analysis presented in Part 4 demonstrates that there are a wide range of implications associated with the two different Growth Options (see **Table 3** for a summary). In reviewing the results it's worth noting that there are several areas where the differences between the Growth Options are not obvious. For example, both Growth Options exceed the Province's minimum intensification and density targets; both Options also minimize risks associated with natural hazards, recognizing that the City's Official Plan directs development away from hazardous lands.

In other areas of the analysis, there are clear differences in how the two growth options satisfy the key considerations. However, the noted differences do not necessarily result in a significant overall difference when comparing the two Options. For example, from a cultural heritage perspective, Growth Option 1 is likely to have impacts on cultural heritage resources located in the preferred expansion area where an urban boundary expansion takes place; however, the higher intensification rates under Growth Option 2 potentially will make it more difficult to maximize the protection and conservation of all heritage resources within the Built-Up Area. Similarly, when it comes to infrastructure planning, there are clear differences between the two Growth Options. Option 1 requires more linear infrastructure to service the new urban lands and also comes with additional risks to managing stormwater quality compared to Growth Option 2. However, the technical complexity associated with higher levels of intensification in the Built-Up Area means there is greater uncertainty around infrastructure costs and available capacity.

In a number of other areas, there are very clear differences between the Growth Options. Growth Option 2 better achieves the objectives related to natural environment, agriculture, transportation and climate change. Growth Option 1 better achieves the municipal finance and complete community objectives. The fundamental difference between the two Growth Options is that Growth Option 2 does not conform to the Province's Land Needs Methodology and is unlikely to produce an outcome where the City is able to achieve its growth forecast allocated under the Growth Plan. Conformity with the Province's Growth Plan policies is a fundamental aspect of the Municipal Comprehensive Review process. Given the above, it would not be appropriate to carry Growth Option 2 forward and it is recommended that the City proceed with Growth Option 1 as the basis for long range planning.

Table 3: Growth Option Evaluation Results Overview

THEME	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
Growth Allocation		
Climate Change		
Natural Hazards		
Municipal Finance		
Infrastructure & Public Service Facilities		
Transportation Systems		
Natural Heritage And Water Resources		
Complete Communities		
Agricultural System		
Cultural Heritage		
Conformity With Provincial Methodology		

Appendix A:

GHG Emissions Report

City of Hamilton

Impact of GRIDS 2 Scenarios on GHG Emissions

Briefing V.1

October 26, 2021

The logo for SSC whatIf? features the letters 'SSC' in a large, bold, black, sans-serif font. To the right of 'SSC' is the word 'whatIf?' in a smaller, lowercase, black, sans-serif font. The 'I' in 'whatIf?' is a thin vertical line, and the 'f' has a long, thin tail that extends downwards.

The information in this analysis has been compiled to offer an assessment of the GHG emissions for the City of Hamilton. Reasonable skill, care and diligence have been exercised to assess the information acquired during the preparation of this analysis, but no guarantees or warranties are made regarding the accuracy or completeness of this information. This

document, the information it contains and the information and basis on which it relies, are subject to changes that are beyond the control of the author. The information provided by others is believed to be accurate but has not been verified.

Context

This analysis is being undertaken as part of the City of Hamilton's GRIDS 2 / MCR growth management planning exercise to inform the choice of 'How Should Hamilton Grow?' to the year 2051. GRIDS 2 / MCR is examining how the City can accommodate forecasted population and employment growth in the period from 2021 to 2051. The 'How Should Hamilton Grow?' evaluation will evaluate two growth options – the Ambitious Density (AD) scenario which includes an urban boundary expansion of approximately 1,310 ha, while accommodating the majority of the growth in the existing urban boundary; and the No Urban Expansion (NUE) scenario which focuses all of the forecasted growth within the existing urban boundary.

On March 27th, 2019, Hamilton City Council passed a motion stating that the City of Hamilton declared a climate emergency.

As part of this motion, City Council directed Staff to investigate and identify a path for the entire city to achieve net-zero carbon emissions by 2050, including a process for measuring and reporting on progress towards that goal.

Hamilton's Community Energy and Emissions Plan (CEEP) is a major component of the City of Hamilton's strategy for responding to the climate emergency. With the input of local industry, academia, utilities, and local non-profits, this plan aims for Hamilton to achieve net-zero carbon emissions, citywide, by 2050 and become a prosperous, equitable, post-carbon city.

The technical analysis underlying the CEEP evaluated two scenarios to achieve Hamilton's GHG emissions reductions. A Business-As-Planned (BAP) scenario reflects current trends, while a net zero scenario evaluates actions to target net zero emissions by 2050.

In a BAP scenario, Hamilton's 2050 GHG emissions will be far from its net-zero GHG emissions target. In this scenario, by 2050, each Hamiltonian will represent the equivalent of 11.2 tonnes of GHG emissions. As a whole, the City will emit 9.6 Mt CO₂e, up from 8.7 Mt CO₂e in 2016. The CEEP also plots a pathway to net zero emissions by 2050. In the Net Zero scenario, the city implements ambitious actions in buildings, transportation, energy systems and industry to achieve deep emissions reductions. Each of these actions requires the mobilization of major investments and complex governance and implementation mechanisms.

Land-use policy is an important GHG emissions reduction strategy as it can avoid locking in infrastructure systems and activities that are costly to retrofit or to provide without generating GHG emissions. Conversely, land-use policy can enable cost effective emissions reductions. For example, it is more affordable to provide zero emissions transportation and zero emissions energy to a compact, complete community than to a distributed population. Electric buses can provide a service to more people with shorter routes and lower energy consumption. When destinations are in close proximity, people can walk or cycle. Houses tend to be smaller and share walls, which reduces energy consumption. District energy is more viable when heat loads are concentrated. Land-use policy is also the most cost-effective action a City can take, as it can enable GHG emissions reductions without requiring a direct investment by the City or society.

This analysis considers how the two different land-use scenarios impact patterns of energy consumption and GHG emissions, assuming current technologies and behaviours, by evaluating the impact of the land-use scenarios against the BAP scenario.

Methodology

Modelling Approach

Two land-use scenarios were evaluated for the City of Hamilton in the CityInSight model- Ambitious Density (AD) and No Urban Expansion (NUE). CityInSight is designed to project how the energy flow picture and emissions profile will change in the long term by modelling potential change in the context (e.g. population, development patterns), projecting energy services demand intensities, and projecting the composition of energy system infrastructure, often with stocks. Stock-turnover models enable users to directly address questions about the penetration rates of new technologies over time constrained by assumptions such as new stock, market shares and stock retirements. Examples of outputs of the projections include energy mix, mode split, Vehicle Kilometres Travelled (VKT), energy costs, household energy costs, GHG emissions and others.

The modelling evaluates scenarios that were developed for the City of Hamilton's GRIDS 2 / MCR growth management planning exercise. Both the scenarios evaluated in this analysis are built on the City's Business as Planned (BAP) Scenario used in the Community Energy and Emissions Plan.¹

In evaluating the scenarios, the following assumptions were applied:

Input data:

- Population, employment, and dwelling unit projections by zone were provided by the City.
- Data on technologies, energy and emissions was derived from the BAP scenario developed for the Community Energy and Emissions Plan.

Assumptions:

- Zonal employment growth is reflective of existing industrial/commercial activity currently taking place within the zone, as attributable to existing floor space attributable to an employment sector within Municipal Property Assessment Corporation (MPAC) data. For example, if employment in a zone is 50% industrial and 50% commercial, new employment will also receive the same share distribution.
- Zones within a modelled "superzone" were aggregated to reflect overall impact at a coarse level due to difference in zone systems used in GRIDS 2 work and the zonal system used in previous CityInSight modelling.
- Transportation modal shares for each zone were held constant across the time period. No additional transit interventions were modelled.
- Actions and assumptions in the BAP scenario are held constant for both of the scenarios.

¹ Additional details on the BAP scenario can be found in this document:

<https://www.hamilton.ca/sites/default/files/media/browser/2020-12-11/hamilton-baseline-bap-report-dec1-2020.pdf>

Method:

- Population, employment, dwelling unit, and non-residential floor space projections, as derived or inferred from the input data, were projected in the CityInSight framework at the zonal level.
- All BAP scenario assumptions and actions were modelled within the timeline to evaluate activity, energy, and emissions impacts of the integrated scenario.

Note that because of the modelling approach and data available, the GHG impact from transportation is likely understated; the City’s transportation model found vehicle kilometre travelled (VKT) reductions four times higher than those identified in this analysis. The reduction in vehicular travel will increase the GHG emissions reductions resulting from the NUE scenario over the AD scenario. A future update is planned to address these differences.

GHG Emissions

GHG emissions are lower in the NUE scenario in relation to the AD scenario (Figure 1), but the difference is subtle, illustrated by the closeness of the two curves. Part of the reason that the difference is subtle is because Hamilton’s GHG emissions are dominated by industrial emissions (63%) which are not impacted by land-use policy (Figure 2). Transportation emissions account for 19% of the total, while emissions from residential buildings account for 7.6% of the emissions. In order to better illustrate the difference between the two scenarios, the same lines are illustrated against a non-zero y-axis in Figure 3. There is a cumulative reduction of 1 MtCO₂e between 2022 and 2050 (Figure 4), which, for scale, is equivalent to 11% of the total annual GHG emissions in 2016.

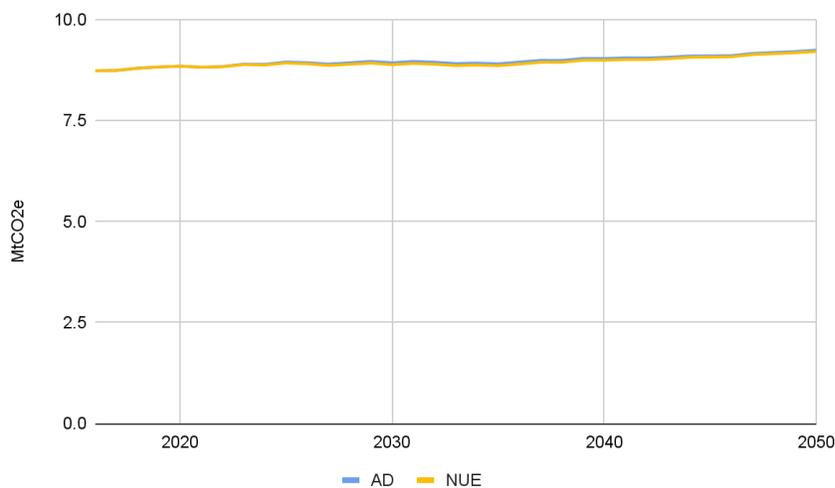


Figure 1: Annual GHG emissions of the AD and NUE scenarios

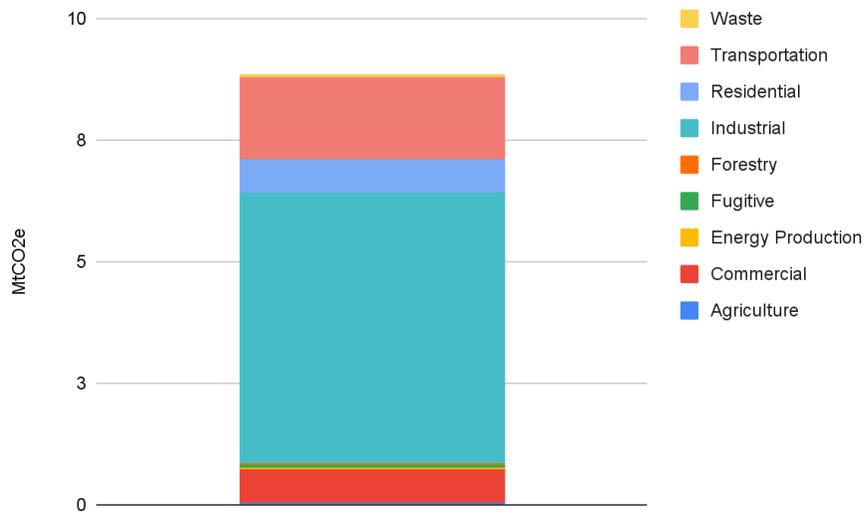


Figure 2: GHG emissions in the City of Hamilton by sector, 2020

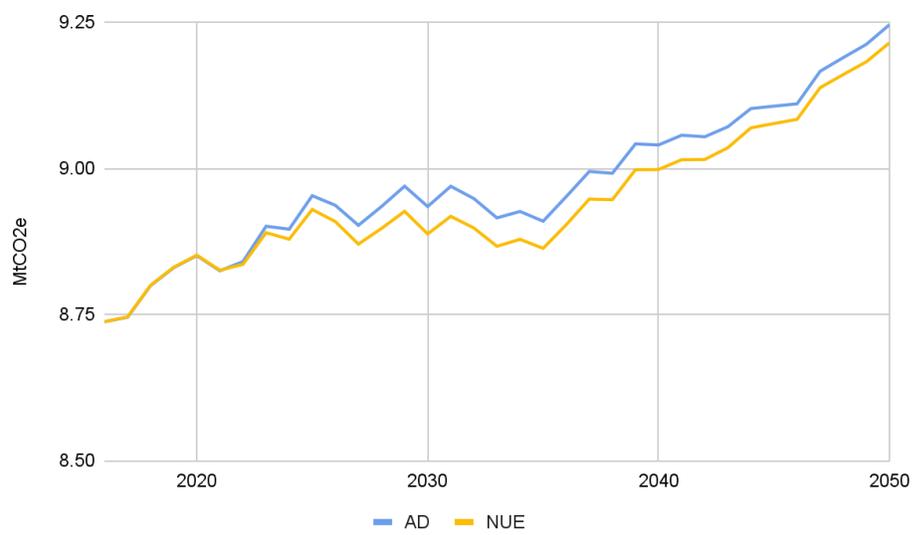


Figure 3: Annual GHG emissions of the AD and NUE scenarios, adjusted y-axis

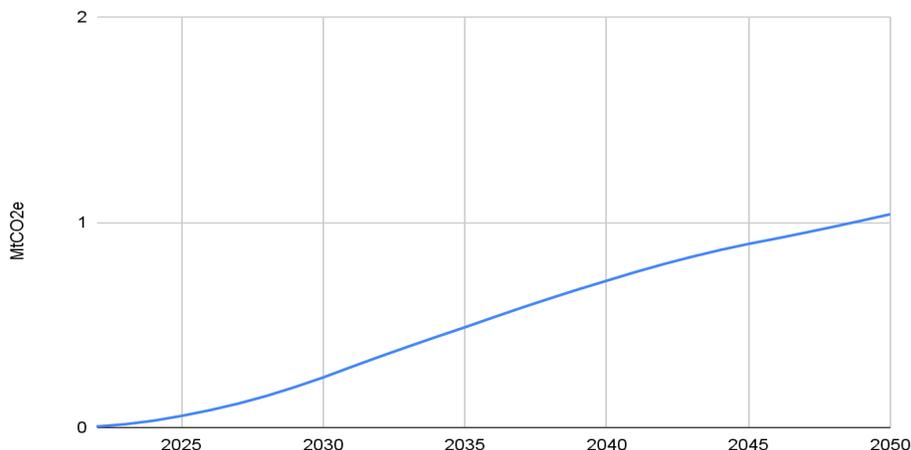


Figure 4: Cumulative emissions reductions of the NUE scenario relative to the AD scenario

While the reduction appears small in the context of the City’s total emissions, every tonne of GHG emissions reductions counts in a climate emergency, as each tonne imposes a social and economic cost on society. Further, the incremental cost of achieving these emissions reductions is negligible, since this is a planning decision that doesn’t require a direct investment by the municipalities, businesses or households. While there are major economic implications of the scenarios in terms of infrastructure, land costs and other considerations, these are outside of the scope of an analysis of GHG impacts.

Table 1: Summary of GHG Emissions Results

Scenario	Cumulative GHG Emissions (MtCO ₂ e) (2022-2050)	Annual Emissions in 2030 (MtCO ₂ e)	Annual Emissions in 2050 (MtCO ₂ e)
AD	261.3	8.93	9.24
NUE	260.2	8.89	9.21
Reduction over AD	1.0	0.05 (50,000 tCO ₂ e)	0.03 (30,000 tCO ₂ e)
Reduction over AD (%)	0.40%	0.53%	0.33%

To illustrate the drivers of GHG emissions, the differences are illustrated by sector, where negative numbers represent savings in the NUE scenario over the AD scenario. Residential emissions are reduced due to an increased share of more energy efficient apartments in the NUE scenario relative to a greater share of single family homes in the AD scenario. Transportation emissions are reduced as a result of shorter trips. Emissions from sequestration in agriculture, forests and land-use are also decreased due to reduced expansion of the City into greenfield locations.

Assuming the City adopts the CEEP, measures which decarbonise the energy system will reduce the GHG emissions differential between the scenarios, as vehicular travel becomes powered by clean electricity for example. Nevertheless, more energy efficient dwelling types and reduced driving in

turn reduce the burden of decarbonising the electrical grid and reduce the need for additional renewable energy generation.

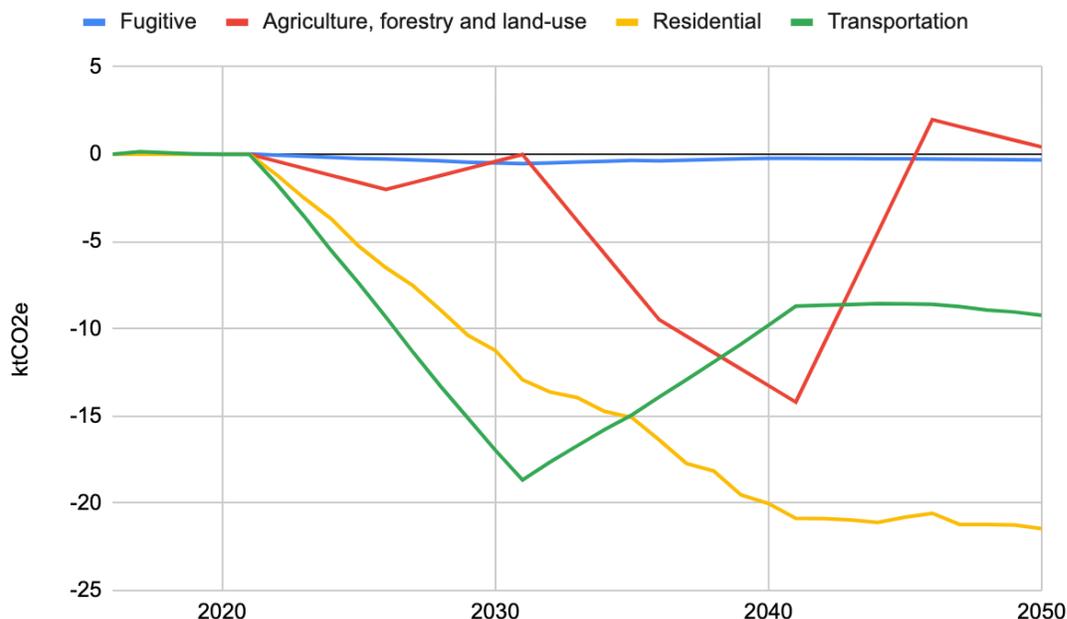


Figure 5: Change in GHG emissions by sector of NUE scenario relative to the AD scenario, (negative emissions equal emissions reductions).

The carbon price places a value on GHG emissions, climbing from \$50 per tonne in 2021 to \$170 per tonne by 2030. Applying this value to the reduced GHG emissions in the NUE scenario generates an avoided cost of \$166 million (undiscounted), or an average of \$6 million per year.

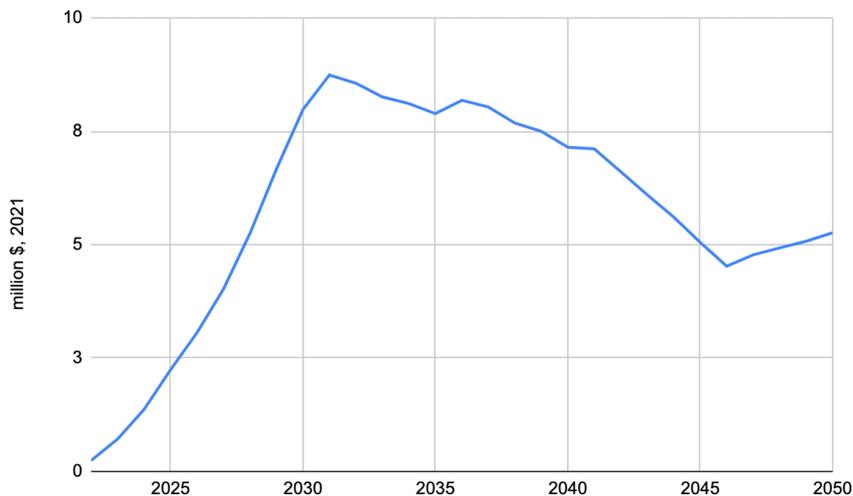


Figure 6: Avoided carbon price expenditure, NUE scenario over the AD scenario, 2022-2050

Table 2: Avoided carbon price expenditures, NUE scenario over the AD scenario

Scenario	Cumulative, 2022-2050 (not discounted, millions, 2021 \$)	Annual, 2040 (not discounted, millions, 2021 \$)	Annual, 2050 (not discounted, millions, 2021 \$)
Reduction over AD	\$166	\$7	\$5.3

Transportation Impacts

In 2020, Hamiltonians drove approximately 4.8 billion kilometres, and by 2040, this climbs to 6.98 billion kilometres. The NUE scenario decreases this total by 100 million or 1.5 percent in 2050 (Figure 7).² This reduction results in reduced household travel costs and reduces the burden on the electricity system when the vehicle fleet is electrified.

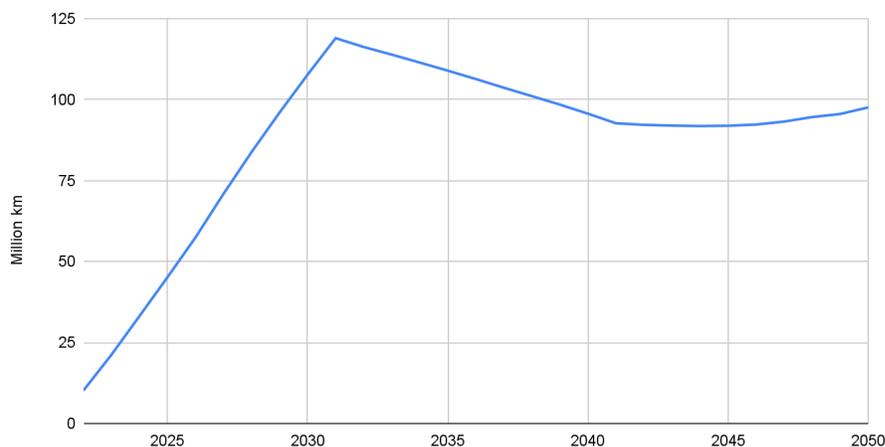


Figure 7: Annual reduction in VKT in the NUE scenario over the AD scenario, 2022-2050

As might be expected there is increased active transportation in the NUE scenario in comparison with the AD scenario. Figure 8 illustrates that there are nearly 2 million kilometres more of walking trips of 2 km length in the NUE scenario, an increase of 30%.

² Note that the City’s Transportation model identified savings of 400 million kilometres in 2050, or four times the reduction that was identified in this analysis. As a result, this analysis likely understates the GHG reduction from transportation. Additional analysis of the discrepancy in VKTs between the models is being undertaken, and if necessary, an addendum report will be provided which identifies the GHG reduction resulting from the increased GHG savings.

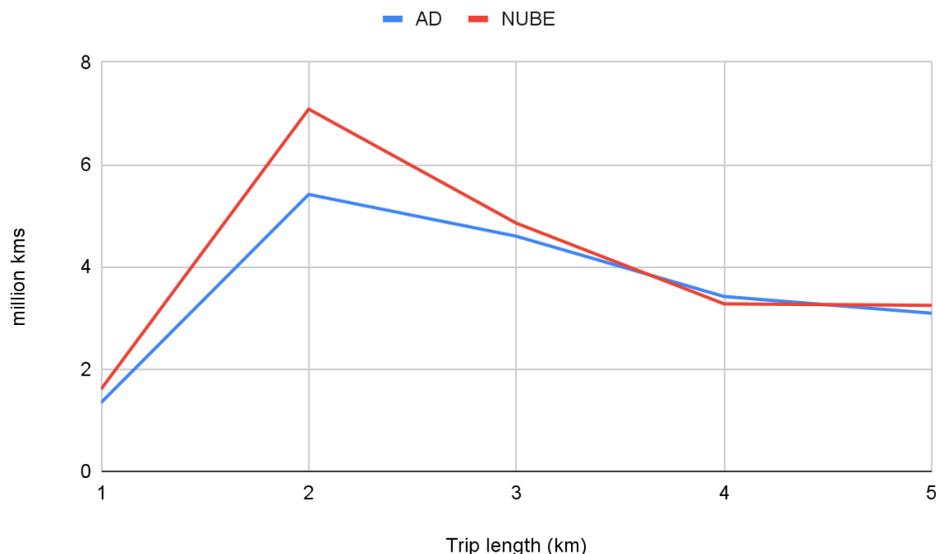


Figure 8: Walking kilometers by trip length, 2050

Energy Impacts

The NUE scenario results in energy savings which climb to nearly 700,000 GJ per year by 2030 (0.7% of total energy consumption in that year). Much of these savings occur in the industrial sector, but Figure 9 illustrates the savings that occur in the residential and transportation sectors, directly benefiting households. The differential in energy consumption in the commercial sector is due to differences in employment rates of growth in the two scenarios as a result of the data sources; by 2050, commercial and industrial floor space are equal in both scenarios. Energy savings result in financial savings. Natural gas costs are approximately \$16 per GJ, electricity costs \$60 per GJ and gasoline costs \$38 per GJ. For illustrative purposes, assuming no increase in gasoline costs, avoided transportation costs total nearly \$10 million per year by 2030.

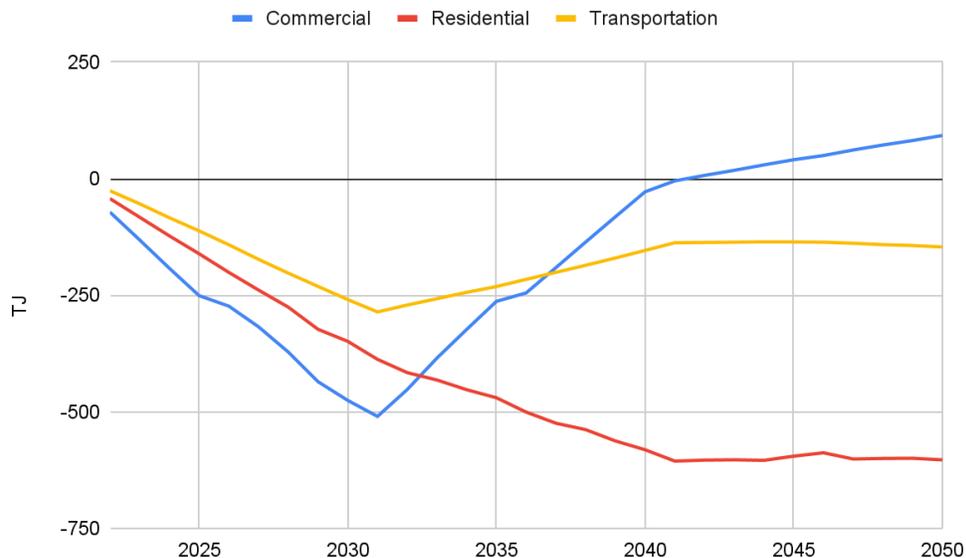


Figure 9: Energy savings by sector, NUE scenario over AD scenario (negative equals energy savings, 1 TJ equals 1,000 GJ), 2022-2050.

Conclusion

As is intuitive, there are GHG emissions reductions that result from concentrating new growth in the urban area; these reductions are primarily the result of reduced vehicular travel and more compact residential buildings. The impact of this change is muted by the inertia of the City’s existing building stock, travel activity, and industry, the latter of which accounts for 60% of the City’s emissions. While the GHG emissions reductions are relatively small, every tonne counts in the context of a net zero target, and in a climate emergency. These reductions are valuable because they are generated without an incremental investment and may enable additional future GHG reductions as measures such as district energy and new forms of public transit can be introduced.

Appendix B:

Municipal Finance

Reports



GRIDS 2: Ambitious Density vs. No Urban Boundary Expansion – Fiscal Considerations

City of Hamilton

Technical Memo

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1. Introduction and Purpose

The City of Hamilton is currently undertaking a Growth Related Integrated Development Strategy (GRIDS) 2 to allocate forecasted population and employment growth to the year 2051, in accordance with the Provincial Growth Plan. The City is projected to grow by an additional 236,000 people and 132,000 employees. Watson & Associates Economists Ltd. (Watson) was retained to undertake the fiscal analysis of the various growth options to assist the City in identifying a preferred growth scenario to 2051.

Through the GRIDS 2 process, the City is considering "How Should Hamilton Grow?" to compare and evaluate different growth options. The City is evaluating two alternatives through this process. The first option is an "Ambitious Density" scenario which requires an expansion to the existing urban boundary to provide for an additional 1,330 hectares of greenfield area. The other option is a "No Urban Boundary Expansion" scenario where all future growth would be accommodated within existing urban boundaries, largely through infill and intensification.

Council has asked for an evaluation of the Ambitious Density scenario versus the No Urban Boundary Expansion (No U.B.E.) to determine whether an expansion to the urban boundary should be supported. The overall objective of this memo is to provide a high-level analysis on the fiscal considerations between the two options. The commentary provided herein will assist Council in answering the following question: "Are there any significant municipal financial risks associated with the growth options?".

The following sections will provide an analysis on the City services which are expected to be impacted depending on which growth option is supported. The information provided below has not been fully modeled by the individual service departments/consultants and hence provides a more qualitative versus quantitative analysis.

2. Summary of Growth Options

The City's Planning department worked with their consultants to consider the following two development options:

- The Ambitious Density scenario provides for 64% of the noted population growth to be accommodated within the existing urban boundary and 36% to be

accommodated in additional Whitebelt lands (Elfrida, Glanbrook, Mount Hope, etc.). Similarly, for employment, 86% of growth is anticipated within the existing urban boundary versus 14% in Whitebelt and rural lands.

- The No U.B.E. scenario provides for 100% of the population to be accommodated within the existing urban area, however, 1% of the employment growth will be accommodated in rural lands.

The following tables provide for the anticipated population and employment growth in the two scenarios noted above, broken out by area:

Figure 1
 Comparison of Population Growth

Area	Existing Population 2021	2051 Population		Net Population Growth		
		Ambitious Density	No U.B.E.	Ambitious Density	No U.B.E.	Comparison
Combined Sewer	215,027	274,905	334,077	59,878	119,050	(59,172)
Separate Sewer System - Other Built Boundary	277,565	313,668	336,695	36,102	59,130	(23,027)
Separate Sewer System - Greenfield	47,946	104,812	107,043	56,867	59,098	(2,231)
Elfrida	2,857	80,450	2,898	77,593	41	77,552
Whitebelt (Excluding Elfrida)	1,424	8,603	1,484	7,179	60	7,119
Rural	39,145	37,933	38,434	(1,211)	(711)	(500)
City of Hamilton	583,963	820,371	820,631	236,408	236,668	(260)

Figure 2
 Comparison of Employment Growth

Net Employment Growth (2021 to 2051) - Ambitious Density Scenario								
Area	Primary	Industrial	Commercial	Institutional	Work at Home	N.F.P.O.W.	Total	
Combined Sewer	-	495	45,626	6,029	1,091	1,244	54,485	
Separate Sewer System - Other Built Boundary	-	16,647	3,373	5,000	796	5,918	31,734	
Separate Sewer System - Greenfield	-	9,975	4,416	6,508	1,515	4,583	26,997	
Elfrida	-	-	4,113	6,033	1,783	1,782	13,711	
Whitebelt	-	-	945	1,384	409	408	3,146	
Rural	-	655	434	188	246	200	1,723	
City of Hamilton	-	27,772	58,907	25,142	5,840	14,135	131,796	
Net Employment Growth (2021 to 2051) - No U.B.E. Scenario								
Area	Primary	Industrial	Commercial	Institutional	Work at Home	N.F.P.O.W.	Total	
Combined Sewer	-	495	53,167	8,827	1,561	2,274	66,324	
Separate Sewer System - Other Built Boundary	-	16,647	2,375	9,998	2,454	6,217	37,691	
Separate Sewer System - Greenfield	-	9,975	3,544	5,548	1,579	5,427	26,073	
Elfrida	-	-	-	-	-	-	-	
Whitebelt	-	-	-	-	-	-	-	
Rural	-	655	303	188	246	200	1,592	
City of Hamilton	-	27,772	59,389	24,561	5,840	14,118	131,680	
Comparison								
Area	Primary	Industrial	Commercial	Institutional	Work at Home	N.F.P.O.W.	Total	
Combined Sewer	-	-	(7,541)	(2,798)	(470)	(1,030)	(11,839)	
Separate Sewer System - Other Built Boundary	-	-	998	(4,998)	(1,658)	(299)	(5,957)	
Separate Sewer System - Greenfield	-	-	872	960	(64)	(844)	924	
Elfrida	-	-	4,113	6,033	1,783	1,782	13,711	
Whitebelt	-	-	945	1,384	409	408	3,146	
Rural	-	-	131	-	-	-	131	
City of Hamilton	-	-	(482)	581	-	17	116	

As noted above, both the Ambitious Density and No Urban Boundary Expansion have the same population and employment targets to the year 2051, however the location of

this growth will be different for the various areas of the City. These areas are described as follows:

- Combined Sewer Area: the combined sewer system area is defined by a joint sanitary and stormwater sewer network and is largely found in the older areas of Hamilton (e.g., Lower Hamilton, Downtown areas, Hamilton Mountain north of Fennel).
- Separate Sewer System (Other Built Boundary): areas within the City where the stormwater and sanitary sewers are separated. This includes areas such as Ancaster, Binbrook, Waterdown, parts of Stoney Creek, Upper Mountain south of Fennel.
- Separate Sewer System (Greenfield): These are existing greenfield areas within the City's current urban boundary (e.g. Binbrook, Waterdown, Upper Stoney Creek, etc.)
- Elfrida: lands located to the east and south of the intersection of Upper Centennial Parkway and Rymal Road. This area is bounded by Mud Street East to the north, Second Road East to the east, Golf Club Road to the south and Trinity Church Road to the west. This area is currently outside of the existing urban boundary.
- Whitebelt (Excluding Elfrida): primarily Glanbrook, Mount Hope and parts of Ancaster. Similar to Elfrida, these areas are outside of the existing urban boundary.
- Rural: areas outside the existing urban boundary. No significant growth is planned for these areas under either scenario.

The following section summarizes and compares the population, housing, and employment growth anticipated within these areas for the two growth scenarios.

Population:

- Relative to the Ambitious Density scenario, significantly higher growth is planned in the Combined Sewer System under the No U.B.E. growth option. As this area is predominantly built out, this growth will occur through significant intensification.
- Higher growth is also anticipated within the Other Built Boundary area of the Separate Sewer System under the No U.B.E. scenario, which would also need to be accomplished through intensification. Similar amounts of growth are anticipated in the existing greenfield areas of the City under both scenarios.

- Should the No U.B.E. scenario be the preferred growth option, approximately 85,000 in population would be removed from the Elfrida and Whitebelt areas and relocated to intensification areas.
- It is noted that significant intensification growth is anticipated under both scenarios, however, the degree of intensification growth is higher under No U.B.E. An additional 85,000 people will need to be accommodated within existing urban areas, relative to the Ambitious Density scenario.

Housing:

The table below compares the housing growth provided by the two growth scenarios relative to the present supply of housing within the City:

Figure 3
 Housing Mix Comparison

Housing Mix	Low Density	Medium Density	High Density	Total
Existing Housing Units (2021)	136,305	29,694	71,418	237,408
<i>% of total</i>	<i>57%</i>	<i>13%</i>	<i>30%</i>	
Incremental Growth in Housing Units By Scenario (2051):				
Ambitious Density	26,867	23,298	64,925	115,158
<i>% of total</i>	<i>23%</i>	<i>20%</i>	<i>56%</i>	
No U.B.E.	8,579	14,763	89,889	113,240
<i>% of total</i>	<i>8%</i>	<i>13%</i>	<i>79%</i>	

The existing housing mix within the City is largely low density. The growth under both scenarios shows a shift towards high density development, however this is more pronounced under the No U.B.E. scenario. The growth under the Ambitious Density scenario provides for 56% of total units as high density and under No U.B.E., 79% of the additional units are anticipated to be high density.

Employment:

- The amount of growth and overall mix in employment over the forecast period is projected to be similar under both scenarios, with slight variations.
- Under the Ambitious Density scenario, an additional 600 employees are expected in the institutional sector, while 500 fewer commercial employees are anticipated.

- The growth in industrial employment in terms of location as well as the number of employees is expected to be the same under both scenarios (i.e., no industrial employment growth has been planned in the Elfrida and Whitebelt areas).
- Similar to the changes in population, the No U.B.E. scenario moves the employment growth from Elfrida and other Whitebelt areas into the combined sewer system and other built boundary areas.

3. Service Level Analysis

3.1 Water, Wastewater & Stormwater

GM BluePlan and Wood undertook an analysis to address whether there was potential for significant infrastructure impacts within the City as a result of the Ambitious Density and No U.B.E. growth options. The tables below are found in the “Technical Memo – Ambitious Density vs. No Urban Boundary Expansion Analysis of Water, Wastewater, and Stormwater Servicing Needs”, prepared by GM BluePlan and Wood. As this was a qualitative assessment of the two growth scenarios, costing estimates were not developed and as such, a high-level discussion on the financial implications is provided in the sections that follow.

3.1.1 Water

Figure 4
 Analysis Summary for Water Services (Excerpt)

System Component	Ambitious Density	No U.B.E.
Water		
Transmission	Transmission likely required under the Ambitious Density Scenario in order to provide water to certain Pressure Districts (P.D.) in the Greenfield areas such as P.D.6, P.D.7 and P.D.18 to support growth.	The No U.B.E. scenario does not have any Greenfield growth in new areas of the system so it is less likely that any significant transmission upgrades/infrastructure will be required. However, there is going to be increased intensification in already built-up and congested parts of the City. Transmission/sub-transmission upgrades related to intensification are difficult to predict without detailed hydraulic modelling.

System Component	Ambitious Density	No U.B.E.
Storage	<p>Both scenarios considered have similar storage needs except in P.D.7 and P.D.23.</p> <p>The Ambitious Density Scenario is expected to need more storage upgrades to 2051 than the No U.B.E. scenario because P.D.7 and P.D.23 require further storage despite the planned P.D.7 Elevated Tank. Added storage would likely be in-ground pumped storage.</p>	<p>Both scenarios considered have similar storage needs except in P.D.7 and P.D.23.</p> <p>The No U.B.E. Scenario will likely need less storage upgrades to 2051 than the Ambitious Density Scenario because the planned P.D.7 would be sufficient to handle the P.D.7 and P.D.23 capacity needs in this scenario.</p>
Pumping	<p>Overall, the pump capacity upgrades needed are similar across both scenarios, except for P.D.2, P.D.5 and P.D.7.</p> <p>This scenario requires a smaller pumping station upgrade in P.D.2 than the No U.B.E. scenario. However, P.D.5 and P.D.7 have larger growth in this scenario and will require larger upgrades than the No U.B.E. scenario.</p>	<p>Overall, the pump capacity upgrades needed are similar across both scenarios, except for P.D.2, P.D.5 and P.D.7.</p> <p>This scenario requires a larger pumping station upgrade in P.D.2 than the No U.B.E. scenario (which could justify a second pumping station). Conversely, P.D.5 and P.D.7 have less growth in this scenario and will require smaller upgrades.</p>
Treatment	<p>Treatment requirements are equivalent. No differentiator in scenarios.</p>	<p>Treatment requirements are equivalent. No differentiator in scenarios.</p>

Financial Implications

In order to discuss the financial implications of the required infrastructure, the following descriptions of development charges and benefit to existing allocations are provided for reference:

- Development Charges (D.C.s) are fees collected from developers to help pay for the cost of infrastructure that is required for growth. Although D.C.s are the main financing source for growth-related infrastructure, certain deductions must be applied which may not provide for the full cost of growth to be borne by developers.
- Section 5 (1) 6 of the Development Charges Act (D.C.A.) provides that, "The increase in the need for service must be reduced by the extent to which an increase in service to meet the increased need would benefit existing development". As such, a reduction in the capital costs required for growth would need to be reduced by the extent to which such an increase in service would benefit existing development. This benefit to existing reduction would need to be funded through property taxes/rates.
- Requirement to replace and upgrade existing transmission infrastructure will have the following financial impacts:
 - Upgrading and expanding existing infrastructure may require a sizable benefit to existing allocation as compared to new infrastructure provided in greenfield areas (undeveloped land). Although significant intensification is planned under both scenarios, No U.B.E. will most likely require more upgrades and hence may have more significant impacts. Therefore, the No U.B.E. scenario will likely provide for a higher cost to be borne by existing water users (Note: the scale of the upgrades and the overall difference in the magnitude of the works between the two scenarios is not fully known at this time).
 - Replacement of existing linear water infrastructure normally costs 250-300% more versus the cost of putting new linear services in a greenfield area. This higher cost is largely a result of replacing infrastructure within existing areas and the road reinstatement costs that would be incurred as a result. Hence, potentially increasing the cost to the existing water users under the No U.B.E. scenario.

- With replacements and upgrade, the timing of replacing the existing pipe is accelerated and replaced well in advance of its long-term useful life causing budgetary impacts earlier than initially planned.
- In regard to water storage, it would appear that the No U.B.E. scenario may provide for a lesser cost due to certain service areas not needing additional storage to 2051.
- Pump capacity upgrades are similar for both scenarios. Certain areas will require new pumping facilities and/or upgrades in the Ambitious Density scenario, however other areas would have less growth and require smaller upgrades. It is unclear whether there would be a significant cost impact for pumping.
- With respect to treatment, there appears to be no cost differential between the two options.

To summarize, although the scale and magnitude of the cost for required infrastructure works is not fully known at this time, it is likely that storage requirements will be higher under Ambitious Density, however these costs will be offset by D.C.s. Transmission infrastructure will be required to service growth in greenfield areas under the Ambitious Density scenario however, these costs will also largely be offset by D.C.s. Alternatively, significant intensification growth may require upgrades to existing transmission infrastructure under both scenarios, however the scale of these works will be greater under No U.B.E. These works within existing urban areas may have a higher B.T.E. allocation resulting in a higher cost to existing ratepayers.

3.1.2 Wastewater

Figure 5
 Analysis Summary for Wastewater Services (Excerpt)

System Component	Ambitious Density	No U.B.E.
Wastewater		
Conveyance	Increased conveyance capacity will be required across most catchment areas. Conveyance for most of the identified development areas outside of the existing Urban Boundary has been recently constructed/under design and planned for as part of the Dickenson / Centennial Trunk Sewer	No U.B.E. Scenario significantly increases conveyance requirements in existing catchments, most significantly in the Western Sanitary Interceptor (W.S.I.). Conveyance requirements significantly reduced for the Dickenson / Centennial Trunk Sewer
Pumping	Treatment requirements are equivalent. No differentiator in scenarios.	Treatment requirements are equivalent. No differentiator in scenarios.
Combined Sewer Overflow (C.S.O.s)	Growth within the combined sewer catchments including the W.S.I. and Red Hill Creek Sanitary Interceptor (R.H.C.S.I.) will impact C.S.O.s. The difference between incremental impact and significant risk to increase of number of C.S.O. bypass occurrences requires detailed city-wide modelling.	The increased growth within the W.S.I. under the No U.B.E. scenario will increase impacts to C.S.O.s. Future upgrades of C.S.O. and/or Conveyance will likely be required to accommodate additional flows under the No U.B.E. scenario.

System Component	Ambitious Density	No U.B.E.
Treatment	Treatment requirements are equivalent. No differentiator in scenarios.	Treatment requirements are equivalent. No differentiator in scenarios.

Financial Implications

- Requirement to replace and upgrade existing conveyance infrastructure will have the following financial impacts:
 - Upgrading and expanding existing infrastructure to accommodate intensification growth may require a sizable benefit to existing allocation as compared to new infrastructure provided in greenfield areas. As mentioned previously, although significant intensification growth is planned under both scenarios, the extent of this type of growth is higher under No U.B.E. Hence, the No U.B.E. likely provides for a higher cost to be borne by existing wastewater users. (Note: the scale of the upgrades and the overall difference in the magnitude of the works between the two scenarios is not fully known at this time).
 - Replacement of existing linear wastewater infrastructure normally costs 250-300% more versus the cost of putting new sewer mains in a greenfield area. This higher cost is largely a result of replacing infrastructure within existing areas and the road reinstatement costs that would be incurred as a result. Hence, potentially increasing the cost to the existing wastewater users under the No U.B.E. scenario.
 - With replacements and upgrade, the cost of replacing the existing pipe is accelerated and replaced well in advance of its long-term useful life causing budgetary impacts earlier than initially planned.
 - The Dickenson/Centennial trunk sewer is currently under design and would be used to service growth outside of the existing urban boundary under the Ambitious Density scenario. Under the No U.B.E. scenario, the conveyance requirements will be significantly reduced for this trunk sewer.
- There appears to be no difference in pumping and treatment requirements between the two scenarios.

- Under the No U.B.E. scenario, there is a higher potential impact to C.S.O.s and the associated infrastructure, however, these costs should be predominantly offset by D.C.s.

To summarize, conveyance requirements in existing areas are more significant under the No U.B.E. scenario. As mentioned above, the upgrades required in existing areas may have a higher B.T.E. deduction, resulting in a higher cost to existing ratepayers. A higher potential impact is also anticipated to C.S.O.s under the No U.B.E. scenario, however these costs are likely to be offset by D.C.s. Conveyance requirements in Whitebelt areas will largely be met by the Dickenson/Centennial Trunk Sewer that is currently under design.

3.1.3 Stormwater

Figure 6
 Analysis Summary for Stormwater Services (Excerpt)

System Component	Ambitious Density	No U.B.E.
Stormwater		
Trunk Sewers	<p>On-Site controls for re-developments (infill/intensification) should generally mitigate impacts or improve conditions (combined sewer area over control). Controls also typically consider need for further over-control in areas with constrained or under capacity sewers.</p> <p>Greenfield areas would similarly incorporate controls to limit impacts to receiving storm sewers, where available. New storm sewer systems would be expected to be adequately designed for proposed development.</p>	<p>Similar outcomes for re-development; more intense development would generally be more extensively vertically (not horizontally) and therefore have no additional impact with respect to storm flows (potential additional over-control benefit in combined sewer areas). Increased sanitary flows to combined sewers would require consideration but are typically an order of magnitude less than storm flows.</p> <p>Would avoid the need for any additional storm sewers in the developed greenfield area, which would eliminate additional future operating and maintenance (O&M) requirements for the City.</p>

System Component	Ambitious Density	No U.B.E.
Creeks/Streams	<p>On-site controls for infill/intensification areas should generally mitigate impacts to receiving watercourses (separated storms sewer area), other than residual impacts from erosion and quality control. Over-control in combined sewer area may assist in reducing C.S.O. overflows to watercourse to a degree.</p> <p>For Greenfield areas, potential for residual water quality and erosion (runoff volume) impacts to receiving watercourse systems due to greenfield development. Also expected to involve the elimination and/or relocation of watercourses to facilitate development (as per Storm Water Solutions (S.W.S.) recommendations). Flood control maintained as part of stormwater management (S.W.M.) facility design.</p>	<p>Similar results for infill/intensification, no major differences expected in impacts given form of re-development and minimal stormwater changes.</p> <p>No greenfield development involved, thus eliminates any potential additional impacts to watercourses (creeks/streams), as well as potential longer-term needs for O&M of natural infrastructure.</p>

System Component	Ambitious Density	No U.B.E.
S.W.M. Facilities	<p>On-site controls for re-developments (Intensification/Infill) would be expected to be all privately held and therefore not a City responsibility.</p> <p>Greenfield areas would necessitate end of pipe S.W.M. facilities. As per previous consideration, these facilities are not completely effective with respect to quality control or volume (erosion) control, however effective at flood control. Necessitates longer term O&M by City as part of infrastructure holdings.</p>	<p>Similar results for Intensification/Infill lands – minimal if any expected public S.W.M. facility requirements.</p> <p>No greenfield development involved, thus eliminates impacts and also longer-term O&M requirements.</p>

System Component	Ambitious Density	No U.B.E.
Low Impact Development Best Management Practices (L.I.D. B.M.P.s)	City’s S.W.M. guidelines require a “treatment train” for water quality treatment, which encourages L.I.D. B.M.P.s. No formal requirement for L.I.D. B.M.P.s however, particularly for residential land uses. This applies both to infill/intensification and greenfield development areas. Potentially greater constraints in implementing L.I.D. B.M.P.s in existing developed areas (Intensification/Infill) as opposed to greenfield areas (greater flexibility to plan and locate L.I.D. B.M.P.s) but would need to be considered on a case-by-case basis.	Similar results with respect to L.I.D. B.M.P.s, implementation however restricted to Intensification/Infill lands, which as noted may potentially have greater constraints than greenfield areas.

Financial Implications

- Within the existing urban boundary there is not a significant difference in expected capital costs as imperviousness does not generally change with intensification.
- Although the expansion into lands outside of the existing urban boundary would entail higher costs for stormwater infrastructure, the capital costs would be offset by development charges, hence the initial net costs to the City are nominal. It is noted that additional operating and lifecycle replacement costs will need to be borne by the City once the infrastructure is put in place.
- Intensification growth would require developers to provide private on-site controls as opposed to the City-owned controls that would be provided for growth in whitebelt areas. Although the initial capital costs for these City-owned controls

will be offset by D.C.s, the ongoing operating costs and the eventual replacement of this infrastructure must be paid for by the City. On the other hand, the ongoing operating and maintenance costs for private on-site controls required for intensification growth are not the City's responsibility. As such, with increased intensification growth, the City would likely experience a lower degree of operating and lifecycle replacement costs.

3.2 Transportation (Roads & Related)

The City prepared a report providing a high level analysis on roads, transit and active transportation needs to accommodate growth to 2051. The following observations are provided:

- Roadways:
 - In existing built-up areas, there is a limited ability to expand roadways for increased traffic flows resulting from growth. As a result, there must be an increase in other modes of transportation such as dependence on active transportation and transit. Needs for investment in these other modes of transportation will be greater within the existing built-up areas for the No U.B.E. scenario.
 - Additional new roads will be required to accommodate growth under the Ambitious Density scenario. This increase in kilometres of roadways will entail higher operating and maintenance costs relative to the No U.B.E. scenario.
- Active transportation/cycling infrastructure:
 - With the No U.B.E. scenario, right-of-way space along existing roadways will need to be reallocated to active transportation networks and cycling facilities. This is in contrast to expansions into Whitebelt areas where new infrastructure can be built into the right-of-way of new roads.

Financial Implications

From the capital cost perspective, it is more costly to expand an existing individual roadway versus building a new roadway in greenfield areas. However, in total, the ambitious density scenario will require more additional roads at a higher overall total capital cost. In addition, the operating costs are expected to be higher under the ambitious density scenario.

Although growth-related works are largely recoverable through D.C.s, a B.T.E. deduction is usually applied to expansions of existing roadways. Hence, if 100% of active transportation is on existing roads, there will be a higher contribution as compared to including these in new roadways within the expanding Whitebelt area.

3.3 Transit

It is observed that there is a positive correlation between transit use and population density where denser communities support higher levels of transit utilization. The following general observations can be made with regards to transit:

- As the City is moving ahead with an L.R.T. system, it would appear that servicing within the intensification zones of the lower City will be provided by this new transit service.
- The City is likely to incur higher operating costs to operate additional buses required for population growth. There is a greater potential that these costs would be recovered through ticket sales under the No U.B.E. scenario, as the buses will have higher utilization with increased population density.
- Growth into new areas under the Ambitious Density scenario may take time to reach densities that support basic transit service. Cost recovery is likely to be low as new areas develop and population and employment has not yet reached its target density. These operating costs for expanding transit into new areas is likely to be a burden on existing taxpayers, at least while development is in its early stages.
- It is unclear whether capital investment would be significantly different given that buses will be needed for the extension of routes under the Ambitious Density, however, under the No U.B.E. scenario, enhanced service levels will be required. Under both scenarios however, the infrastructure will be recoverable through D.C.s.

3.4 Parks

A general discussion with regards to parkland needs was undertaken with staff which focused primarily on the population growth within the existing urban boundary (i.e., does not include rural areas including Carlisle, Freelton etc.). Note that the following tables

and assumed needs are based on known levels of service however are not meant to conflict with the City’s ongoing work on the Parks Master Plan.

At present, the City provides 585 hectares (ha) of neighbourhood and community parks. To determine the existing parkland inventory, a current population (within the urban boundary) of approximately 540,000 was identified for calculation purposes. The following table provides for the inventory and needs based on Official Plan (O.P.) targets of 1.4 hectares of parkland per 1,000 people:

Figure 7
 Existing Parkland Inventory within the Existing Urban Boundary

Existing Parkland Inventory (Hectares)		
2021 Inventory in Existing Urban Boundary	Land Requirements as per Official Plan (i.e. 1.4 ha/1,000 people)	Shortfall of Parkland in Existing Urban Boundary
585	759	(174)

Based on the above table, it is observed there is an existing deficiency of 174 hectares. Under the two growth scenarios, the forecasted parkland needs required for an additional 236,000 people (based on the O.P. targets) mean an additional 333 hectares of land.

Figure 8
 Parkland Needs for Growth Based on 1.4 Hectares per 1,000 People

Parkland Needs for Growth (Hectares)			
Scenario	Existing Urban Boundary	Whitebelt & Elfrida	Total
Ambitious Density	214	119	333
No U.B.E.	333	0	333

Through discussions with staff, it would appear that some of the land requirements within the existing urban boundary may be available in existing greenfield lands, however it is likely that there will still be a shortfall in parkland as a result limited land availability.

Under the Ambitious Density scenario, the Whitebelt areas (including Elfrida) provide further opportunities for parkland acquisition, however under the No U.B.E. scenario it will be extremely difficult to achieve the O.P. target. It is expected that the City would be required to acquire existing developed lands (e.g. industrial lands) and redevelop these into parkland. This would occur at a much higher cost than what is required to develop within greenfield areas.

To further add to the potential costs to the City, under the Planning Act, the City can require dedication or cash-in-lieu for approximately 50% of the lands. The residual must be funded by the City. Under the No U.B.E. scenario the higher land costs within the existing urban boundary would provide a further higher financial impact onto the tax base.

3.5 Recreation

A very high-level needs assessment based on the population targets identified for Ambitious Density vs. No U.B.E., was undertaken. This preliminary needs assessment was undertaken for the purposes of this fiscal analysis and is not meant to conflict with the ongoing work on the City's Recreation Master Plan being undertaken by Monteith Brown. Long-term facility needs will be identified and assessed through the Master Plan process.

Under the No U.B.E. scenario, an additional 85,500 people will need to be accommodated within the existing urban area vs. the Ambitious Density scenario. As such, the associated recreation facilities and amenities will also need to be accommodated within intensification areas. Similar to the discussions above on parks, it is likely that land constraints will exist impacting the ability to achieve level of service targets.

The following high-level analysis was based on recreation standards per 1,000 people (with some adjustments) applied to the growth within the two identified growth areas.

Figure 9
 Preliminary Recreation Needs Assessment

Facility Type	Ambitious Density		No Urban Expansion	Recreation Standards/Other Comments
	Whitebelt & Elfrida	Existing Urban Area	Existing Urban Area	
Population Estimate	85,500	150,500	236,000	
Community/ Recreation Centres (indoor pools, gyms, seniors/youth space, etc.)	3	5	up to 8	Based on former provision target (1:30,000); existing facilities may have some capacity for expansion
Arenas (ice pads)	2	3	5	Based on 50% of existing level of service (~1:48,000) to reflect shifting needs and available capacity; further study is required to confirm future service levels
Soccer and Multi-Use Fields (including football)	25	44	69	Based on 75% of existing level of service (~1:4,000) to reflect shifting needs and available capacity; ability to secure land will be restricted in built-up area; assume most fields are lit
Baseball Diamonds	25	44	69	Based on 75% of existing level of service (~1:4,000) to reflect shifting needs and available capacity; ability to secure land will be restricted in built-up area; assume most fields are lit
Cricket Pitches	1	1	2	Based on 150% of existing level of service (~1:130,000) to reflect growing demand; ability to secure land will be restricted in built-up area

Facility Type	Ambitious Density		No Urban Expansion	Recreation Standards/Other Comments
	Whitebelt & Elfrida	Existing Urban Area	Existing Urban Area	
Playgrounds	38	up to 66	up to 104	Based on existing level of service (~1:2,300); figures could be reduced depending on geographic distribution and proximity
Tennis & Pickleball Courts	16	up to 29	up to 45	Based on 125% of former provision target (~1:5,200) to reflect growing demand for pickleball; mix of courts to be determined; figures could be reduced depending on geographic distribution and proximity
Basketball & Multi-use Courts	13	up to 23	up to 36	Based on former provision target (~1:6,500); figures could be reduced depending on geographic distribution and proximity
Spray Pads	8	up to 15	up to 23	Based on former provision target (~1:10,250); figures could be reduced depending on geographic distribution and proximity
Outdoor Pools	1	2	3	Based on former provision target (~1:75,000); to be determined if there is sufficient demand to provide additional pools
Skateboard Parks	2	4	6	Based on 200% former provision target (~1:97,500) to reflect growing demand; includes community and neighbourhood level facilities
Bike Parks and Pump Tracks	tbd	tbd	tbd	tbd

Facility Type	Ambitious Density		No Urban Expansion	Recreation Standards/Other Comments
	Whitebelt & Elfrida	Existing Urban Area	Existing Urban Area	
Leash Free Dog Zones	1	2	3	Based on existing level of service (~1:65,000)
Outdoor Ice Rinks and Trails (artificial and natural)	10	up to 19	up to 29	Based on existing level of service (~1:8,100); figures could be reduced depending on geographic distribution and proximity

It is expected that certain facility requirements within the existing urban area can be accommodated through expansions to existing facilities, however it is likely that additional land will need to be acquired for some of the new facilities.

In addition to the indoor recreation facility space, outdoor recreational amenities e.g. playgrounds, spray pads, etc., will need to be placed within parks. Based on the discussion in the previous section, with the spatial constraints of parkland within the intensification areas, there will be increased pressures to provide these additional parklands.

The opportunities to acquire land will be constrained under the No U.B.E. scenario, especially for items such as soccer fields, ball diamonds, and cricket fields which are land-intensive recreational activities. It is unlikely that these amenities can be accommodated within the existing urban boundary, however there are greater opportunities to address these needs through the expansion into the Whitebelt & Elfrida areas.

Financial Implications

With the Ambitious Density scenario, the planning and acquisition of parkland within the Whitebelt areas appears easier to acquire than under the No U.B.E. scenario. Under both scenarios, there will be difficulty in locating and securing lands as a result of limited availability in the existing urban area. Land within intensification areas is much more expensive than greenfield lands, and as a result, no U.B.E. will likely entail higher costs which must be funded from the property tax base.

As parkland acquisition may not be provided by D.C.s, land must be funded by either dedication or be purchased by the City. As noted, the Planning Act will limit acquisition and as a result, a significant funding requirement will be placed on property taxes. Funding all recreation land and parkland needs may become cost-prohibitive consequently leading to a reduction in service levels.

It is acknowledged that certain needs could possibly be met through external partnerships (e.g., school boards, local non-profit organizations, etc.), but it is unlikely these partnerships will fulfill the needs of the entire population.

As a result of the above, meeting service level targets appears more attainable and less costly under the Ambitious Density scenario, largely as a result of land availability and the potential costs to acquire these lands in the Whitebelt areas. For both scenarios, the acquisition of lands within the urban area to accommodate parkland and recreation needs will be challenging from both a financial and land availability perspective.

4. General Observations/Conclusions

Higher Costs for Infrastructure in Existing Urban Areas

The infrastructure requirements to service an additional 236,000 residents and 132,000 employees will be substantial under both scenarios, however, based on the above discussion, it is likely that costs will be more significant under the No U.B.E. option. In general, it can be observed that costs are significantly higher to provide new infrastructure in existing areas vs. greenfield areas. These additional costs will have major implications to provide water, wastewater, roads, and stormwater services.

Land costs required to develop parks and recreation facilities will be much more substantial in existing urban areas. Given the higher degree of intensification growth under No U.B.E., it is likely that these costs will be more significant. Based on the City's O.P. targets for parkland, it is unlikely that parkland needs will be fulfilled through parkland dedication. As a result, these higher land costs will be a direct impact onto the City's property tax base.

Benefit to Existing Deductions on Growth-Related Works

Although the infrastructure requirements required to service growth are significant under both scenarios, there are major differences in the nature of the capital works required and the resulting financial impacts.

With regards to water, wastewater, stormwater, and roads infrastructure, it is recognized that there would be some benefit to existing (B.T.E.) allocation for projects that are required to service intensification growth within existing urban areas. There are often deficiencies in the existing infrastructure that would need to be addressed in conjunction with the growth-related works required for intensification. For these projects, a non-growth component would relate to one or more of the following:

- Upgrades to the existing system;
- Upgrades to alleviate existing capacity deficiencies;
- Facilities that are required to maintain an adequate level of service to existing users; and
- Infrastructure required to fulfill critical security/redundancy requirements.

In the City's 2019 D.C. background study a B.T.E. deduction between 10% to 50% was applied to water and wastewater projects that were driven by growth but were also likely to address issues in the existing system. This is in contrast to infrastructure that is primarily located in new growth areas where there would be limited non-growth components as part of the capital works.

As the City would be required to fund the B.T.E. components of these growth-related works, it is important to understand the differences between the two growth scenarios and how the nature of the required works would affect B.T.E. deductions. Although works are required in existing areas under both growth scenarios, the infrastructure requirements are larger in magnitude under the No U.B.E. option relative to the Ambitious Density option. Given that there are many capacity constraints and issues in the existing system, the works that would be required to allow for the increased intensification under the no U.B.E. scenario would likely entail significant B.T.E. deductions. This is an important financial consideration in determining how the City will grow as these deductions are likely to impact existing residents through user rates and property taxes.

Where the timing of replacement of existing water and wastewater infrastructure is accelerated as a result of growth, there must be a recognition that there is a benefit to the existing community. When the infrastructure is replaced well in advance of its useful life, this will cause budgetary impacts earlier than initially planned and impact the City's existing residents.

Financing Options for Growth

In planning for growth, municipalities often face cash flow issues based on the need to build infrastructure in advance of growth. For example: prior to the issuance of building permits: water, wastewater, stormwater, and to a certain extent, roads infrastructure must be in place for development to proceed. As payment of D.C.s normally occurs at the time of building permit issuance (i.e. well after the installation of the infrastructure), cash flow problems can be experienced by the municipality. A municipality may issue growth-related debt as a form of bridge financing prior to the receipt of D.C. revenue however, municipalities are limited in the amount of debt they can issue (i.e. 25% of own source revenues). When the debt financing burden for growth-related works becomes extensive, municipalities may seek agreements with developing landowners to assist in paying for works.

These financing agreements with developers function well in greenfield areas, where there is usually a group of developing landowners that own large blocks of developable land. It is more straightforward to engage the group of landowners that are planning to develop large areas to upfront the required costs for infrastructure. In contrast, lands to be used for intensification are often owned in small lots by homeowners and businesses. It becomes much more difficult to engage with these landowners to provide upfront financing for infrastructure as usually only large developers would have the financing ability.

Financial Risk if Intensification Growth is Not Realized

A significant amount of intensification growth is planned under both scenarios. Most often when looking to expand infrastructure to allow for intensified growth, the services are sized for the ultimate development in that area. However, the certainty of the growth within the medium to longer term is less clear, hence there is a higher risk for receiving the return on investment within reasonable time horizons. As the No U.B.E.

scenario provides for a higher level of intensification growth it is perceived that there is a higher level of risk of receiving the return on investment under this growth scenario.

Lifecycle Replacement Costs for New Infrastructure

A significant amount of new infrastructure will be required for growth under both scenarios. As mentioned, new infrastructure required for growth is generally paid for through D.C.s (or constructed by the developer as a local service). As such, new infrastructure is constructed/installed with minimal impacts to the taxpayer/ratepayer. However, once the infrastructure is assumed, the City begins to allocate funds, on an annual basis, to replace the infrastructure at the end of its useful life. These annual contributions are referred to as lifecycle expenditures and must be borne by taxpayers/ratepayers. Given that new infrastructure requirements may be more significant to expand into Whitebelt areas, these annual lifecycle costs could be higher in the future under the Ambitious Density scenario.

Concluding Remarks

The review of the various services and the associated financial commentary provided herein is qualitative in nature. This high-level analysis was completed to assist Council in understanding significant financial risks associated with the two growth options. Once a preferred growth scenario is approved by Council, a quantitative analysis of the financial impacts of growth will be developed.



Review of Financing Options for Growth: **GRIDS 2**

City of Hamilton

Review of Financing Options for Growth: City of Hamilton GRIDS 2

1. Introduction

The City of Hamilton is currently undertaking a Growth-Related Integrated Development Strategy (GRIDS 2), to allocate forecasted population and employment growth to the year 2051, in accordance with the Provincial Growth Plan.

Identifying financing options to accommodate growth is a key consideration in ensuring the growth strategy is financially sustainable over the forecast period. The purpose of this memo is to provide a review of various financing options that are available to the City. Although Development Charges (D.C.) are the main financing source for growth-related infrastructure, certain challenges may arise in utilizing this funding source, specifically in high-growth municipalities. The following list provides some examples where municipalities may face financial challenges as a result of growth:

- There are a number of services that are ineligible under the Development Charges Act (D.C.A.) which would have growth-related expenditures (i.e. waste management/landfill services, general corporate administrative space, arts and entertainment facilities, computer equipment, vehicles and equipment with a useful life of six years or less, hospitals, municipal parking, etc.).
- The D.C.A. also requires an average 10-year historic service standard calculation to be undertaken to provide a ceiling on D.C. recoveries for all services other than water, wastewater, and stormwater. This requirement can have significant implications for high-growth municipalities.
- Certain growth-related expenditures (e.g. water and wastewater related works) are required prior to development proceeding. As a result, D.C. expenditures are required prior to collection of the corresponding D.C. revenue. This may result in cash flow issues for a municipality.
- The Province regulates the level of debt incurred by Ontario municipalities. Under Ontario Regulation 403/02, a municipality's debt capacity is capped at a level where no more than 25% of the municipality's own purpose revenue may be allotted for debt charges. Hence, proper management of capital spending and the level of debt issuances must be monitored with respect to this limit. As

certain growth-related capital expenditures may be significant, debt capacity issues may limit the amount of growth in a municipality.

The preceding list provides just a couple examples of the issue's municipalities are facing as they plan for growth over long-term horizons. The following survey provides examples of some of the practices in place for financing growth-related infrastructure in other municipalities across Ontario. A description of each financing tool is provided along with legislative context and the associated policies, advantages, and disadvantages of each option.

It is noted that the City is currently exploring various growth options with respect to expanding the urban areas versus intensification within the existing built boundary. Once a growth scenario is selected by Council, a preferred financing option will be recommended based on the results of the full fiscal impact analysis to be undertaken.

2. Financing Options – D.C. Legislation

2.1 Voluntary Developer Contributions

2.1.1 *Description & Associated Policies*

The D.C.A. mandates service exemptions, reductions, deductions, and recovery limits which then require present taxpayers to fund a portion of the growth-related costs. Historically, municipalities have had the ability to negotiate additional capital contributions in excess of the D.C. to allow growth to proceed. These payments have been made to assist municipalities in financing capital projects to mitigate the impact of growth on tax rates and debt capacity limits.

It is noted that although this was a tool utilized in the recent past, Bill 73 (Smart Growth for Our Communities Act, 2015) introduced the "no additional levies" clause to the D.C.A. which prohibits municipalities from imposing additional payments with regards to new developments, except as permitted under the D.C.A.

2.1.2 *Example: City of Barrie*

Based on the 2014 Fiscal Impact Study completed by Watson, it was determined that growth-related financing burdens were outside the City's financial authority and that Provincially imposed debt capacity limits would be breached. As a result, the City

engaged developing landowners to participate in assisting to finance the capital program, as growth would not be able to proceed without further financial assistance. Capital contribution provisions were negotiated and made in recognition of: D.C.-ineligible expenditures, the 10% mandatory D.C. deduction (note: this contribution was negotiated pre-Bill 197), and the historic service standard exceedance.

A per unit capital provision was calculated based on the growth-related capital infrastructure that was not an eligible expenditure under the D.C.A. but was still required to service growth. The capital expenditures identified include costs related to the 10% mandatory deduction, amounts in excess of the allowable service standard, City Hall expansions, and expenditures related to landfill.

Developing landowners signed a memorandum of understanding to provide this per unit capital contribution to the City at building permit issuance.

Other municipalities that have negotiated a similar capital contribution include the Towns of Milton, Erin, Whitchurch-Stouffville, and Caledon, the Township of King, and the Region of York.

2.1.3 Advantages

A capital contribution provided on a per unit basis can decrease the financial risk to a municipality by imposing the costs on new growth. This would decrease the impact to existing taxpayers and the burden on property taxes as a result of funding non-D.C. eligible growth expenditures. Capital contributions also provide a degree of certainty in the amount of money being contributed for growth-related works.

2.1.4 Disadvantages

The Province released Bill 73 in 2016 which led to the introduction of the “no additional levies” clause in the D.C. legislation. As a result, municipalities cannot mandate capital contribution charges in excess of the D.C. onto development. It should be noted however, that there have been instances whereby the municipality has sought to phase growth to minimize the overall impact of growth onto their debt capacity and tax/user rates. Some developing landowners have offered to assist in financing some of these costs to reduce the impact and to allow additional growth to proceed. These contributions are truly offered by the landowner and have not been mandated as the legislation has required.

2.2 Development Phasing/Staging

2.2.1 *Description & Associated Policies*

In general, servicing costs (water, wastewater, and some roads) are incurred prior to development. This can cause cash flow issues for a municipality when D.C.s are being paid subsequent to the corresponding capital expenditures. Financial issues such as exceeding debt capacity limits are often a concern in high-growth municipalities where up-front costs required for development can be significant.

In order for growth to proceed in a manner that is financially sustainable for a municipality, staging or phasing of development may be pursued. Providing certain thresholds through a formal policy or agreement of when development can proceed in certain areas allows for a municipality to closely monitor key financial metrics and ensure that growth is occurring in a manner that is financially affordable.

In addition, establishing development phasing ensures that development coincides with the construction of the associated infrastructure that is required in a specific area such as roads, schools, parks, water, and wastewater services.

2.2.2 *Example: Town of Milton*

The Town of Milton's Official Plan sets out detailed policies requiring the phasing and financing of development. Progression from one phase to another within the Urban Expansion Area is based on substantial occupancy of the earlier phase and availability of infrastructure.

Prior to a subsequent phase of growth, financial agreements are signed with developing landowners for cost sharing agreements. Subsequent planned phases throughout the Town are not able to proceed until the recommendations in the financial impact study for that phase are secured to the satisfaction of Council.

2.2.3 *Advantages*

Staging of development provides the municipality with a certain degree of control over allowing development to proceed in a financially sustainable manner. In many cases, financial agreements between a municipality and developing landowners have also been entered into to assist in minimizing the impact to existing taxpayers. Providing

certain thresholds and financial metrics that must be met prior to development proceeding also has the potential to limit financial risk to the municipality.

Additionally, staging development allows a municipality to strengthen its capital budgeting process over a long-term time horizon. Understanding where development is going to occur assists the municipality in planning and undertaking high-priority projects that are required for specific developments. Aligning growth with the associated servicing and infrastructure requirements limits the occurrence of unexpected capital projects that would otherwise be required to service additional land that was not previously planned for.

2.2.4 Disadvantages

Although this approach provides municipalities with a higher degree of control on the financial sustainability of development, it may slow down the rate of growth within a municipality. This can also limit the municipality's ability to attract new development opportunities as developers may look to areas with less stringent requirements.

2.3 Prepayment/Front-Ending Agreements

2.3.1 Description & Associated Policies

Front-Ending: Under Section 44 of the D.C.A., a municipality may enter into front-ending agreements for projects related to water, wastewater, stormwater, and services related to a highway. These agreements provide for developing landowners to fully fund the works required for development to proceed. The funds are then flowed back to the original developing landowners as other developments pay D.C.s. Note that this form of agreement requires several administrative requirements including detailed agreements, annual statements to the front-ender, indexing of outstanding amounts to be recovered, etc.

Prepayment: Under Section 27 of the D.C.A., a municipality may enter into an agreement with a person who is required to pay a D.C. providing for all or any part of a D.C. to be paid before or after it would otherwise be payable. If the municipality does not have the ability to finance a project, developing landowners could enter into an early payment agreement to provide the municipality the funds to construct the works

required for development. The funds are then recovered by the developer by receiving credits as the development proceeds.

2.3.2 Example: Region of Halton, Town of Milton

Without front ending and early payments, residential development in Oakville and Milton would not proceed in a timely fashion. Through negotiations, developing landowners are required to execute an allocation agreement which in turn provides for pre-payment and front-ending of the development charges.. The allocation agreement provides an allocation of residential water and wastewater capacity to participating landowners. A specific number of single detached equivalents (S.D.E.s) are reserved for each participating landowner. In addition to a prepayment of the D.C.s for water, wastewater, and roads, each participating owner must also contribute a set amount per S.D.E. for front-end financing of the roads, water, and wastewater projects. These front-end financing payments are required on certain dates as per the executed agreement from all participating landowners. These amounts are repaid to landowners plus compounded interest. A projection of repayments is provided to landowners but there is no guarantee from the Region that the repayments will occur at the same time as provided for in the projection. Actual recoveries are dependent on the pace of residential development. In order to allow for the reimbursement to the landowners that front-ended costs beyond their share of the benefit, a per unit residential front-ending recovery payment is imposed on future development, in addition to the D.C.

As per the allocation agreement, each participating landowner is also required to provide security to the Region for early payment of the water and wastewater component of the D.C. for every S.D.E. that is reserved in the allocation agreement to that participating owner. The initial security provided to the Region is replaced with payments for the water and wastewater projects when they are required. No servicing capacity is allocated to development until the financing agreements are executed and securities (letters of credit) are provided.

The Town of Milton provides another specific example of prepayment agreements related to road works. Through an agreement with developers, each landowner at the time of registration of a plan of subdivision is to provide an indexed letter of credit for each unit in the subdivision, in order to provide cash flow assistance to fund the construction of necessary roadworks. This was required due to the net shortfall in D.C. funding of roadworks required for development in the Town's secondary plans. These

letters of credit are to be drawn on whenever there is a shortfall in the funding of growth-related roadworks. The landowners would be reimbursed without interest over time, through the collection of roads D.C.s.

Other municipalities undertake front-ending agreements however this is not commonly used given the amount of administration required to undertake this type of agreement. Municipalities such as the Town of Erin, The Region of Peel, The Region of York, and the City of Barrie have undertaken such agreements.

Prepayment Agreements are quite common and are often used to fund smaller assets such as watermains, sewers, pumping stations, parks, etc.

2.3.3 Advantages

Front-ending agreements can provide for the upfront costs to be borne by one or more developers who are, in turn, reimbursed in the future by person who develop land defined in the agreement. By requiring developers to pay for these capital expenditures, the municipality limits its financial risk by transferring the assumption of the costs required to support the development to the landowners.

Accelerated payment agreements assist municipalities with cash flow to build specific projects. Through prepayment of all or a portion of the D.C., the municipality is able to collect revenue ahead of when the timing of the associated capital expenditures are required.

2.3.4 Disadvantages

With prepayment agreements, the municipality will receive the D.C.s upfront and would not receive the associated indexing that could be collected if D.C.s are paid at building permit stage.

Front-ending agreements have higher administrative costs on the municipality as they must keep track of the funds in the agreements and flow them back to the front-ending landowner. Legal costs are also higher due to the costs in setting up agreements.

Front-ending agreements may not be as feasible when the housing market is not strong as the development community may be unwilling to assume the financing risk involved.

2.4 Service Emplacement Agreements

2.4.1 *Description and Associated Policies*

Section 38 of the D.C.A. provides that a developing landowner may construct or provide a service which relates to a service in the D.C. by-law. Through an agreement with the developer, the municipality shall provide a credit towards the D.C. in accordance with the agreement. Note: alternative repayment agreements can be utilized. The amount of the credit is equivalent to the reasonable cost of doing the work as agreed upon by the municipality and the developer who is to be given the credit and is to be applied against individual projects and not against the D.C. A credit given in exchange for work done is a credit only in relation to the service to which the work relates (e.g. an agreement to build a park will provide that the credit is against the parkland component of the D.C.). Should the project cost exceed the credit amount, the municipality would need to identify how the excess amount will be repaid. These service emplacement agreements most often apply to stormwater projects, smaller watermain and sewer extensions, as well as parkland development.

These agreements are similar to the prepayment agreements discussed above, however instead of providing the D.C. funds directly to the municipality, the developer builds the infrastructure and receives a credit against the future D.C. payable.

2.4.2 *Example*

This is a relatively common approach used for smaller projects such as parks, watermains, stormwater management works, etc. Municipalities of varying sizes, including the Regions of Peel, Halton, York, and Durham, and the Cities of Toronto and Ottawa utilize these agreements for construction of capital works.

2.4.3 *Advantages*

As the developer agrees to construct the capital works, full funding is provided for the specific project. Based on the wording in the D.C.A., the credit provided can only relate to the service provided. If a stormwater management pond was constructed, a credit would only be applied to that specific project. As a result, the developer bears the risk of a slower pace of development in that area as the credits would only be recovered through development that benefits from those works.

2.4.4 Disadvantages

Additional administrative costs would need to be borne by the municipality in order to track the credits.

Accelerating project construction can lead to increased financial risk to the municipality in that limited new net revenues accrue to the D.C. reserve funds, but new liabilities arise for providing repayments in the future.

2.5 Accelerated Payment of Hard Service D.C.s at Subdivision/Consent Agreement Stage

2.5.1 Description and Associated Policies

The D.C.A. provides for two points in time where a municipality can, by by-law, mandate the collection of the D.C.:

- Section 26(1) provides the charge shall be payable at the time the building permit is issued
- Section 26(2) provides that for Water, Wastewater, Stormwater, and Services Related to a Highway, a municipality may provide that the D.C. be payable immediately upon the parties entering into a subdivision agreement or consent agreement.

As opposed to the formal agreements that are required under Section 27 for the prepayment of D.C.s, these accelerated payments for hard services can be achieved through the D.C. by-law. This policy imposed through the D.C. by-law may assist a municipality in collecting revenues at the time they are required for the associated capital expenditures, and as such, this may minimize the need for the municipality to assume financing costs.

2.5.2 Example

There are a number of municipalities that provide for the early payment of D.C.s for certain services within their respective by-laws. These municipalities include the Regions of Halton and Durham, the Towns of Milton and Oakville, and the Cities of Markham and Vaughan.

2.5.3 Advantages

As the infrastructure related to hard services is often required in advance of the building permit stage, accelerated payment agreements assist municipalities with cash flow that is required for the associated capital expenditures.

Compared to Section 27 prepayment agreements (see Section 2.3), formal agreements are not required with the developers. This is a policy that can be emplaced into a D.C. by-law for all development (subject to certain limitations discussed in the next section).

2.5.4 Disadvantages

Requiring the collection of certain services at subdivision/consent agreement while collecting the remaining services at building permit stage imposes a higher administrative burden on the municipality, as opposed to collecting all D.C.s at a single point in time.

Similar to prepayment agreements, the municipality may not receive the associated indexing for the services collected for at the subdivision/consent agreement stage, as opposed to building permit stage.

Through recent legislative changes (i.e. Bill 108), installment payments are now imposed for certain types of development (i.e. rental housing, institutional development and non-profit housing). As a result, the associated D.C.s for water, wastewater, stormwater, and services related to a highway cannot be collected at the subdivision/consent agreement stage for these types of development.

2.6 Contributions Toward Non-Growth-Related Costs

2.6.1 Description and Associated Policies:

Although this financing option is a variation of the voluntary capital contributions discussed in Section 2.2, it is unique in the way it is carried out and hence provided as a separate section.

A municipality may require developers to make a contribution toward non-growth-related component costs where certain works (which are required for development to proceed) are advanced well in excess of when these expenditures are planned in a municipality's

capital budget. This policy can assist in minimizing impacts on existing residents when development proceeds ahead of when the municipality has planned for it.

2.6.2 Example: York Region

Based on the Region's 2017 D.C. Background Study, developers may be required to make a contribution towards the non-growth portion of costs where works are being constructed in advance of the Region's capital program.

Where capital works are included within the ten-year forecast and works are advanced to the current budget year, the Region would reimburse the developer for an amount equivalent to the present value of York Region funding the non-growth portion of the costs.

Where capital works are not included in the ten-year capital forecast (i.e. may have been identified in a master plan but construction of the work was planned outside the budget forecast period), the developer would not be reimbursed and would be required to make a non-recoverable contribution for the non-growth costs.

2.6.3 Advantages

This practice strengthens long-term financial planning practices. A municipality would not have to adjust the capital program and associated financing if certain works are required ahead of schedule.

2.6.4 Disadvantages

As mentioned in the section related to voluntary capital contribution, with the introduction of the "no additional levies" clause to the D.C.A., this policy may be difficult to mandate; however, there may be occasions where a developer may wish to fund these costs based on an offering from them.

2.7 Local Service Policy Requirements

2.7.1 Description & Associated Policies

Municipalities may elect to impose a broader local service policy requiring certain works, which would traditionally be funded through development charges, to be a direct developer responsibility. As the D.C.A. does not define what level to set the local

service policy, a municipality can identify specific types of works as a developer responsibility if they are required for a specific development.

2.7.2 Example: Township of Springwater

As per the Township of Springwater's 2018 D.C. Background Study, specific capital works related to water, wastewater, roads, and parks that are required for development in the Midhurst Secondary Plan have been identified as developer responsibility. Capital costs such as water and wastewater treatment plants, major pumping, trunks mains and arterial roads, have been included in their local service definition whereas most municipal policies do not include these higher-level works..

2.7.3 Advantages

Through the local service policy document, clear guidelines are provided as to what is considered developer responsibility. Providing a higher threshold as to what is considered developer responsibility limits financial exposure to the municipality while development is proceeding.

2.7.4 Disadvantages

Developers may contest whether certain works are required specifically for their development. A challenge to this option is that cost-sharing agreements among developers may be required for certain works in an area. Some developers may be unwilling to negotiate with each other.

2.8 Area-Specific D.C.s

2.8.1 Description and Associated Policies

A uniform D.C. is standard municipal practice but provides limited incentives for developers to focus on areas which are already serviced or can be serviced at low cost. In order to recover growth-related expenditures from the development that directly benefits from the work, a localized D.C. charge related to works in a specific area can be imposed to recover the higher costs related to servicing a new area. This is often a useful funding tool in Secondary Plans where localized infrastructure related to water, wastewater, and roads is required to support a specific development and is often not in

place. Instead of imposing these local costs across an entire municipality, the benefitting area is responsible for all of the costs.

Area-specific charges are also often used in conjunction with front-ending agreements to recover costs from subsequent benefitting development.

2.8.2 Example: Richmond Hill

Richmond Hill imposes area specific D.C.s for certain hard services that solely benefit the development area. These works include collector roads, water mains, sewer mains, stormwater management measures and localized studies whereas the City-wide D.C. would provide for arterial roads, major trunk water/sewer mains and broader growth-related studies.

The Cities of Markham and Vaughan also impose a similar style of City-wide and area specific charges. It is also noted that the City of Hamilton has imposed a similar style of area specific D.C.s in Dundas and Waterdown for wastewater services as well as in Binbrook for water and wastewater services.

2.8.3 Advantages

This financing option can be utilized as an alternative funding tool when developing landowners are unwilling to co-operate amongst each other with regards to front-ending or cost sharing agreements. Area-specific D.C.s also provide a degree of transparency to developers in that localized works are being funded by the landowners that directly benefit from them.

Many municipalities are focusing on intensification and high-density development to infill areas. D.C.s could be used to encourage development in the existing urban areas and discourage development in the outer areas by using area specific D.C.s instead of uniform D.C.s. The following list provides a few reasons why costs may differ by area:

- Distance from major facilities (e.g. length of trunk to sewage treatment plants will vary);
- Capacity may already be available in existing infrastructure; and
- Services levels may vary among developments (e.g. reduced automobile use in higher density areas).

Although an area-specific D.C. approach generally only has the potential to affect a portion of the D.C. rate (i.e., sewer trunks, watermains, etc.), the use of these differentiated rates could potentially promote intensification in existing areas.

2.8.4 Disadvantages

Although this methodology of area specific D.C.s is feasible with highly localized works, such as stormwater management, this would be difficult to put into practice for services such as recreation facilities or parks where the service is not restricted to one specific area and is often used by all residents.

In addition, with area specific D.C.s, some areas would pay very high D.C.s while others would pay much lower rates for what may be similar types of development. As these developments occur in similar housing (or non-residential) markets, varying D.C. quanta could place the higher charge areas at a competitive disadvantage. As a result, development opportunities may be difficult in certain areas due to development costs and hence, may restrict overall growth.

Appendix C: Water, Wastewater, and Stormwater Servicing Report

Prepared By:



CITY OF HAMILTON

TECHNICAL MEMO – AMBITIOUS DENSITY VS.
NO URBAN BOUNDARY EXPANSION ANALYSIS OF
WATER, WASTEWATER AND STORMWATER SERVICING NEEDS

GMBP File: 717010

October 25, 2021



Hamilton

REVISION LOG

Revision #	Date	Issue / Revision Description
1	Sept 6, 2021	Draft to City
2	Sept 15, 2021	2 nd Draft to City
3	Oct 25, 2021	Final Document to City

GM BluePlan Signatures



Report Prepared By:

Matthew Fisher, P.Eng., & Steve Jobson, P.Eng.



Report Reviewed By:

Mark Zamojc, P.Eng.

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1. INTRODUCTION & PURPOSE

GM BluePlan Engineering and Wood Environment & Infrastructure Solutions (Wood) (Master Plan Team) have been retained by the City of Hamilton to prepare the Water, Wastewater and Stormwater Master Plan. The Master Plan was originally scoped to provide a Water, Wastewater and Stormwater servicing strategy to meet growth to 2041.

Following the Province's Places to Grow update in 2020, which sets a new planning horizon to 2051, the City has been reviewing greenfield density and additional land needs to support population and employment growth between 2041 and 2051. The population and employment projection inputs are developed by the City Planning department under the Growth Related Integrated Development Strategy (GRIDS) 2 process and consists of population, employment, and densities within existing areas (infill / intensification) and new Greenfield growth to 2051.

Data was provided to the Master Plan Team through the GRIDS 2 Process in June 2021 that updated the planning horizon to 2051 under an Ambitious Density Scenario (including 1,340 hectares of urban expansion). This scenario considers an Urban Boundary Expansion by identifying new Greenfield growth, as well as infill and intensification areas within the existing City core. The Ambitious Density Planning scenario that has been identified is not yet approved by Council. A Council and Committee meeting is planned for October 2021 that will identify whether an Urban Boundary Expansion is supported. This decision will be based on a detailed and comprehensive review of the Lands Needs Assessment and public input. To help inform the planning process and selection of potential new growth areas, the City has requested that the Master Plan Team conduct a high-level comparative review of the impacts to the City's existing and/or planned infrastructure and public service facilities of a No Urban Boundary Expansion (No UBE) growth option vs. the Ambitious Density Scenario. The No UBE option focuses on infill and intensification within the City's existing boundary limits, including key areas such as the Downtown Core.

In summary, the overall objective of the analysis was to compare the two planning options and answer the following question:

Does the growth option result in significant impacts to the City's existing or planned infrastructure and public service facilities?

2. PLANNING SUMMARY

Two scenarios are being evaluated at a desktop level for the purposes of this assessment: An Ambitious Density Scenario and a No Urban Boundary Expansion Scenario. The planning information for the Ambitious Density and No UBE scenarios helps to inform the comparative analysis by identifying potential areas of opportunities and constraints within the existing built and/or greenfield areas in the City.

The following summarizes the planning information provided for each of the scenarios identified, delineated by Municipal Areas within the city.

2.1 Ambitious Density

The Ambitious Density growth option includes four scenarios (1, 2, 3 and 5b), however for the purposes of this analysis, only Scenario 1 was reviewed and compared with the No UBE scenario. Scenario 1, 2 and 3 all have similar boundaries and 2051 population and employment projections for the same Traffic Survey Zones (TSZs). The existing and future planning projections for 2051 can be seen in Table 2-1 for the City's core communities.

Table 2-1 – Ambitious Density Phasing Scenario 1 Based on an Expanded Urban Boundary

Ambitious Density -Sc 1	2021			2051			2021-2051 Growth		
	Pop	Emp	Total	Pop	Emp	Total	Pop	Emp	Total
Waterdown	23,527	7,562	31,089	36,122	11,963	48,085	12,595	4,401	16,996
Dundas	31,127	17,115	48,242	31,731	17,585	49,316	604	470	1,074
Ancaster	39,632	14,219	53,851	45,508	20,804	66,312	5,876	6,585	12,461
Lower Hamilton	201,932	102,961	304,893	270,795	165,549	436,344	68,863	62,588	131,451
Upper Hamilton	152,735	44,423	197,158	177,216	56,179	233,395	24,481	11,756	36,237
Mount Hope / AEGD	3,779	3,537	7,316	13,660	18,546	32,206	9,881	15,009	24,890
Glanbrook	8,177	2,487	10,664	27,000	10,141	37,141	18,823	7,654	26,477
Stoney Creek	78,192	27,533	105,725	170,466	49,823	220,289	92,274	22,290	114,564
Binbrook	11,018	955	11,973	14,960	2,000	16,960	3,942	1,045	4,987
Total in Urban Area	550,119	220,792	770,911	787,458	352,590	1,140,048	237,339	131,798	369,137
Rural	33,844	7,640	41,484	32,913	7,641	40,554	(931)	1	(930)
Total	583,963	228,432	812,395	820,371	360,231	1,180,602	236,408	131,799	368,207

2.2 No Urban Boundary Expansion

The No UBE scenario considers growth strictly within the existing Urban Area, focusing on infill and intensification within local communities. The existing population numbers and No UBE planning projections for 2051 are provided in Table 2-2 for the City’s core communities.

Table 2-2 – No Urban Boundary Expansion Projections

No UBE	2021			2051			2021-2051 Growth		
	Pop	Emp	Total	Pop	Emp	Total	Pop	Emp	Total
Waterdown	23,527	7,562	31,089	37,721	12,363	50,084	14,194	4,801	18,995
Dundas	30,219	17,115	47,334	31,920	17,853	49,773	1,701	738	2,439
Ancaster	39,368	14,040	53,408	46,230	20,255	66,485	6,862	6,215	13,077
Lower Hamilton	201,932	102,961	304,893	335,290	181,685	516,975	133,358	78,724	212,082
Upper Hamilton	152,735	44,423	197,158	188,328	58,952	247,280	35,593	14,529	50,122
Mount Hope / AEGD	3,193	3,317	6,510	6,715	15,092	21,807	3,522	11,775	15,297
Glanbrook	8,177	2,487	10,664	9,233	4,487	13,720	1,056	2,000	3,056

No UBE	2021			2051			2021-2051 Growth		
	Pop	Emp	Total	Pop	Emp	Total	Pop	Emp	Total
Stoney Creek	77,741	27,358	105,099	114,813	38,600	153,413	37,072	11,242	48,314
Binbrook	11,018	955	11,973	14,960	2,000	16,960	3,942	1,045	4,987
Total in Urban Area	547,910	220,218	768,128	785,210	351,287	1,136,497	237,300	131,069	368,369
Rural	36,053	8,214	44,267	35,421	8,928	44,349	-632	714	82
Total	583,963	228,432	812,395	820,631	360,215	1,180,846	236,668	131,783	368,451

2.3 Growth Comparison: Ambitious Density vs. No Urban Boundary Expansion

Table 2-3 below shows the planning projection comparison between the Ambitious Density Scenario and No UBE in 2051 within the City’s local communities.

Table 2-3 – Ambitious Density Scenario vs. No Urban Boundary Expansion Projections

Communities	Ambitious Density Scenario 1 - 2051			No Urban Boundary Expansion - 2051			Growth Comparison (AD to No UBE)			
	Pop	Emp	Total	Pop	Emp	Total	Pop	Emp	Total	%
Waterdown	36,122	11,963	48,085	37,721	12,363	50,084	1,599	400	1,999	4%
Dundas	31,731	17,585	49,316	31,920	17,853	49,773	189	268	457	1%
Ancaster	45,508	20,804	66,312	46,230	20,255	66,485	722	-549	173	0%
Lower Hamilton	270,795	165,549	436,344	335,290	181,685	516,975	64,495	16,136	80,631	18%
Upper Hamilton	177,216	56,179	233,395	188,328	58,952	247,280	11,112	2,773	13,885	6%
Mount Hope / AEGD	13,660	18,546	32,206	6,715	15,092	21,807	-6,945	-3,454	-10,399	-32%
Glanbrook	27,000	10,141	37,141	9,233	4,487	13,720	-17,767	-5,654	-23,421	-63%
Stoney Creek	170,466	49,823	220,289	114,813	38,600	153,413	-55,653	-11,223	-66,876	-30%
Binbrook	14,960	2,000	16,960	14,960	2,000	16,960	0	0	0	0%
Total in Urban Area	787,458	352,590	1,140,048	785,210	351,287	1,136,497	-2,248	-1,303	-3,551	0%
Rural	32,913	7,641	40,554	35,421	8,928	44,349	2,508	1,287	3,795	9%
Total	820,371	360,231	1,180,602	820,631	360,215	1,180,846	260	-16	244	0%

The population and employment growth comparison for the two scenarios has been graphically presented in the following maps:

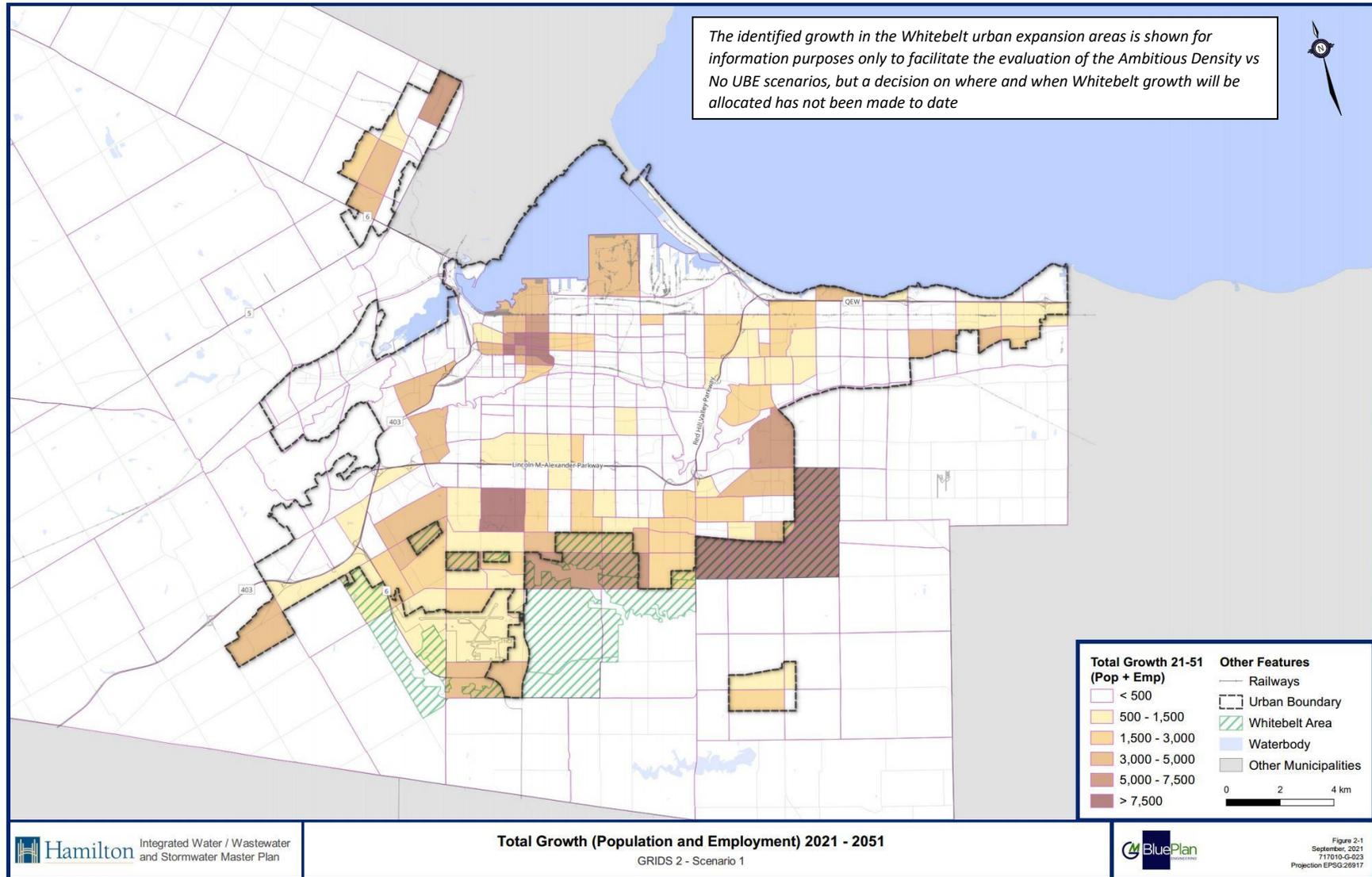


Figure 2-1 Ambitious Density Scenario 1 – Total Growth from 2021 to 2051

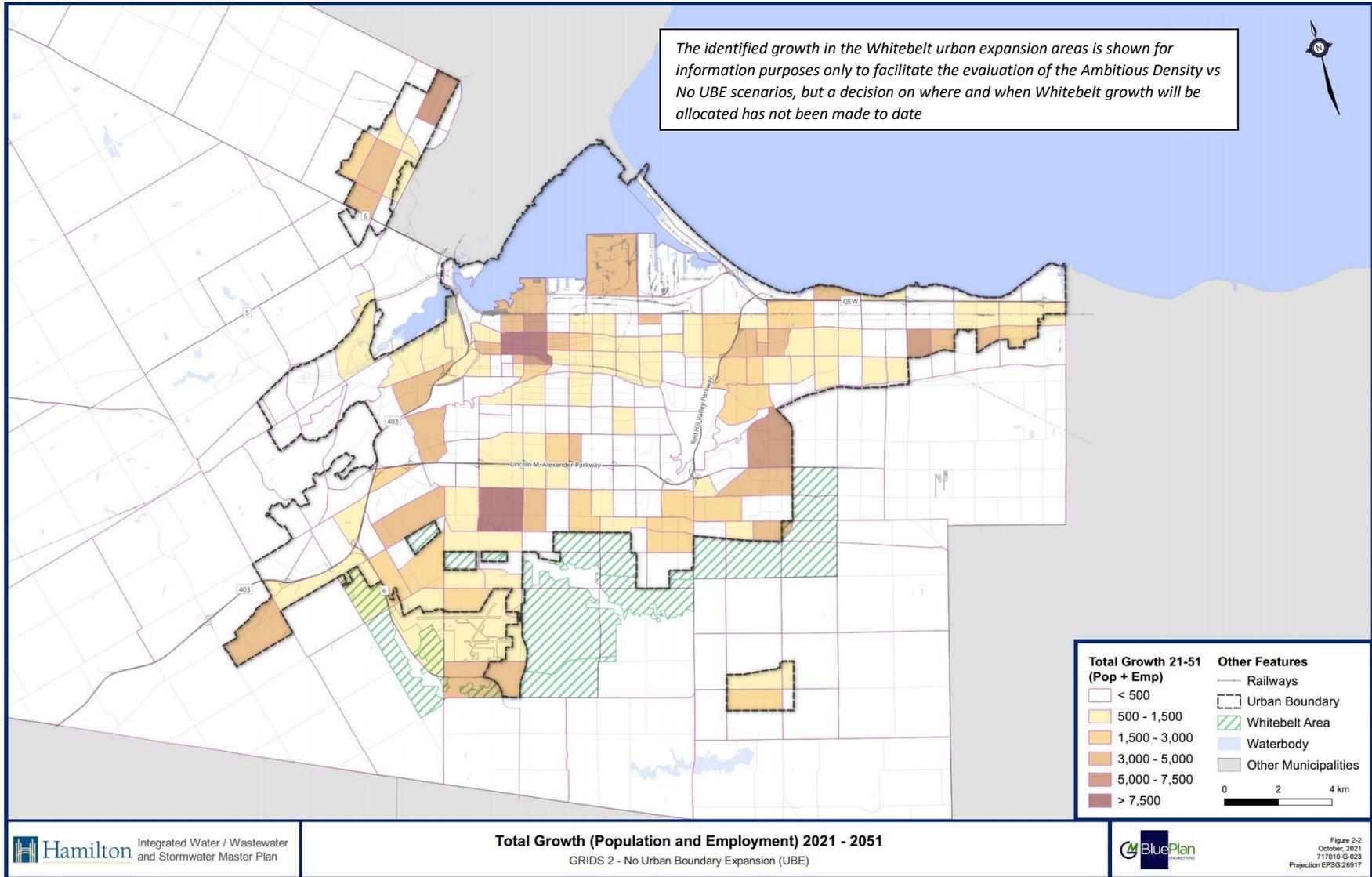


Figure 2-2 No Urban Boundary Scenario – Total Growth from 2021 to 2051

Overall, the largest differences in growth between the Ambitious Density and No UBE Scenarios is limited to the significant decrease in growth in the Greenfield areas, outside of the existing Urban Boundary, and the significant increase in growth within the Downtown Core and the eastern extents of Stoney Creek into Lower Hamilton, with some additional infill and intensification within the Upper Hamilton community under the No UBE scenario.

Figure 2-3 provides a graphic representation of the increase or decrease in growth throughout the City when comparing the Ambitious Density Scenario to the No UBE Scenario.

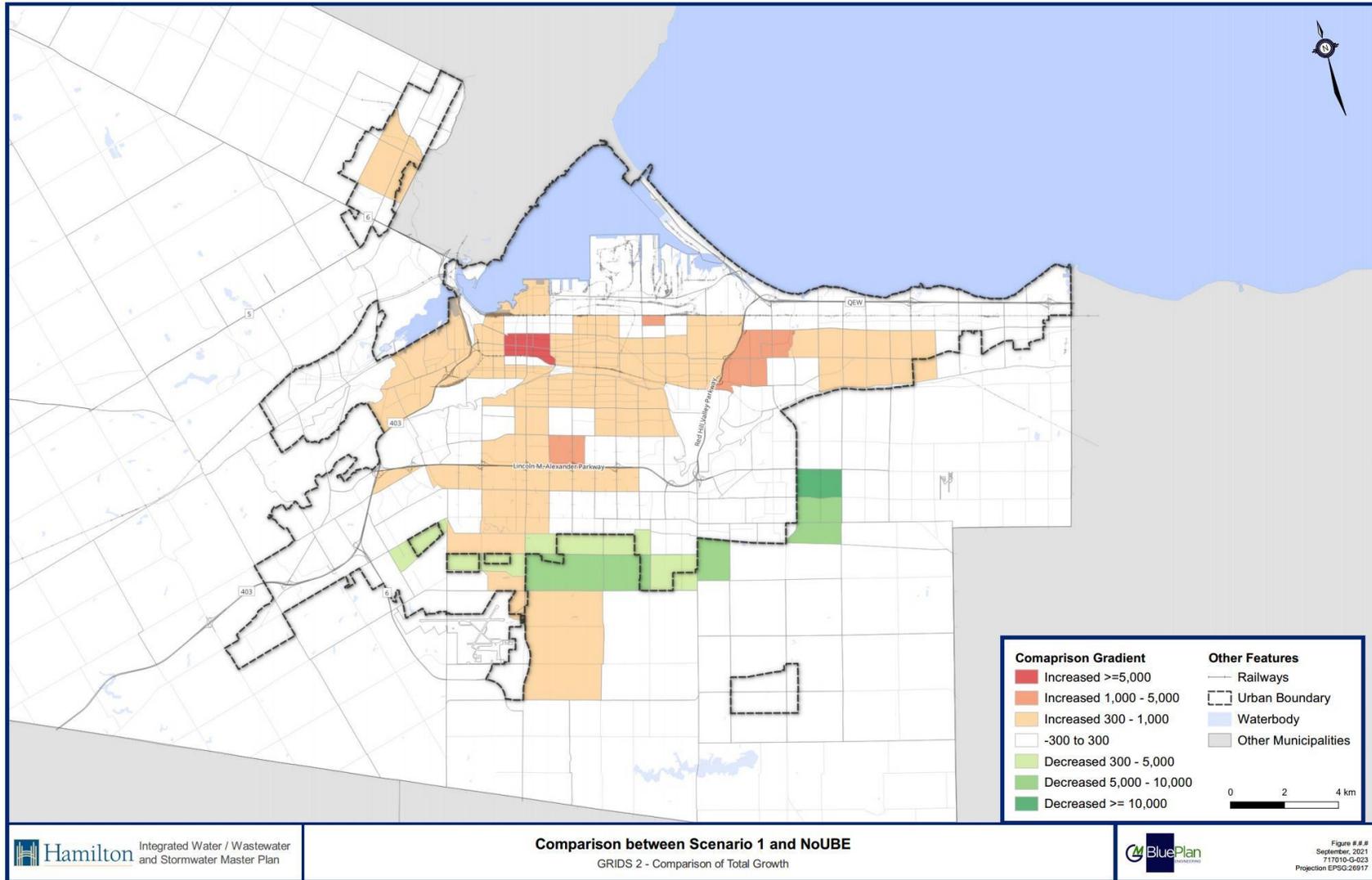


Figure 2-3 Total Growth Comparison Between Ambitious Density Scenario 1 and No UBE Scenario

3. ANALYSIS METHODOLOGY

3.1 Water/ Wastewater / Stormwater

3.1.1 Master Plan Criteria

The Master Plan Team completed a review of the existing design criteria as part of the Master Plan update, similar to previously completed Master Plans. Detailed assumptions, factors and criteria can be found in Technical Memo #4 (Water and Wastewater) and Technical Memo #5 (Stormwater) which summarizes the completed design criteria review and confirms the relevant design criteria to be used as a basis for the Master Plan. The focus of the design criteria review was to assess the residential and employment water demand consumption and wastewater flow generations to ensure that the projections are accurate and reflect new trends to support decision making for the sizing and timing of future infrastructure including pipes and facilities.

The following sub-sections provide summary tables of the recommended water, wastewater, and stormwater design criteria

Water Demand Criteria

Based on a review of City of Hamilton production, billing, and SCADA data (further detailed in Technical Memo #4), the following table presents a summary of the recommended Master Plan Water Design Criteria to be applied to new growth.

Table 3-1 Water Demand Design Criteria

Per Capita Demand Criteria	
Average Day Demand – Residential (L/person/d)	300
Average Day Demand – Employment (L/employee/d)	260
Max Day Peaking Factor	1.9
Peak Hour Peaking Factor	3.0
System Design Criteria	
Pumping – Firm Capacity	Firm Capacity is defined as the capacity with the largest pump out service
Pumping – Requirements	<ul style="list-style-type: none"> • A pressure district with no storage, floating or inground, must receive the greater of Maximum Day Demand (MDD) + Fire Flow (FF) or Peak Hour Demand (PHD) from the upstream pressure district and supply the greater of MDD+FF or PHD to the downstream pressure district • A pressure district with pumped storage only must receive MDD from the upstream pressure district, as peak flows can be managed through the reservoir, and supply the greater of PHD or MDD+FF to the downstream pressure district; further, pumped storage must not float the upstream pressure district • A pressure district with floating storage must receive MDD from the upstream pressure district and supply MDD to the downstream pressure district as peak flows can be managed by the floating storage

Storage	Provide Ministry of the Environment Conservation and Parks (MECP) Storage requirements within a given zone (equalization, fire, and emergency storage)
Distribution – Conveyance	Convey larger of peak hour or max day plus fire
Distribution – Target Pressure	40 psi – 100 psi
Treatment	<ul style="list-style-type: none"> When flows reach 80% of plant capacity, the planning process for plant expansion will be flagged When 90% of plant capacity has been reached, expansion should be completed

Wastewater Flow Criteria

Based on a review of historical wastewater treatment plant flow trends, population and Billing Data, Industry Design Criteria, F-5-5, Combined Sewer Overflow (CSO) and Hamilton Harbor Remedial Action Plan (HHRAP) criteria (further detailed in Technical Memo #4), the following table presents a summary of the recommended Master Plan Wastewater Design Criteria for new growth.

Table 3-2 Wastewater Design Criteria

Criteria	2018 Master Plan
Average Dry Weather Flow – Residential (L/person/d)	300
Average Dry Weather Flow – Employment (L/employee/d)	260
Peaking Factor	Babbitt Formula
Extraneous Flow Allowance	0.4, 0.6 ¹
Pumping – Firm Capacity	Firm Capacity is defined as the capacity with the largest pump out service
Treatment	<ul style="list-style-type: none"> When flows reach 80% of plant capacity, the planning process for plant expansion will be flagged When 90% of plant capacity has been reached, expansion should be completed
Design Storms	2 yr-24 hr SCS, 5 yr-6hr SCS
Conveyance Upgrade Trigger – Separated	q/Q >0.75 and HGL <1.8 m below ground under 5yr Design Storm
Conveyance Upgrade Trigger – Combined	q/Q >0.85 and HGL <1.8 m below ground under 5yr Design Storm

(1) An infiltration factor of 0.6 L/ha/s where no storm sewers, or shallow storm sewers which require weeping tiles of dwellings to be drained by sump pump

Stormwater Criteria

Based on a review of the City’s Stormwater Management Policies (as per Technical Memorandum #5 and subsequent policy updates completed in May 2020), the following table presents a summary of the key stormwater design criteria guiding growth management. Reference should be made to the preceding documents (as well as the City’s most current Comprehensive Development Guidelines and Financial Policies Manual) for additional specifics.

In addition to the preceding, policy updates (May 2020) re-affirmed City support for Low Impact Development Best Management Practices (LID BMPs), subject to the completion of site-specific studies. LID BMPs (and retention of the first 5 mm of rainfall) was supported for Industrial/Commercial/Institutional (ICI) lands specifically. Support for other lands (i.e. residential) may be supported on a case-by-case basis.

Criteria	Value
Storm Sewer (Minor System) Design Basis	1 in 5-year return period, 85% full flow capacity
Overland Flow (Major System) Design Basis	1 in 100-year return period 0 mm depth above crown (arterials), 150 mm depth above crown (other roads)
Stormwater Quality Controls	70% or 80% Average Annual Total Suspended Solids (TSS) Removal (depending on watershed) Treatment Train Approach (more than one treatment method)
Stormwater Erosion Controls	Extended Detention of the 25 mm storm event (24-hours) or Criteria as determined through Subwatershed Study
Stormwater Quantity Controls	Combined Sewer area: 100-year post-development peak flow to 2-year pre-development peak flow Separated Sewer area: post-development to pre-development peak flow control for 2-year to 100-year events

3.1.2 Desktop Level Analysis

A Framework for ‘How Should Hamilton Grow?’ was created by the City of Hamilton, in conjunction with Dillon Consulting, in response to the Council direction to evaluate a No UBE option as opposed to the Ambitious Density Growth Option. This framework does not evaluate ‘where’ or ‘when’ growth would occur, rather, it is intended to provide support information to assist Council in answering the question of whether or not an urban boundary expansion should proceed.

In response to this framework, a desktop analysis and review of impacts for both the no UBE and Ambitious Density Growth options was completed to address a single criterion regarding the **potential for significant impacts to the existing or planned infrastructure within the City**. This desktop level analysis is a qualitative assessment, leveraging knowledge of areas across the City with existing constraints and opportunities, and did not include an analytical (i.e. modelling) evaluation of phasing options. High level calculations of water demand and wastewater flows were completed to identify general areas that could potentially be constrained and where these locations may differ between the two scenarios.

It should be noted that servicing strategy alternatives have not been fully developed at this time as models have not been loaded with growth for either scenario in order to determine specific potential areas of impact. As such, a list of projects has not been identified, resulting in a limited ability to generate high-level costing estimates for either scenario.

The results of this high-level assessment, detailed in the following sections, provides information regarding the comparative analysis between scenarios premised on infrastructure.

4. RESULTS AND SUMMARY

4.1 Water

4.1.1 Population and Employment Projections

Population and Employment Planning Projections were provided by the City for both the Ambitious Density Scenario and No UBE Scenario based on Traffic Survey Zones (TSZs). The growth identified in the TSZs is considered uniform throughout the parcel so the planning numbers could be easily allocated to the underlying Pressure Districts across the City. The overall growth projected for 2051 is approximately 369,000 people and jobs or an increase of 48% from the existing population in 2021.

The following table provides the existing population and planning projections to 2051 by pressure district for both the Ambitious Density Scenario and the No UBE Scenario:

Table 4-1 Pressure District Population Projection Comparison

Pressure District	Ambitious Density				No Urban Boundary Expansion			Ambitious Density to No Urban Boundary 2051
	Existing 2021	2051	2021 - 2051	2021 - 2051	2051	2021 - 2051	2021 - 2051	
	Total	Total	Growth	% Growth	Total	Growth	% Growth	
1	223,998	290,841	66,843	30%	317,295	93,296	42%	+26,453
2	115,246	199,065	83,819	73%	253,328	138,082	120%	+54,263
3	12,168	14,235	2,067	17%	15,071	2,903	24%	+836
4	39,972	44,029	4,058	10%	48,806	8,834	22%	+4,776
5	96,616	121,343	24,727	26%	114,851	18,235	19%	-6,492
6	135,633	210,625	74,992	55%	192,825	57,192	42%	-17,800
7	22,795	94,949	72,154	317%	34,459	11,664	51%	-60,490
9	8	17	9	104%	17	9	104%	0
10	1,032	1,983	951	92%	1,983	951	92%	0
11	18,769	19,484	715	4%	19,792	1,023	5%	+308
12	6,805	7,069	264	4%	7,069	264	4%	0
13	668	700	33	5%	710	42	6%	+10
14	525	519	-6	-1%	519	-6	-1%	0
15	120	122	2	2%	122	2	2%	0
16	24,318	34,042	9,724	40%	36,041	11,723	48%	+1,999
17	2,575	2,566	-9	0%	2,708	133	5%	+142
18	43,075	59,476	16,401	38%	55,687	12,612	29%	-3,790
19	516	499	-17	-3%	499	-17	-3%	0
20	196	190	-6	-3%	190	-6	-3%	0
21	650	656	5	1%	671	21	3%	+16
22	3,594	3,648	54	2%	3,661	68	2%	+14
23	11,901	16,857	4,956	42%	16,857	4,956	42%	0
24	6,771	14,043	7,272	107%	14,043	7,272	107%	0
25	6,938	6,955	17	0%	6,955	17	0%	0

As can be seen from the data in Table 4-2Table 4-1, the following conclusions can be made regarding the key projected growth by pressure district in the Ambitious Density and No Urban Boundary Expansion scenarios:

Table 4-2 Projected Growth by Pressure District Summary

Pressure District	Ambitious Density Scenario Growth from 2021 - 2051	No Urban Boundary Expansion Scenario Growth from 2021 - 2051	Commentary
PD1	30% increase in growth	42% increase in growth	No UBE Scenario has slightly more growth demonstrating increased intensification
PD2	73% increase in growth	120% increase in growth	No UBE Scenario has significantly more growth demonstrating increased intensification
PD6	55% increase in growth	42% increase in growth	No UBE Scenario has slightly less growth due to the removal of certain urban boundary expansion areas
PD7	300+% increase in growth	51% increase in growth	No UBE Scenario has significantly less growth due to the removal of urban boundary expansion areas
PD16	40% increase in growth	48% increase in growth	No UBE Scenario has similarly high growth as the Ambitious Density Scenario
PD18	38% increase in growth	29% increase in growth	No UBE Scenario has slightly less growth due to the removal of certain urban boundary expansion areas
PD23	42% increase in growth	42% increase in growth	No UBE Scenario has similarly high growth as the Ambitious Density Scenario
PD24	100+% increase in growth	100+% increase in growth	No UBE Scenario has similarly high growth as the Ambitious Density Scenario

Other pressure districts not listed above are generally expected to experience growth (2021 to 2051) of less than 30% of the existing population in both the No UBE and Ambitious Density Scenarios.

Leveraging knowledge of the existing system, GMBP identified several areas of assessment to be analyzed at a desktop level, for both scenarios, in order to identify potential constraints and/or opportunities. For the water system, these areas of assessment were the water demands, storage requirements and pumping requirements.

4.1.1 Water Demands & Treatment Requirements

Overall water demands were calculated for 2051 using the “Starting Point Methodology”. This means that, rather than using the 2021 GRIDS2 data and design criteria, the 2021 demands are based off of historical flow balance information that was used to update the hydraulic model in 2018. It should be noted that a comparison was conducted to ensure that the use of the “Starting Point Methodology” was suitable; Overall, the difference between the “Starting Point Methodology” and the “Design Criteria Methodology” was negligible in terms of average day demands. The main difference was in terms of maximum day demands and peak hour demands where the design criteria is noticeably more conservative than recent history. This is common practice for Master Planning, where it is beneficial to be slightly more conservative to account for the potential for higher peak demands than recent history due to drought conditions.

Regardless of the choice in methodology for identifying the baseline (2021) demands, the projected growth in water demand from 2021 to 2051 is identical for both the Ambitious Density and No Urban Boundary Expansion scenarios because both scenarios use the design criteria and total population growth. The increase in Average Day Demand from the existing baseline (2021) to 2051 was determined to be approximately 105 Mega Litres per Day (MLD) (from 226 to 331 MLD). This increase is consistent under both the Ambitious Density Scenario and No Urban Boundary Expansion Scenario. The calculated Maximum Day Demand is approximated to be increasing from ~364MLD to ~565 MLD.

Since the water production needs at the treatment plant level are the same in both the Ambitious Density and No Urban Boundary Expansion scenarios, it does not require further analysis since any infrastructure upgrades for treatment would be equivalent in both scenarios.

Table 4-3 identifies the water system demands for each Pressure District in the City.

Table 4-3 Water System Demands by Pressure District

Pressure District	2021 ADD (MLD)	2021 MDD (MLD)	Ambitious Density		No UBE	
			2051 ADD (MLD)	2051 MDD (MLD)	2051 ADD (MLD)	2051 MDD (MLD)
PD1	84.2	135.7	103.2	171.9	110.9	186.6
PD2	29.3	47.2	52.7	91.6	68.5	121.8
PD3	3.2	5.2	3.8	6.3	4.1	6.8
PD4	11.3	18.3	12.5	20.5	13.9	23.2
PD5	24.3	39.2	31.5	52.8	29.6	49.2
PD6	37.9	61.1	59.4	101.9	54.2	92.1
PD7	4.6	7.5	25.7	47.4	7.9	13.8
PD9	0.01	0.01	0.01	0.02	0.01	0.02
PD10	0.1	0.1	0.3	0.7	0.3	0.7
PD11	5.6	9.0	5.8	9.4	5.9	9.5
PD12	1.6	2.6	1.7	2.8	1.7	2.8
PD13	0.3	0.4	0.3	0.5	0.3	0.5
PD14	0.2	0.3	0.2	0.3	0.2	0.3
PD15	0.1	0.1	0.1	0.1	0.1	0.1
PD16	5.3	8.6	8.1	13.9	8.7	15.0
PD17	0.7	1.1	0.7	1.1	0.7	1.1

Pressure District	2021 ADD (MLD)	2021 MDD (MLD)	Ambitious Density		No UBE	
			2051 ADD (MLD)	2051 MDD (MLD)	2051 ADD (MLD)	2051 MDD (MLD)
PD18	10.5	17.0	15.1	25.6	14.0	23.6
PD19	0.1	0.1	0.1	0.1	0.1	0.1
PD20	0.05	0.1	0.05	0.1	0.05	0.1
PD21	0.1	0.2	0.1	0.2	0.1	0.2
PD22	1.0	1.6	1.0	1.7	1.0	1.7
PD23	2.2	3.6	3.7	6.4	3.7	6.4
PD24	1.2	1.9	3.3	5.9	3.3	5.9
PD25	2.0	3.2	2.0	3.2	2.0	3.2
Total	226	364	331	564	331	565

* Average Day Demand (ADD)
 * Maximum Day Demand (MDD)

4.1.2 Storage Requirements

The storage requirements for each Pressure District were calculated individually for the 2021 baseline, 2031, 2041 and 2051 growth projections for the Ambitious Density Scenario phasing options. Fire, Equalization and Emergency Storage were summed to determine overall storage requirements in each pressure district using MECP suggested fire flow storage guidelines and the required equalization storage based on Maximum Day Demands.

In cases where some Pressure Districts (PDs) are supporting other Pressure Districts (e.g. PD16 providing storage for PD16, PD19, PD20 and PD24), an overall storage need was calculated to ensure that sufficient storage exists to cover its storage needs, as well as the storage needs for districts that it supports.

The following summarizes the governing pressure districts that were identified as having a storage deficit or limitation in 2051, while providing additional details about the pressure district and potential mitigation measures to minimize impacts.

Table 4-4 Water Storage Deficits / Limitations

Pressure District	Pressure District Comments / Background	Issues: Ambitious Density Scenario	Opportunities: Ambitious Density Scenario	Comparison with No Urban Expansion Scenario
6	<ul style="list-style-type: none"> Large PD that only has pumped storage currently 	<ul style="list-style-type: none"> Existing storage (HDR05) has sufficient volume, but it is all pumped, which is a resiliency and operational challenge 	<ul style="list-style-type: none"> Should assess feasibility of adding floating storage to PD6 to improve operations and resiliency 	<ul style="list-style-type: none"> Similar deficit in No UBE scenario as per the Ambitious Density Scenario Negligible difference between scenarios

Pressure District	Pressure District Comments / Background	Issues: Ambitious Density Scenario	Opportunities: Ambitious Density Scenario	Comparison with No Urban Expansion Scenario
7	<ul style="list-style-type: none"> Does not support other PDs "Closed" PD, but with pumped storage from HDR07 	<ul style="list-style-type: none"> Significant storage capacity deficit identified in 2051. Growth driven. Future deficit exists even if the planned 9-10ML ET is added to the existing storage volume. 	<ul style="list-style-type: none"> Opportunity to increase pumped storage in PD7 (in addition to the planned floating storage) Potential opportunity to "borrow" from surplus storage capacity identified in PD5 (pumped storage). 	<ul style="list-style-type: none"> Deficit significantly smaller in the No UBE Scenario. Currently planned 9-10 ML Elevation Tank (ET) and the existing pumped ground storage would be able to meet ultimate growth needs. No UBE scenario avoids further growth-driven storage upgrades
10	<ul style="list-style-type: none"> Also provides storage to PD 9 Existing storage filled from Grimsby. Can float PD10 storage needs. 	<ul style="list-style-type: none"> Minor storage deficit identified due to growth to 2051. 	<ul style="list-style-type: none"> Deficit could be mitigated depending on supply / storage availability from Grimsby. 	<ul style="list-style-type: none"> Deficit is the same in No UBE scenario as per the Ambitious Density Scenario No differences between scenarios
12	<ul style="list-style-type: none"> Does not support other PDs Existing storage (floating) provided by HDT12 	<ul style="list-style-type: none"> Small storage deficit identified, which is consistent from 2021 to 2051 (existing issue) Not growth related 	<ul style="list-style-type: none"> Able to use surplus pump station capacity to "borrow/pump" storage from PD11 to PD12 No change in future 	<ul style="list-style-type: none"> Deficit is the same in No UBE scenario as per the Ambitious Density Scenario No differences between scenarios
18	<ul style="list-style-type: none"> Large PD that only has pumped storage currently 	<ul style="list-style-type: none"> Existing storage is sufficient in volume, but it is all pumped, which is a resiliency and operational challenge 	<ul style="list-style-type: none"> Should continue to assess feasibility of adding floating storage to PD18 to improve operations and resiliency 	<ul style="list-style-type: none"> Deficit is the same in No UBE scenario as per the Ambitious Density Scenario Negligible difference between scenarios
22	<ul style="list-style-type: none"> Does not support other PDs Existing storage (floating) provided by HDR00 	<ul style="list-style-type: none"> Storage deficit identified, which is consistent from 2021 to 2051 (existing issue) Not growth related 	<ul style="list-style-type: none"> Opportunity to "borrow" surplus pumping and storage from PD11 and/or PD18 	<ul style="list-style-type: none"> Deficit is the same in No UBE scenario as per the Ambitious Density Scenario No differences between scenarios
23	<ul style="list-style-type: none"> Does not support other PDs Existing storage (floating) provided by HDT23 	<ul style="list-style-type: none"> Storage deficit identified, which is a minor deficit in 2021, but increases by 2051 Is growth related 	<ul style="list-style-type: none"> Solution could be embedded with PD7 storage solutions (e.g. partially pumped storage in addition to the ET). 	<ul style="list-style-type: none"> Growth in PD7 is lower under the No UBE Scenario which allows for the opportunity to pump PD7 surplus capacity to PD23 once the proposed ET is constructed in PD7.

Overall, the storage differences between Ambitious Density Scenario and No Urban Boundary Expansion Scenario are limited to the storage needs in PD7 and PD23. Generally speaking, the No Urban Boundary Expansion Scenario would require less storage capacity over the next 30 years than the Ambitious Density Scenario because the planned PD7 Elevated Tank would cover the ultimate PD7 & PD23 needs in the No Urban Boundary Expansion Scenario.

4.1.3 Pumping Requirements

The governing water demands were determined for each pressure district based on a detailed assessment of the total flow requirement for the individual pressure district plus the downstream flow requirements of other dependent pressure districts. The flow requirements depend on the available storage in each pressure district as follows:

- A pressure district with no storage, floating or inground, must receive the greater of Maximum Day Demand (MDD) + Fire Flow (FF) or Peak Hour Demand (PHD) from the upstream pressure district and supply the greater of MDD+FF or PHD to the downstream pressure district
- A pressure district with pumped storage only must receive MDD from the upstream pressure district, as peak flows can be managed through the reservoir, and supply the greater of PHD or MDD+FF to the downstream pressure district; further, pumped storage must not float the upstream pressure district
- A pressure district with floating storage must receive MDD from the upstream pressure district and supply MDD to the downstream pressure district as peak flows can be managed by the floating storage

The flow requirements are next compared with the available firm capacity of the pumping stations that supply the pressure district. The firm capacity of the pumping stations was determined based on the following criteria:

- The capacity of the pumping station with the largest unit out of service is used if the station supplies a pressure zone with adequate storage available for fire protection and balancing.
- The capacity of the pumping station with the two largest units (including the fire pump(s), if any) out of service if the pumping station serves a pressure zone that does not have adequate floating storage available and is the sole source of supply in the area.

Using this information, the pumping station capacity and the future pumping requirements were determined for each PD. Based on this assessment, the following pump capacity deficits or pumping limitation are identified and summarized in Table 4-5.

Note that pump station (PS) capacities are currently theoretical (based on the design flow and head of each pump). It is often the case that due to other limitations (transmission, etc.) or due to deterioration of the original pumps that pump capacity can be less than theoretical. These considerations will be made during later parts of the project (modelling) but are not able to be considered during this comparative desktop assessment.

Table 4-5 Water Pumping Station Deficits / Limitations

Pressure District	Pressure District Comments / Background	Issues: Ambitious Density Scenario	Opportunities: Ambitious Density Scenario	Comparison with No Urban Expansion Scenario
2	<ul style="list-style-type: none"> • PD2 also provides downstream supply towards PD3, PD11, PD12, PD16, PD17, PD19, PD20, PD21, and PD24. • PD has floating storage and a single PS. 	<ul style="list-style-type: none"> • Demands are shown to increase noticeably with growth, resulting in a slight pumping deficit in 2051. • Current single PS is a resiliency and operational challenge. 	<ul style="list-style-type: none"> • Potential to add a second pump station for added resiliency, while also helping to meet the future growth. 	<ul style="list-style-type: none"> • Higher PD2 (and downstream) growth is identified in the No UBE scenario, which emphasizes the need for increased PD2 PS capacity.

Pressure District	Pressure District Comments / Background	Issues: Ambitious Density Scenario	Opportunities: Ambitious Density Scenario	Comparison with No Urban Expansion Scenario
5	<ul style="list-style-type: none"> • PD5 also provides downstream supply towards PD6, PD7, PD13, PD14, PD15, PD18, PD22, PD23, PD25. • PD has floating storage and two pumping stations for supply. 	<ul style="list-style-type: none"> • Demands are shown to increase noticeably with growth, resulting in a slight pumping deficit in 2051. • Greenhill PS Analysis identified that pumps are operating below their design firm capacity, so there is potential for this deficit to be larger during operation. 	<ul style="list-style-type: none"> • Upgrades likely required (as also identified in Greenhill PD5 Analysis). • Potential to make improvements (larger pumps, etc.) at both the existing PD5 PS facilities 	<ul style="list-style-type: none"> • Noticeably less downstream growth resulting in a reduced 2051 capacity need in No UBE scenario. • Upgrades likely still required, but smaller in magnitude.
7	<ul style="list-style-type: none"> • PD7 currently uses pumped storage, so capacity must exceed MDD+FF / PHD. • Single PS currently • Also provides supply towards PD23. 	<ul style="list-style-type: none"> • Significant growth in PD7 leads to pumping deficit by 2031, which becomes a large deficit in 2051. • Overall pumping strategy in PD7 will be linked with storage strategy for PD7 + PD23 since floating storage reduces need for full MDD+FF pumping capacity 	<ul style="list-style-type: none"> • Potential to add a second pump station for added resiliency, while also being necessary to meet the future growth. 	<ul style="list-style-type: none"> • Noticeably less PD7/PD23 growth in No UBE scenario • Minor deficit still identified in the No UBE scenario in 2051, but not likely to require a new PS.
16	<ul style="list-style-type: none"> • PD has floating storage and the primary PS (HD016) as supply. • PD16 also provides downstream supply towards PD19, PD20 and PD24. 	<ul style="list-style-type: none"> • Moderate growth leads to a slight pumping deficit in the future. 	<ul style="list-style-type: none"> • Potential to either increase capacity of the existing PS or could even consider other upgrades to improve resiliency from the HD016 PS to the PD16 service area. 	<ul style="list-style-type: none"> • Deficit is the same as under the Ambitious Density Scenario. • No differences between scenarios
17	<ul style="list-style-type: none"> • PD has no storage so MDD+FF is required. • Current PS firm capacity is insufficient for MDD+FF • Class EA RFP was recently submitted related to this PS 	<ul style="list-style-type: none"> • Significant deficit identified under existing conditions as well as in the future. • Deficit is not growth related and should be addressed during Class EA. 	<ul style="list-style-type: none"> • New PS should include fire pumps and duty pumps to cover wide range of flow requirements. 	<ul style="list-style-type: none"> • Deficit is the same as under the Ambitious Density Scenario. • No differences between scenarios
18	<ul style="list-style-type: none"> • PD does not have floating storage and is provided by a single PS. • PD18 also provides downstream supply towards PD13, PD14, PD15 and PD22. 	<ul style="list-style-type: none"> • A pumping deficit is identified for both existing and future conditions. • Growth is occurring, but the deficit is not growth related. Deficit exists due to lack of floating storage and the need to have two pumps out of service for the firm capacity calculation. 	<ul style="list-style-type: none"> • Various upgrade options exist to be considered • Consider adding floating storage to reduce needs for MDD+FF supply • Consider a secondary Pumping Station for improved resiliency 	<ul style="list-style-type: none"> • Deficit is the same as under the Ambitious Density Scenario. • No differences between scenarios

Pressure District	Pressure District Comments / Background	Issues: Ambitious Density Scenario	Opportunities: Ambitious Density Scenario	Comparison with No Urban Expansion Scenario
21	<ul style="list-style-type: none"> • PD does not have storage and single pump station is designed with two duty pumps and two fire pumps. 	<ul style="list-style-type: none"> • Overall, this PD seems OK as long as design criteria considers taking one fire pump and one duty pump out of service for firm capacity. • Area does not experience growth. 	<ul style="list-style-type: none"> • Facility seems suitable. One duty pump can meet 2051 PHD. One fire pump closely matches MDD + Fire need. 	<ul style="list-style-type: none"> • Same as under the Ambitious Density Scenario. • No differences between scenarios

Overall, the pump capacity differences between Ambitious Density Scenario and No Urban Boundary Expansion Scenario are limited to the pumping needs in PD2, PD5 and PD7. Both scenarios do require PD2 PS upgrades, but the need for capacity upgrades in PD2 is increased for the No UBE scenario. This enhances the need of adding a second PS for growth, but with the added value of increased resiliency. Both PD5 and PD7 have noticeably less growth in the No UBE scenario, which would require less upgrades, or at least upgrades that are smaller in magnitude than the Ambitious Density Scenario.

4.2 Wastewater

Similar to the comparative analysis between the two scenarios completed for water, an assessment and analysis of the potential impacts on the existing and planned City infrastructure was completed for the wastewater system.

4.2.1 Population and Employment Projections

Population and Employment Planning Projections for both the Ambitious Density Scenario and Urban Boundary Expansion Scenario based on Traffic Survey Zones (TSZs) were compared, considering the overall wastewater subcatchments in the City, as well as specific Sewage Pumping Station (SPS) drainage areas to determine the high-level impacts of varying growth on the system. The following sections detail the existing population and growth projections to 2051 for both scenarios, considering the wastewater subcatchments and Sewage Pump Stations, and the resulting wastewater flows.

4.2.2 Wastewater Flows and Treatment Needs

The projected total growth in wastewater flows from 2021 to 2051 is the same for both the Ambitious Density and No Urban Boundary Expansion scenarios because both scenarios use the City's design criteria and total population growth. Similar to water demands and treatment requirements, the wastewater flows experienced at the treatment plant level will be the same under both scenarios, resulting in no further comparative analysis required for treatment as it is not considered a differentiator at this level of analysis.

4.2.3 Subcatchment Area Flow Comparison

The City of Hamilton has seven primary wastewater subcatchments:

1. Eastern Sanitary Interceptor (ESI)
2. Western Sanitary Interceptor (WSI)
3. Dundas WWTP
4. Red Hill Creek Sanitary Interceptor (RHCSI)
5. Fennell Trunk
6. Waterdown (Former Waterdown Wastewater Treatment Plant, now Borer's Creek Trunk)
7. Future Dickenson / Upper Centennial Trunk Sewer Catchment

The WSI Catchment receives flows from the Dundas Wastewater Treatment Plant (WWTP) Catchment as well as part of the Fennell Trunk Catchment. The Fennell Trunk Catchment conveys flows to the Western Interceptor as well as to the Red Hill Valley Trunk Sewer. Flow splits to downstream catchments are controlled through a combination of dynamic and static flow controls, including the City's Real Time Control (RTC) structures/facilities.

The RHCSI conveys flows from areas located across the escarpment, including Binbrook, and discharges to the Red Hill Creek Trunk Sewer. Ahead of construction of the proposed Dickenson and Centennial Trunk Sewers, development flows from the Airport Employment Growth District (AEGD) will be conveyed (via the Twenty Road SPS) to the RHCSI Catchment and the Red Hill Trunk Sewer.

The ESI Catchment does not convey flows from any upstream trunk level catchments. The ESI outlets directly to the Woodward Wastewater Treatment Plant.

The Future Dickenson / Upper Centennial Trunk Sewer Catchment includes planned and recently constructed sewer infrastructure intended to convey flows from future development from significant growth areas including the AEGD

and Elfrida area. This catchment will outlet to the ESI just upstream of the Woodward WWTP until the Lower Centennial Trunk Sewer is constructed – with future outlet to the RHCSI or directly to the Woodward Avenue WWTP to be considered.

Wastewater catchments are shown in Figure 4-1.

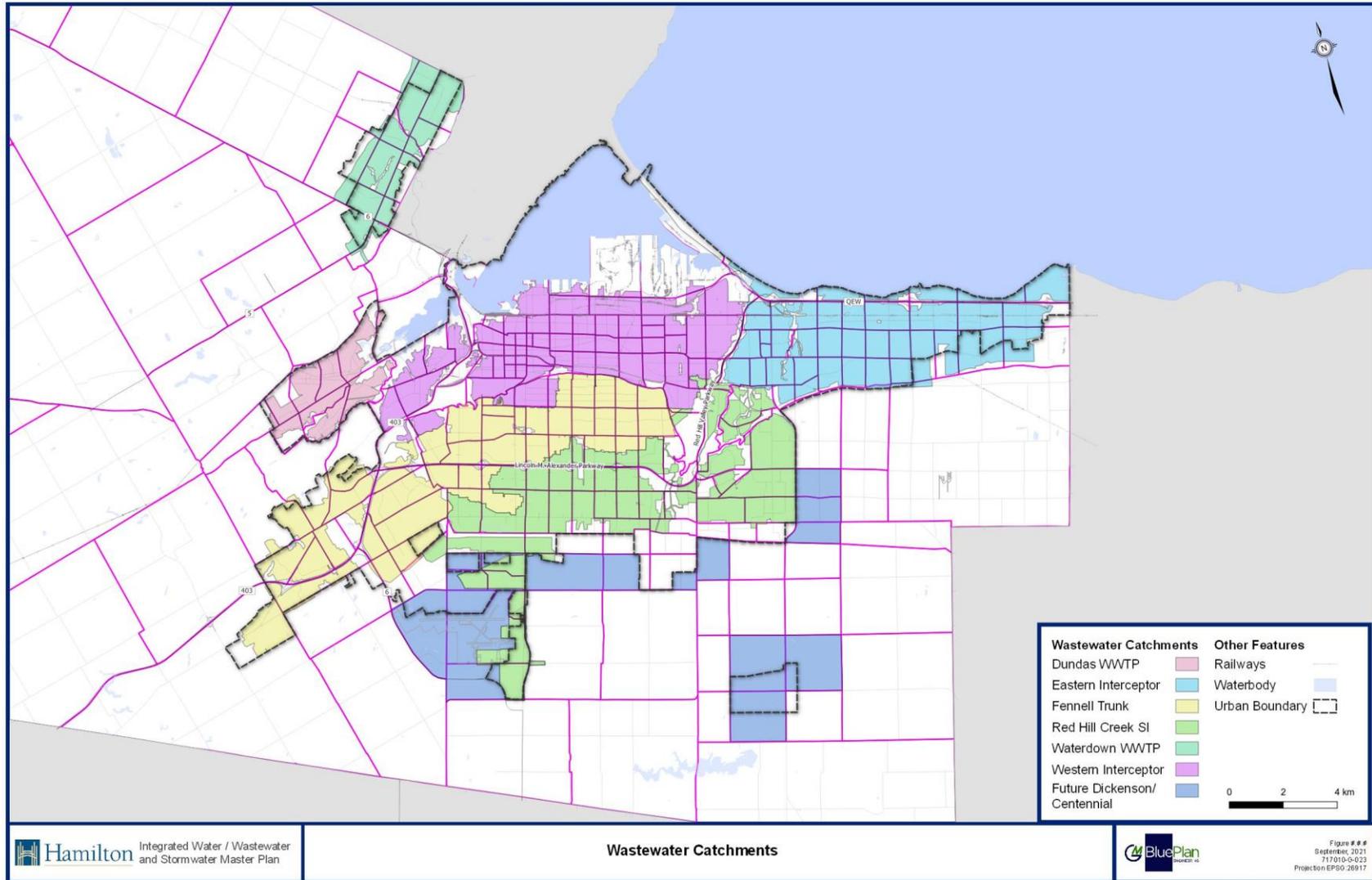


Figure 4-1 City of Hamilton Wastewater Catchments

Existing and 2051 projected populations by wastewater catchment area under the Ambitious Density and No UBE planning scenarios are summarized in Table 4-6.

Table 4-6 Wastewater Subcatchment Populations

Wastewater Catchment	Catchment Populations							
	Ambitious Density (Persons Plus Jobs)			No UBE (Persons Plus Jobs)			Change from Ambitious Density to No UBE	
	2021	2051	2051 - 2021	2021	2051	2051 - 2021	2051 PPJ	2051 % Increase
Eastern Interceptor	103,416	140,376	36,960	103,416	156,513	53,097	16,137	44%
Dundas WWTP	29,232	30,541	1,309	29,232	30,961	1,729	420	32%
Red Hill Creek SI	130,265	179,734	49,469	130,265	181,075	50,810	1,340	3%
Western Interceptor	282,968	402,840	119,872	282,968	473,485	190,516	70,644	59%
Fennell Trunk	161,112	189,463	28,352	161,112	193,339	32,228	3,876	14%
Waterdown	33,638	50,593	16,955	33,638	52,592	18,954	1,999	12%
Future Dickenson / Upper Centennial Trunk	20,637	129,753	109,116	20,637	36,693	16,056	-93,060	-85%

Growth as a percentage increase for both the Ambitious Density and No UBE scenarios are summarized in Table 4-7.

Table 4-7 Projected Growth by Wastewater Catchment Summary

Wastewater Catchment	Ambitious Density Scenario Growth from 2021 - 2051	No Urban Boundary Expansion Scenario Growth from 2021 - 2051	Commentary
Eastern Interceptor	36% increase in growth	51% increase in growth	Significant growth in the ESI Catchment Area under both Ambitious Density and No UBE Scenarios with more intensification primarily located east of the RHVP near Queenston Road
Dundas WWTP	4% increase in growth	6% increase in growth	Minimal growth under both scenarios, with marginally more growth projected under No UBE scenario (less than 500 Persons Plus Jobs (PPJ))
Red Hill Creek SI	38% increase in growth	39% increase in growth	Significant growth in the RHCSI Catchment Area under both Ambitious Density and No UBE Scenarios with minimal difference between growth scenarios.

Wastewater Catchment	Ambitious Density Scenario Growth from 2021 - 2051	No Urban Boundary Expansion Scenario Growth from 2021 - 2051	Commentary
Western Interceptor	42% increase in growth	67% increase in growth	Most of the City's planned growth is projected for the WSI Catchment Area under both Ambitious Density and No UBE Scenarios <ul style="list-style-type: none"> Significant intensification located in area north of Hamilton GO Station (between Queen and Wellington)
Fennell Trunk	18% increase in growth	20% increase in growth	Significant growth projected for the Fennell Trunk Catchment Area under both scenarios <ul style="list-style-type: none"> Increased intensification under No UBE distributed across TSZs within catchment area
Waterdown	50% increase in growth	56% increase in growth	Significant growth projected for the Waterdown Catchment Area under both scenarios <ul style="list-style-type: none"> Increased intensification under No UBE distributed across TSZs within catchment area
Future Dickenson / Upper Centennial Trunk	529% increase in growth	78% increase in growth	Significant growth projected for the AEGD and east areas and Elfrida development areas located outside of Urban Boundary contributing to higher growth under Ambitious Density scenario

Leveraging knowledge of the existing system, GMBP identified several areas of assessment to be analyzed at a desktop level, for both scenarios, in order to identify potential constraints and/or opportunities. For the wastewater system, these areas of assessment were the treatment, conveyance and pumping capacity and the impact on combined sewer overflow (CSO) facilities and risk of increase of CSO occurrences and basement and surface flooding.

The increase / decrease in peak wastewater flows from Ambitious Density to No UBE was also considered in terms of equivalent sewer size required to convey additional intensification flows. Conceptual sewer sizes for the flow differences were calculated for each Wastewater Catchment based on the City's design criteria and an assumed minimum slope of 0.20% (based on minimum flow velocities and constructability considerations).

Using the population projections for both scenarios, and the design criteria discussed in Section 2, the peak wastewater flows were calculated for the primary catchments for the Ambitious and No UBE scenarios. Design flows for the catchments are summarized in Table 4-8.

Table 4-8 Wastewater Subcatchment Flows

Wastewater Catchment	2051 – 2021 Growth					
	Ambitious Density 2051		No UBE 2051		Increase/Decrease (From AD to No UBE)	
	PDWF	PWWF	PDWF	PWWF	PDWF/PWWF	Equivalent Sewer Dia. ¹
Eastern Interceptor	933	2,364	1,043	2,473	+158	525mm
Dundas WWTP	260	613	263	616	+7	150mm/200mm

Wastewater Catchment	2051 – 2021 Growth					
	Ambitious Density 2051		No UBE 2051		Increase/Decrease (From AD to No UBE)	
	PDWF	PWWF	PDWF	PWWF	PDWF/PWWF	Equivalent Sewer Dia. ¹
Red Hill Creek SI	1,207	3,695	1,216	3,704	+22	250mm
Western Interceptor	2,647	4,146	3,125	4,623	+512	750mm
Fennell Trunk	1,273	3,126	1,300	3,153	+45	300mm/375mm
Waterdown	387	1,150	400	1,163	+30	300mm
Future Dickenson / Upper Centennial Trunk	870	3,243	293	2,666	-640/-1000	975mm

¹Note: Sewer sizes are shown for illustration of increase in flow between scenarios only and do not represent upgrade recommendations

*Peak Dry Weather Flow (PDWF)

*Peak Wet Weather Flow (PWWF)

For the wet weather flow (WWF) calculations for this assignment, the future developable area was based on the areas from the TSZ contributing to inflow and infiltration was assumed to be the same for the existing catchment areas. A conservative estimate of ~1200 Ha. of developable land outside of the Urban Boundary was estimated for the calculation of the Future Dickenson / Upper Centennial Trunk WWF.

The equivalent of an additional 525mm diameter sewer required to service the ESI Catchment under the No UBE scenario as well as the 750mm diameter sewer required to service the WSI Catchment are considered the most significant.

As shown on Figure 2-3 in Section 2.3, much of the increased intensification for both the ESI and WSI Catchment Areas is concentrated within smaller areas of the catchment. The following sections include analysis of the increased intensification areas located within the WSI, ESI and RHCSI catchments as well as the decreased growth within the Dickenson / Upper Centennial Trunk catchment.

It is anticipated that the marginally increase in intensification in the Dundas WWTP and Waterdown WWTP Catchment Areas can be accommodated without the requirements for significant additional infrastructure. Infrastructure upgrades will be required to service growth within the Waterdown catchment; however, it is assumed that similar infrastructure will be required to service growth under the Ambitious Density scenarios as well as the No UBE scenario as growth numbers for both scenarios are similar.

Increased intensification in the Fennell Trunk Catchment Area under the No UBE scenario is generally well distributed across the catchment and it is also anticipated that future infrastructure requirements would be similar for both Ambitious Density and No UBE scenarios in the Fennell catchment. Although increased intensification flow is expected to incrementally reduce downstream sewer capacity, there is increased risk that available capacity within existing sewers is reduced to below sewer upgrade triggers based on City standards.

Western Sanitary Interceptor

The change to the No UBE planning scenario will significantly increase growth within the WSI Catchment. The Western Interceptor under the No UBE scenario will also convey flows from the slightly increased projected population in the Dundas catchment and a portion of the increased flows from the increased population in the Fennell Trunk Catchment.

Based on a desktop analysis of the City's wastewater system, the WSI is currently experiencing capacity constraints in the existing system within the Downtown Core. These constraints will require sanitary infrastructure upgrades under the Ambitious Density scenario and additional infrastructure or larger scale upgrades under the No UBE scenario due to an increased amount of allocated growth. The estimated flows that will be experienced within the downtown core growth under the No UBE scenario could result in an equivalent 750mm diameter sewer section to manage capacity constraints. Note that this 750 mm is a theoretical sewer size to accommodate flows from the No UBE which are over and above what would be required for conveying flow under the Ambitious Density Scenario. Both Scenarios will experience constraints, however, the additional growth and density in the downtown core results in the equivalent pipe diameter noted above.

Combined sewer overflow (CSO) facilities connected to the WSI include the Bayfront Park CSO Tank, James Street CSO Facility, Main/King CSO Tank, Eastwood Park CSO Tank, Wentworth/Rosemary CSO Gate, Brampton/Strathearne CSO Gate, Wellington/Burlington CSO Gate and Parkdale Wastewater Pumping Station. Increased growth flows to the WSI under the No UBE scenario will increase total flow under wet weather events and there will be resultant impacts to CSO facilities. CSO impacts are complex and are required to be evaluated utilizing detailed modelling that considers the City-wide system response to extreme wet weather events (including operation of the City's RTC facilities). CSO facilities' impacts and evaluation is discussed further in Section 4.2.5.

Increased growth within the WSI Catchment Area is most significant in the area generally bounded by Cannon Street to the north, Wellington Street/Claremont Access to the east, Hunter Street West/Rail Corridor to the south and Queen Street to the west. Within this area, an additional 45,264 PPJ are projected for 2051 under the No UBE scenario. This equates to 75% of the additional No UBE growth within the WSI Catchment Area, and approximately 410 L/s of additional peak wastewater flow. Additional conveyance capacity within the system equivalent to a new 675mm/750mm diameter would be required to effectively convey the 410 L/s peak flow difference from this area alone.

Existing trunk sewers that service the combined area include an extensive network of sub-trunk combined sewers with many connections to large diameter storm overflow relief sewers. There are existing combined trunk sewers running north along Bay Street, MacNab Street, James Street, Catharine Street and Wellington Street that take divergent flow paths with flow splits before outletting at various connection locations to the WSI. Some existing area trunk sewers have insufficient capacity to convey flows under the City's 2-year and 5-year design storms. Growth flows to this section of the system under both scenarios may further increase the risk of basement flooding as the existing sewer network is already over-capacity conveying wet weather flows. Infrastructure upgrades will be required to address constraints in both scenarios.

Eastern Sanitary Interceptor

Increased growth within the ESI catchment area is most significant in the area generally bounded by Barton Street East to the north, Stoney Creek/Lake Avenue to the east, Queenston Road/King Street East to the south and the Red Hill Valley Parkway to the west. Within this area, an additional 9,190 PPJ are projected for 2051 under the No UBE

scenario. This equates to nearly 70% of the additional No UBE growth within the ESI Catchment Area, and approximately 120 L/s of additional peak wastewater flow. Additional conveyance capacity within the system equivalent to a new 450mm diameter is required to effectively convey the 120 L/s peak flow difference.

There are separated sanitary and storm sewers in the area with 375mm – 525mm diameter sanitary sewers that run north along Nash Road, Kenora Avenue and Centennial Parkway ultimately outletting to the ESI. Existing modelling for the area shows available capacity within the sanitary sewers with significant increase in flows under the 2-year and 5-year design storm events (especially for a separated system). The capacity of separated sewers, sized for sanitary flows only, will be more sensitive to increases in growth flows than in the combined areas where wet weather flow is the primary contributor to peak flows.

Additional growth flows of 80 L/s were already projected for this area surrounding Queenston Road under the Ambitious Density Scenarios and there is potential that similar infrastructure upgrades will be triggered by both the Ambitious Density scenario as well as the No UBE scenario. The triggered infrastructure upgrades will be required to be larger to accommodate the No UBE scenario flows, with some risk that sections of existing infrastructure has available capacity to accommodate growth under the Ambitious Density Scenario but will be triggered for upgrades to convey flows from increased intensification under the No UBE scenario.

Existing downstream sewers along Nash Road, Kenora Avenue and Centennial Parkway servicing the increased intensification area run for up to two kilometres before connecting to the ESI. Upstream development has the potential to trigger upgrade sewer requirements across the full length of the downstream sewer.

Red Hill Creek Sanitary Interceptor

Peak flows in the RHCSI Catchment Area are not projected to significantly change from the Ambitious Density scenario to the No UBE scenario. There is an increased intensification area in the RHCSI catchment generally focused near the boundary of the RHCSI and Fennell Trunk catchment areas on either side of the Lincoln Alexander Parkway, with the highest increase in No UBE growth in the area from Upper Wellington Street to east of Upper Wentworth Street, south of Mohawk Road. It is anticipated that most of the growth in this area will discharge to separated local sanitary sewers and ultimately connect to the existing Red Hill sub-trunk sewer. Area local sewers as well as the 525mm diameter sanitary sub-trunk sewer running south along Upper Wentworth / east along Limeridge Road connecting to the Red Hill Trunk have available conveyance capacity under the City's 2-year and 5-year design storm and are expected to be adequately sized to convey the additional 45 – 75 L/s peak sanitary flow under the respective Ambitious Density and No UBE scenarios.

Future Dickenson / Centennial Trunk Sewer Catchment Areas

A Future Dickenson / Centennial Trunk Sewer Catchment was established as part of the analysis to assess the impact on recently constructed and future under-design and planned infrastructure primarily intended to service the AEGD and Elfrida growth areas as well as relieve some flow from the combined RHCSI Catchment Area and reduce CSO bypass occurrences and volumes.

Peak flows to the future Dickenson and Centennial Trunk Sewer Catchment Areas are expected to significantly decrease under the No UBE scenario, with the elimination of growth areas outside of the City's Urban Boundary.

The Dickenson Road Trunk Sewer is a deep 1200mm – 1500mm diameter trunk sewer currently under design. The new trunk sewer is proposed to convey sanitary flows from the AEGD as well as areas to the east, primarily between Dickenson Road East/Golf Club Road and the existing Urban Boundary, generally located north of Twenty Road East.

The Dickenson Road Trunk Sewer will outlet into the recently constructed Upper Centennial Trunk Sewer at the intersection of Golf Club Road and Regional Road 56.

The Upper Centennial Trunk Sewer is a deep 1800mm – 2400mm diameter trunk sewer that has been recently constructed along Upper Centennial Parkway from Golf Club Road to King Street. The Upper Centennial Trunk Sewer currently outlets to the existing 1500mm diameter trunk at King Street East sewer that runs through the Bow Valley and along Lake Avenue and ultimately to the ESI. The new Upper Centennial Trunk Sewer is planned to connect to a future twinned Lower Centennial Trunk Sewer at King Street East that will discharge into a downstream section of the RHCSI or directly to Woodward Avenue WWTP. A Municipal Class Environmental Assessment (EA) has not yet been initiated for the Lower Centennial Trunk Sewer and alternative routing, outlets and sizing has not yet been evaluated under any project specific studies.

There are areas of significantly decreased growth within the Future Dickenson / Centennial Trunk Sewer Catchment Areas, located outside of the City's current Urban Boundary.

The large area generally bounded by the Urban Boundary (north of Twenty Road East) to the north, Fletcher Road to the east, Dickenson Road East/Golf Club Road to the south and Upper James Street to the west will see a reduction of nearly 30,000 PPJ going to the No UBE scenario from the Ambitious Density scenario. This equates to a peak wastewater flow of 600 L/s – 700 L/s (including projected inflow and infiltration for the nearly 1400 Ha. with potential to be developed). The reduction in peak flow roughly equates to 15 to 30 percent of the proposed 1200mm – 1500mm diameter Dickenson Trunk Sewer.

In the east Elfrida area generally bounded by Mud Street East to the north, Second Road East to the east, mid-block between Regional Road 20 and Golf Club Road to the south and Regional Road 56 to the west. More than 30,000 Persons Plus Jobs (PPJ) are projected for this area under the Ambitious Density scenario. This equates to a peak wastewater flow of 400 – 450 L/s (including projected inflow and infiltration) to be outletted to the recently constructed 1800mm-2400mm dia. Upper Centennial Trunk Sewer.

The Upper Centennial Trunk Sewer has been constructed to accommodate growth on Hamilton Mountain according to the GRIDS planning projections. The Dickenson Trunk Sewer is currently under detailed design based on conveyance capacity to meet projected growth within the upstream AEGD catchment with potential to accommodate additional growth from other outlying areas. At the time of design of the Dickenson Sewer, the Ambitious Density Scenario had not been fully developed. The Dickenson Sewer will be constructed by a combination of open-cut and trenchless methodologies. The open cut section of 1200mm diameter sewer will run from Upper James Street to west of Miles Road with the remaining downstream section tunnelled to Regional Road 56. Although the Dickenson Sewer will likely be able to convey growth flows in line with the Ambitious Density Scenario, it is not anticipated that the Sewer would be re-designed for *reduction* in flows if the No UBE Scenario is carried forward. The future Dickenson Trunk Sewer / Centennial Trunk Sewer has also been identified as an essential project to alleviate future AEGD growth flows from the Red Hill Valley Trunk Sewer and CSO and reduce CSO volumes and occurrences related to capacity issues within the Red Hill Valley Trunk system.

4.2.4 Sewage Pump Station Drainage Area Flows

Existing pumping stations capacity to pump growth flows from the Ambitious Density scenario and the No UBE scenario was reviewed across the City. The City's wastewater model was used to complete upstream traces of the existing pumping station areas and 2051 flows were calculated based on planning projections and City design standards. Growth flows were compared to the available pumping station firm capacity information (from available

existing MECP Environmental Compliance Approvals (ECAs) and the City's wastewater model). Existing pumping stations were found to have capacity to pump 2051 flows under the Ambitious Density and No UBE scenario. This will be reviewed in more detail as the Master Plan wastewater evaluation is progressed to ensure that any existing stations with known capacity issues are accurately modelled.

For this analysis, the relative evaluation of projected flows difference between Ambitious Density and No UBE was the primary consideration (in order to understand if there were pumping stations where there was potential that only one scenario growth flows would trigger pumping station upgrades). No existing pumping stations were shown to have significantly different flows under the Ambitious Density compared to the No UBE scenario.

Desktop analysis of the wastewater pumping requirements at key stations shows that there is minimal difference between the Ambitious Density and No UBE scenarios and there is not expected to be a significant change to required pumping infrastructure.

The current Twenty Road SPS upgrades project is a current project intended to service future growth in the AEGD. The pumping station upgrades project is an interim growth servicing measure ahead of construction of the Dickenson Trunk Sewer. The station upgrade to a firm capacity to 1,000 L/s has been designed to accommodate significant growth within the AEGD. After commissioning of the Dickenson Trunk Sewer, flows to the Twenty Road SPS from the AEGD will be reallocated to the Dickenson Road Trunk Sewer and the reduction of flows to the Twenty Road SPS has already been planned for.

4.2.5 Combined Sewer Overflows

Increase of growth flows to combined sewer catchments WSI and RHCSI will impact CSO volumes under extreme wet weather events. However, evaluation of CSO volume and number of bypass occurrences at the City's CSO facilities is complex and a desktop analysis cannot determine the increase to number of bypass occurrences at CSO facilities without more detailed modelling. Detailed modelling includes consideration for City-wide operating procedures and RTC facilities and procedures. Increase of growth flows to the WSI and RHCSI catchment areas under the No UBE scenario can be potentially mitigated through city-wide initiatives including implementation of Flooding and Drainage Master Servicing Study and Pollution Prevention and Control Plan (PPCP) recommendations and RTC improvements. At a minimum, future upgrades of CSO facilities will be required to consider additional flows under the No UBE scenario.

4.3 Stormwater

4.3.1 Land Uses

As noted in the Water and Wastewater sections (Section 4.1 and 4.2) data from the City's planning department has been provided in Traffic Survey Zones based on anticipated population changes in these large block areas. Across the City there are 265 TSZs at an average size of about (400 ha +/-), with 195 TSZ in the separated area and the balance in the combined area. The issue for the stormwater assessment relates to both scale and form of these data. The catchments in the current drainage modelling are much more resolute than the TSZ, hence it is not practically feasible to identify where in the TSZ the intensification would be expected to occur, and this is understandably important when evaluating the impacts to local drainage systems. As noted by City Planning staff, it is unlikely that low density single family residential will be converted to higher densities and rather most of this redevelopment will be in medium to high density uses and on vacant lands. That said these data are not readily available. Another issue is the form of the data expressed as population changes. For stormwater assessments the human density in an area is not

the key parameter and rather the lot coverage in hard surfaces under an existing and future land use scenario is more important as it relates to runoff potential (i.e., more hard surfaces more runoff).

The data/mapping provided by the City show potential areas for redevelopment under the Ambitious Density and No UBE scenarios. From dialogue with City staff, it is understood that for current planning purposes the spatial extent of redevelopment under the respective alternatives will be generally the same (no horizontal differences) and rather it is primarily the vertical extent of development that would be expected to change (i.e., number of stories of medium/high density residential buildings). Under this assumption the runoff characteristics of the two scenarios within the urban boundary (excluding greenfield areas) would be expected to be common, as would the expected impacts to the receiving infrastructure (i.e., trunk storm sewers).

Furthermore, given that the extent of impact from existing uses to future uses relates to cover (imperviousness) the amount of existing hard surfaces related to the existing uses is also important. Most of the areas cited for redevelopment have substantial impervious cover as the growth is directed to the City's nodes and corridors hence the net difference under an intensified use would be unlikely to be overly significant.

4.3.2 Impact Assessment

Premised on the foregoing, the high-level impact assessment for stormwater servicing has considered the three (3) main drainage systems for the two (2) land use scenarios – Ambitious Density and No UBE. The areas of potential impacts include the combined and separated systems in the existing built-up area of Hamilton, and the receiving network of streams in the lands external to the existing City limits associated with the greenfield growth. For the latter, greenfield growth has been considered in WhiteChurch, Elfrida, Twenty Rd. East and Twenty Rd. West.

Combined Service Area

As noted in Section 3.1, the management criteria for redevelopment in the Combined Service area in the City of Hamilton requires "over-control" whereby the 100-year post development runoff peak is controlled to the 2-year pre-development rate. The responsibility for these quantity controls rests with the development proponent. The intention in this regard is to reduce the rate of runoff to less than current conditions due in part to the management of CSOs as well as the general lack of gravity-based overland flow routes in the older part of the City (Downtown Core). The application of these criteria to redeveloping areas within the Combined Service area will in fact reduce flood risks from their existing state, however for the reasons identified earlier, there is not anticipated to be any difference in the servicing requirements for the Ambitious Density vs. the No UBE scenarios. The City is currently conducting an update to the Flood and Drainage Management Servicing Study (FDMSS) which is separately identifying the need for public system improvements to the Combined Service Area. These works will improve the capacity of the system and lessen overall flood risks but as noted are not expected to change the management requirements for the respective planning scenarios – hence no impact to existing or planned drainage infrastructure. Notably the same cannot be assumed for the sanitary flows in these areas and given that much of the system is combined and much is expected to remain as a combined service area, the sanitary needs are expected to dictate the impacts for these areas.

The City also typically mandates stormwater quality controls be implemented for developments within the combined sewer service area despite the fact that low flows are directed to the wastewater treatment plant. The rationale is that such areas may undergo a sewer separation at some point in the future and should therefore have controls in place for that eventuality to avoid contributing untreated stormwater to a future separated outfall. Similarly, to the preceding, given that there is no expected change in overall impervious coverage for the two scenarios, there would be no expected change in stormwater quality treatment requirements.

As noted previously, GM BluePlan and Wood are currently supporting the City with an update to the FDMSS for the combined sewer service area. Although this work remains under assessment, typical issues relate to combined sewer systems with insufficient capacity, such that various degrees of surcharging occur for more frequent storm events (as indicated by reported basement flooding, or simulated system constraints from previous modelling. In addition, an overland flow assessment has been completed based on topographic data which has identified depressed areas (ponding areas with no clear outlet). Both these metrics suggest constraints within the available minor and major drainage systems in the combined sewer service area. As noted previously, stormwater site controls for re-development should actually benefit conditions, either in the Ambitious Density or No Urban Boundary Expansion scenario. Increased density would however increase the amount of wastewater flows, which while typically an order of magnitude less than stormwater flows, could potentially impact combined sewer capacity, more so for the No Urban Boundary Expansion scenario.

Separated Service Area

Section 3.1 indicates for the separated service area; the City requires proponents to control peak flows to pre-development levels (for all storm events up to and including the 100-year return period) and also provide contemporary on-site controls for water quality. While similar to the Combined Service area, the differences between the two land use scenarios are expected to be common as runoff conditions will generally be the same. What differs from the Combined system vs. the Separated system is the need and extent of any off-site improvements and/or differences in control criteria. Specifically, there will be areas in the separated system where the receiving infrastructure does not have adequate capacity under its current form (i.e., surcharged storm sewers (particularly in areas with direct basement connections) and/or overland flow routes which reach private lands (do not completely flow within municipal Right of Ways)). Deficient storm sewer systems were identified in the previous Stormwater Master Plan (2007) and updated as part of the current Stormwater Master Plan update being completed by Wood in conjunction with GM BluePlan. Deficiencies in the overland flow route system were not assessed as part of the 2007 Master Plan but are being considered (on the basis of surface topography) as part of the update but are still in process.

The extent of off-site improvements (within the public realm) and/or the areas of unique criteria for Stormwater Management (SWM) are not yet defined as this is the scope of work related to the modelling of the Ambitious Density Scenario. In the event that post- to pre-control criteria are adopted in a Subcatchment under I/I pressure, the impact to existing and planned infrastructure is expected to be largely neutral, as flows will not change. Depending on the level of volume control through water balance there may or may not be a volume increase however this would not affect system capacity. In areas where over control is required due to downstream constraints and no public system upgrades are recommended there would be an improvement to system capacity as the private on-site SWM would reduce flows within the public system; however as noted this would be common for both land use scenarios.

With respect to stormwater quality treatment, requirements would be similar as noted for the combined sewer area (i.e. no expected change in impervious coverage and therefore no change in stormwater quality treatment requirements).

Greenfield Areas (expansion areas)

As noted, for the Ambitious Density scenario there would be over 1300 ha of greenfield development outside of the current City limits when compared to the No UBE scenario. This development has been notionally assigned to WhiteChurch, Elfrida, Twenty Rd. East and Twenty Rd. West. These areas currently have no storm servicing hence new drainage infrastructure will be required including: SWM facilities (ponds), Low Impact Development (LID)

practices, Creek works (erosion and realignments) and local storm sewers and trunks. Various studies have begun to define the scope of these works (such as the Elfrida Subwatershed Study, and the recent White Church Lands assessment by GM BluePlan and Wood). The works as generally outlined are required to maintain runoff quantity and quality to Provincial and municipal standards.

Typically end of pipe SWM facilities are implemented for new greenfield development to provide a combination of water quality treatment, erosion control, and flood (quantity control).

It should be noted that water quality is expected to be slightly degraded from development despite the presence of a SWM facility, since the typical highest form of water quality treatment is not 100% effective (70% to 80% treatment depending on watershed), hence there would be an increase in contaminant loading to the receiving watercourse.

Erosion control typically involves the temporary detention and attenuation of smaller, more frequent rainfalls to avoid "flashy" responses and erosion to the downstream watercourse. The required extended detention is typically confirmed through a subwatershed study. Notably however this does not control runoff volumes, which are increased under post-development conditions and may cause longer-term erosion issues downstream. Future efforts by the City to require water balance/water budget assessments may result in a greater degree of infiltration and thus volume control, however this remains uncertain.

With respect to quantity and flood controls, peak flow rates would normally be managed to existing conditions (+/-) hence there would be no adverse impacts anticipated to the receiving stream from a flooding standpoint under the development scenario.

Based on the preceding, it is noted that the Ambitious Density Scenario, which would include greenfield development, would result in some expected impacts to downstream receivers with respect to water quality (contaminant loading) and also increases in runoff volume.

The ultimate receivers of drainage from SWM facilities are stream networks (watercourses). In many cases watercourses, particularly smaller ones, are eliminated, or re-aligned and re-constructed to facilitate development, which disrupts natural drainage features (although such works are typically supported by an underlying subwatershed study assessment). The residual/constructed stream networks are considered important municipal infrastructure albeit not part of the built environment and notionally understood to be "natural infrastructure". Notwithstanding, as important elements of the City's drainage system, the streams will require long-term Operations and Maintenance investment (O&M), as would the supporting SWM infrastructure (SWM facilities, LID practices, storm sewers) for the greenfield areas.

Deficiencies and issues in the watercourse system were also identified as part of the 2007 SWM Master Plan, but also updated more recently as part of the Development Charges Background Study (refer to Figure G1 from that document), including future channel projects and erosion control system projects, which may be impacted due to additional drainage to these receivers and the preceding considerations. On that basis, it would be expected that the No Urban Boundary Expansion scenario would be more beneficial by avoiding these impacts altogether, as compared to the Ambitious Density Scenario, which would involve development and additional flows in greenfield areas.

5. EVALUATION

A high-level approach was taken to address the criterion and evaluate the two scenarios, first considering the potential impacts to the individual factors encompassed in the water, wastewater, and stormwater systems first and then the overall summary result of each scenario. The summary results consider the individual infrastructure and identifies whether or not there will be **potential significant impacts** on the system as a whole.

Table 5-1 Analysis Summary by System Components

System Component	Ambitious Density	No UBE
Water		
Transmission	Transmission likely required under the Ambitious Density Scenario in order to provide water to certain Pressure Districts in the Greenfield areas such as PD6, PD7 and PD18 to support growth.	The No UBE scenario does not have any Greenfield growth in new areas of the system so it is less likely that any significant transmission upgrades/infrastructure will be required. However, there is going to be increased intensification in already built-up and congested parts of the City. Transmission/sub-transmission upgrades related to intensification are difficult to predict without detailed hydraulic modelling.
Storage	Both scenarios considered have similar storage needs except in PD7 and PD23. The Ambitious Density Scenario is expected to need more storage upgrades to 2051 than the No UBE scenario because PD7 and PD23 require further storage despite the planned PD7 Elevated Tank. Added storage would likely be in-ground pumped storage.	Both scenarios considered have similar storage needs except in PD7 and PD23. The No UBE Scenario will likely need less storage upgrades to 2051 than the Ambitious Density Scenario because the planned PD7 Elevated Tank would be sufficient to handle the PD7 and PD23 capacity needs in this scenario.
Pumping	Overall, the pump capacity upgrades needed are similar across both scenarios, except for PD2, PD5 and PD7. This scenario requires a smaller PS upgrade in PD2 than the No UBE scenario. However, PD5 and PD7 have larger growth in this scenario and will require larger upgrades than the No UBE scenario.	Overall, the pump capacity upgrades needed are similar across both scenarios, except for PD2, PD5 and PD7. This scenario requires a larger PS upgrade in PD2 than the No UBE scenario (which could justify a second Pump Station). Conversely, PD5 and PD7 have less growth in this scenario and will require smaller upgrades.
Treatment	Treatment requirements are equivalent. No differentiator in scenarios.	Treatment requirements are equivalent. No differentiator in scenarios.

System Component	Ambitious Density	No UBE
Wastewater		
Conveyance	Increased conveyance capacity will be required across most catchment areas. Conveyance for most of the identified development areas outside of the existing Urban Boundary has been recently constructed/under design and planned for as part of the Dickenson / Centennial Trunk Sewer	No UBE Scenario significantly increases conveyance requirements in existing catchments, most significantly in the WSI. Conveyance requirements significantly reduced for the Dickenson / Centennial Trunk Sewer
Pumping	Pumping requirements are equivalent. No differentiator in scenarios.	Pumping requirements are equivalent. No differentiator in scenarios.
CSOs	Growth within the combined sewer catchments including the WSI and RHCSI will impact CSOs. The difference between incremental impact and significant risk to increase of number of CSO bypass occurrences requires detailed city-wide modelling.	The increased growth within the WSI under the No UBE scenario will increase impacts to CSOs. Future upgrades of CSO and/or Conveyance will likely be required to accommodate additional flows under the No UBE scenario.
Treatment	Treatment requirements are equivalent. No differentiator in scenarios.	Treatment requirements are equivalent. No differentiator in scenarios.
Stormwater		
Trunk Sewers	<p>On-Site controls for re-developments (infill/intensification) should generally mitigate impacts or improve conditions (combined sewer area over control). Controls also typically consider need for further over-control in areas with constrained or under capacity sewers.</p> <p>Greenfield areas would similarly incorporate controls to limit impacts to receiving storm sewers, where available. New storm sewer systems would be expected to be adequately designed for proposed development.</p>	<p>Similar outcomes for re-development; more intense development would generally be more extensively vertically (not horizontally) and therefore have no additional impact with respect to storm flows (potential additional over-control benefit in combined sewer areas). Increased sanitary flows to combined sewers would require consideration but are typically an order of magnitude less than storm flows.</p> <p>Would avoid the need for any additional storm sewers in the developed greenfield area, which would eliminate additional future O&M requirements for the City.</p>

System Component	Ambitious Density	No UBE
Creeks/Streams	<p>On-site controls for I/I areas should generally mitigate impacts to receiving watercourses (separated storm sewer area), other than residual impacts from erosion and quality control. Over-control in combined sewer area may assist in reducing CSO overflows to watercourse to a degree.</p> <p>For Greenfield areas, potential for residual water quality and erosion (runoff volume) impacts to receiving watercourse systems due to greenfield development. Also expected to involve the elimination and/or relocation of watercourses to facilitate development (as per SWS recommendations). Flood control maintained as part of SWM facility design.</p>	<p>Similar results for infill/intensification, no major differences expected in impacts given form of re-development and minimal stormwater changes.</p> <p>No greenfield development involved, thus eliminates any potential additional impacts to watercourses (creeks/streams), as well as potential longer-term needs for O&M of natural infrastructure.</p>
SWM Facilities	<p>On-site controls for re-developments (I/I) would be expected to be all privately held and therefore not a City responsibility.</p> <p>Greenfield areas would necessitate end of pipe SWM facilities. As per previous consideration, these facilities are not completely effective with respect to quality control or volume (erosion) control, however effective at flood control. Necessitates longer term O&M by City as part of infrastructure holdings.</p>	<p>Similar results for I/I lands – minimal if any expected public SWM facility requirements.</p> <p>No greenfield development involved, thus eliminates impacts and also longer-term O&M requirements.</p>
LID BMPs	<p>City’s SWM guidelines require a “treatment train” for water quality treatment, which encourages LID BMPs. No formal requirement for LID BMPs however, particularly for residential land uses. This applies both to infill/intensification and greenfield development areas. Potentially greater constraints in implementing LID BMPs in existing developed areas (I/I) as opposed to greenfield areas (greater flexibility to plan and locate LID BMPs) but would need to be considered on a case-by-case basis.</p>	<p>Similar results with respect to LID BMPs, implementation however restricted to I/I lands, which as noted may potentially have greater constraints than greenfield areas.</p>

6. CONCLUSIONS

A high-level desktop comparative analysis was completed to determine the potential impacts on the existing and planned City infrastructure by 2051 based on two planning scenarios. The Ambitious Density Scenario considered an expanded Urban Area boundary, taking on new greenfield growth, while the No Urban Boundary Expansion scenario focused on maintaining the existing Urban Boundary and planning infill and intensification growth throughout the City. Notably, the extent of development (spatial coverage) within the existing urban boundary is common between both scenarios with the main difference being the densities, with the No UBE being considerably higher.

- In response to an initiative requested by City Council, the overall objective of the analysis was to compare the two planning options and answer whether the two growth options result in significant impacts to the City's existing or planned infrastructure and public service facilities.

The three systems: water, wastewater, and stormwater, were reviewed individually to determine the impacts of growth across the City by 2051. Each system compared the planned projections for the Ambitious Density Scenario and No UBE Scenario, considering the associated water demands and anticipated wastewater and stormwater flows as a result.

Under both scenarios, significant impacts to the existing water and wastewater systems will be experienced, with the Ambitious Density Scenario having more impacts within the Greenfield areas, and the No UBE scenario having more impacts within intensification areas such as the Downtown Core. It is likely that additional w/ww infrastructure and/or infrastructure upgrades will be required under both scenarios.

- **Ambitious Density** - Expansion into the Greenfield areas under the Ambitious Density scenario provides an opportunity for 100% funding through the Development Charges (DC) process as well as clear delineation of projects that are dedicated for growth, not for addressing existing constraints (e.g. new PD7 Pumping and Storage, new feeder mains for growth areas, Lower Centennial Trunk Sewer, etc). However, due to the nature of the growth being more spread out over a larger geographical area with relatively little existing servicing, potential for *more* infrastructure (overall length of linear works and potentially more facilities) will likely be required.
- **No UBE** - Upgrades and expansions within the Downtown Core and other intensification areas are likely required in the Ambitious Density Scenario, however, these upgrades are potentially much more significant in the No UBE Scenario. Intensification upgrades also provide opportunity for DC funding of projects that are triggered by and service growth. However, development, design and implementation of these upgrades may be more challenging due to the following factors:
 - More complex servicing solutions required:
 - Combined system
 - More infrastructure (# of pipes) impacted by growth
 - More existing capacity constraints resulting in potential upgrades of existing infrastructure
 - Potentially larger scale of new/upgraded infrastructure within intensification areas
 - F-5-5 and CSO requirements
 - Constructability challenges within built-out intensification areas
 - Potential higher cost
 - Potential for cost split of projects (DC and Benefit to Existing vs 100% DC)

In general, most stormwater impacts can be mitigated with infrastructure upgrades. Both scenarios will require significant on-site controls within intensification areas and, although more growth is projected in the No UBE

scenario, the upgrade requirements will likely be similar to that of the Ambitious Density Scenario since the degree of land use change (i.e., impervious coverage) will be comparable across both scenarios. Within Greenfield areas, new stormwater infrastructure will be required for the Ambitious Density Scenario, which may impact natural receiving systems and may require relocation of some watercourses. With No UBE, minimal greenfield growth and subsequent new stormwater infrastructure will be needed, which minimizes potential additional impacts to watercourses (creeks/streams), as well as potential longer-term needs for O&M of natural or man-made infrastructure.

City policy requires over-control of post-development runoff in the combined sewer areas and as a result intensification will not require significant additional infrastructure within the combined sewer areas, since system capacity will actually be recovered as development proceeds. The City is currently updating the FDMSS to improve the capacity of the combined and storm systems, and opportunities to divert runoff from the combined sewer system to the separated storm system will continue to be explored as part of future development.

The assessment/review documented herein was qualitative, addressing a single criterion in order to provide support to City Council to recommend one of the two scenarios that would best suit the needs of the City of Hamilton. Once a Scenario has been approved by Council, the Master Plan team will move forward with modelling growth across the City and developing servicing strategies, including potential upgrades and/or new facilities if required.

Appendix D:

Transportation Report

PLANNING FOR GROWTH TO 2051 EVALUATION OF SCENARIOS

Background Report on GRIDS 2 Transportation Criteria



October 2021



Hamilton

GRIDS 2: EVALUATION OF GROWTH OPTIONS
 Background Report on Transportation Criteria

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1 Introduction

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.

In August 2021, Council approved an updated evaluation framework to guide decisions on growth management. The framework is intended to help inform three sequential questions:

How to grow?

The City is contemplating two alternatives at the City-scale: an 'Ambitious Density' Growth Option (1,310 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.

1.1 Purpose of Report

The evaluation of growth options is being undertaken based on a comprehensive approach based on ten themes. In August 2021, a background report was prepared to present both the evaluation framework as well as criteria for each theme.

The purpose of this report is to provide information and analysis to support **Theme 6: Transportation Systems**. The report also presents information to support **Theme 2: Climate Change**.

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The focus of the analysis is primarily on Stage 1 of the evaluation framework, addressing the question of How to Grow. The analysis will be extended through subsequent iterations of this report as the evaluation progresses to support Stages 2 and 3 of the framework.

1.2 Description of Growth Alternatives

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.

As part of the question of "How to Grow?" two alternatives at the City-scale are being contemplated:

- An 'Ambitious Density' Growth Option (1,310 ha expansion for new Designated Greenfield Lands)
- A 'No Urban Boundary Expansion' Growth Option

A map of the potential new designated greenfield lands also referred to as 'whitebelt' lands, is provided in Figure 1.1, with a summary of the key features of each growth option is provided in Table 1-1.

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Table 1-1: Comparison of Growth Options

THEME	CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
Population / Unit Forecast	2021-2051 Population Growth	• 236,000	• 236,000
	2021-2051 Unit Growth	• 110,320	• 110,320
Distribution of Growth	Total Unit Growth within the Existing Urban Area (Total)	• 81,620	• 109,880
	Built-up Area	➤ 66,190	➤ 94,450
	Existing Designated Greenfield Areas	➤ 15,430	➤ 15,430
	Total Unit Growth within the Urban Expansion Area	• 28,260	N/A
	Total Unit Growth in Rural Area	• 440	• 440
Targets	Intensification Target (<i>% of new units within Existing Built-up Area</i>)	• 50% (2021 – 2031) • 60% (2031 – 2041) • 70% (2041 – 2051)	• 81%
	Greenfield Density Target (<i>Persons and Jobs Per hectare in the Designated Greenfield Area (DGA)</i>)	• 60 (existing DGA in the Urban Area) • 77 (Expansion Area)	• 60 (existing DGA in the Urban Area)
Employment Forecast	2021-2051 Employment Growth	• 122,000	• 122,000

2 How Hamilton Travels Today

In order to inform the evaluation of growth alternatives, it is useful to have an understanding of how and where people currently travel. This section presents a high level overview of key transportation indicators and travel patterns primarily based on the Transportation Tomorrow Survey (TTS). The TTS is a survey that is conducted across the Greater Golden Horseshoe every five years. Although the most recent survey is from 2016, the data is considered indicative of travel patterns today and is the most up to date source of information on macro-level travel patterns.

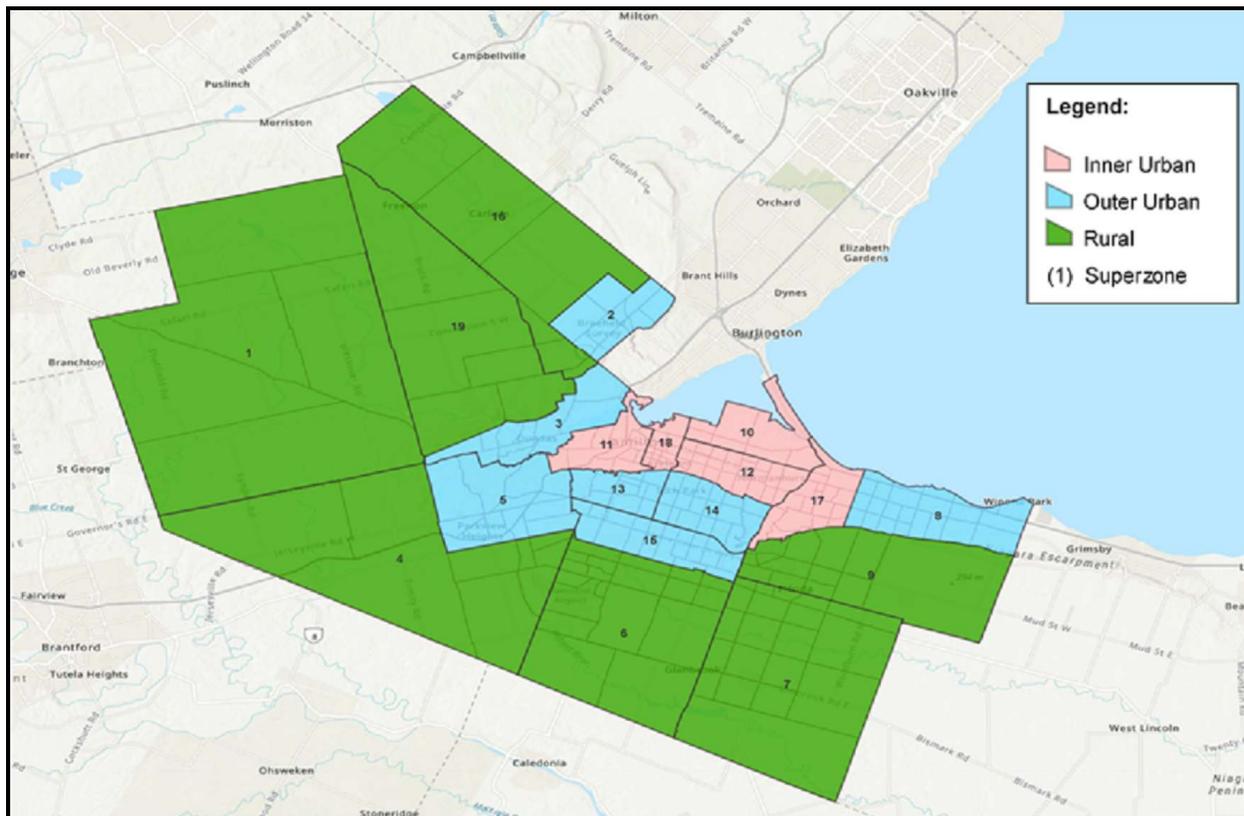
2.1 Transportation Analysis Zones

Throughout this chapter and remainder of report, data is presented at different levels of aggregation depending on the indicator. These levels are illustrated in Figure 2.1 and described as follows:

- **Traffic zone level:** This is the smallest zone level and represents zones that average approximately 400 hectares in size and generally increase in size from the inner area to the rural areas depending on population density. Within the City there are some 265 traffic zones and these form the basis for the macro-level model;
- **Superzones:** These zones are comprised of groups of traffic zones and are useful for presenting data for the purpose of examining trends. Two different superzone systems are utilized including a four-zone system and a 19-zone system. The four-zone system is comprised of the Inner Urban Area, Outer Urban Area, Rural Area and areas outside of Hamilton. Note that these areas are not based on electoral boundaries and are simply for the purpose of tabulating data on an aggregate level; and,
- **City wide level,** for presentation of macro indicators such as vehicle kilometres of travel.

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Figure 2.1: Transportation Analysis Zone System



2.2 Overall Travel Patterns

The distribution of population and employment within the City has an impact on where people travel, what modes are viable for different types of trips and how long trips are in terms of distance. Based on a data from 2016 (Table 2-1), Hamiltonian’s made approximately 235,439 trips in the morning peak hour (6AM-9AM).

Table 2-1: AM Peak Period Trips in 2016

Origin	Destination				Total Origins
	Inner Urban	Outer Urban	Rural	Outside of Hamilton	
Inner Urban	43,607 (18.52%)	12,309 (5.23%)	2,545 (1.08%)	17,839 (7.58%)	76,300 (32.41%)
Outer Urban	30,472 (12.94%)	56,879 (24.16%)	6,854 (2.91%)	27,304 (11.60%)	121,509 (51.61%)
Rural	6,344 (2.69%)	9,926 (4.22%)	10,686 (4.54%)	10,674 (4.53%)	37,630 (15.98%)
All Origins	80,423 (34.16%)	79,114 (33.60%)	20,085 (8.53%)	55,817 (23.70%)	235,439

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Approximately 76.3% of these trips remained within the City of Hamilton while 23.7% were destined to external destination. Overall, there is a reasonably high degree of self-containment of trips in the City. For example, of the 121,000 trips that originate in the Outer Urban Area, approximately 57,000 are destined to other parts of the Outer Urban Area. For trips starting in the Inner Urban Area, almost 60% remain in the Inner Urban Area, which is understandable given the largest concentration of employment is in the Downtown Core and Inner Area.

2.3 Mode Choice and Urban Form

Mode Choice

On a City-wide basis in 2016, approximately 65.6% of all morning peak period trips were made by single occupant automobiles. A further 11% were made by auto passengers, 7% by local transit, 9.5% by foot or bike, 6% by other modes (e.g. taxi and school bus) and less than 1% by GO Train.

Mode shares have not changed significantly in the past 20 years, which is consistent with many parts of the broader Greater Toronto and Hamilton Area (Table 2-2). The fact that mode shares have been relatively constant may be surprising in light of investments in sustainable transportation; however, it must be recognized that the pattern of growth has a significant impact on city-wide mode share trends. If a majority of growth occurs in areas that have higher than average auto mode shares than in areas with higher transit shares, then overall city-wide average auto mode share will naturally increase.

Table 2-2: City-Wide Mode Share (2016) AM Peak Period

Primary Travel Mode	2001	2006	2011	2016
Auto Driver	64.1%	63.3%	64.6%	65.6%
Auto Passenger	12.2%	12.0%	12.4%	11.0%
Walk	10.4%	9.8%	7.7%	8.2%
Transit Excluding GO Rail	5.9%	7.3%	7.8%	7.0%
School Bus	5.4%	5.8%	5.6%	5.3%
Cycle	0.7%	0.5%	0.6%	1.3%
GO Rail Only	0.6%	0.5%	0.7%	0.8%
Joint GO Rail & Transit	0.4%	0.4%	0.4%	0.4%
Motorcycle & Other	0.1%	0.1%	0.1%	0.2%
Taxi Passenger	0.2%	0.3%	0.1%	0.1%

Source: Transportation Tomorrow Survey

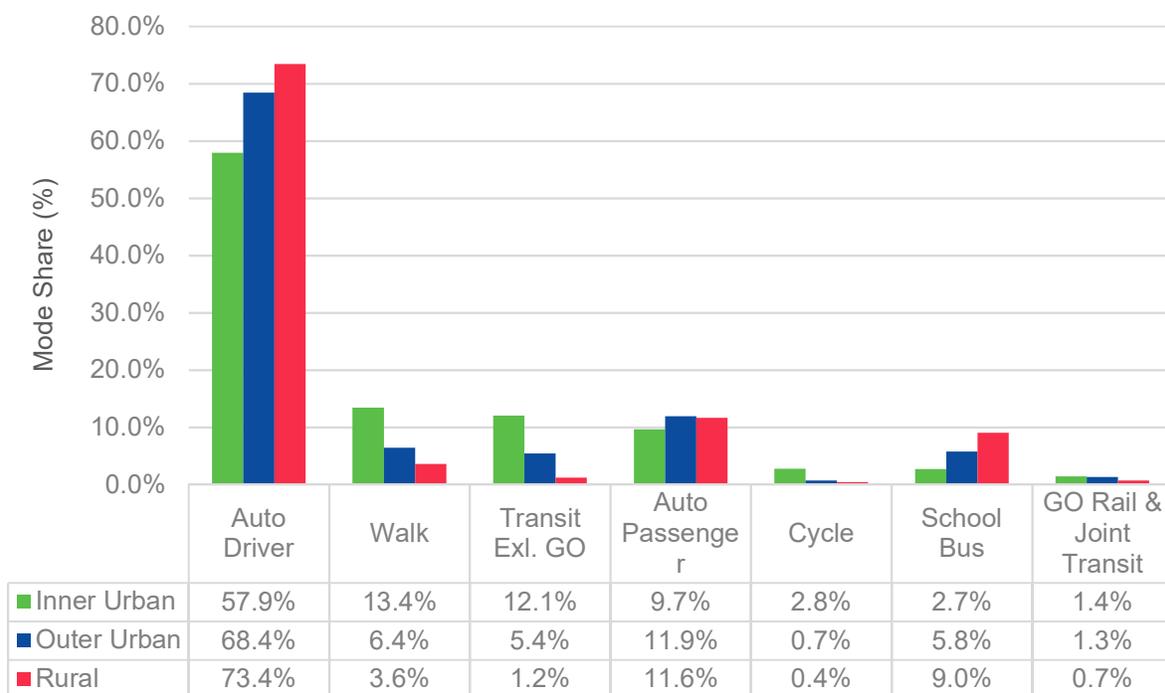
Notably, although cycling represents a small proportion of total trips, there has been a significant increase in cycling mode shares since 2001 with mode shares nearly doubling. Key factors influencing this trend include investments in cycling infrastructure,

GRIDS 2: EVALUATION OF GROWTH OPTIONS
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the rising cost of auto ownership and increased development in the downtown and other cycling supportive areas.

Figure 2.2 provides a breakdown of mode shares by the area of Hamilton that trips originate in. As would be expected, the highest propensity for walk, cycle and transit use is in the Inner Urban Area given. Approximately 30% of all AM peak period trips originating in the Inner Urban Area are made using sustainable modes (i.e. walk, cycle transit, GO Rail). Conversely, the combined sustainable mode share drops to 13.8% in for trips originating in the Outer Urban Area and 5.9% for the rural area.

Figure 2.2: AM Peak Period (600 to 900) Originating Trip Mode Shares (2016)



Source: Transportation Tomorrow Survey

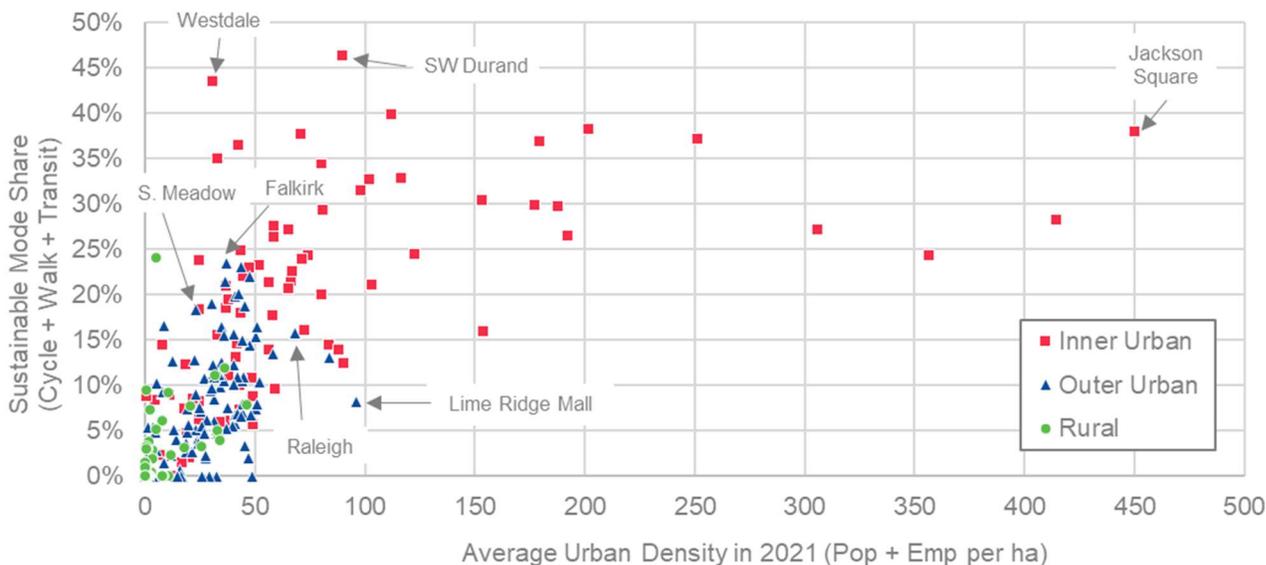
Urban Form

While mode share is affected by several factors including availability of different modes, there is a strong relationship between mode shares and density. Denser, mixed-use communities help to influence travellers to choose to get around without a car. And at the same time, denser communities support higher levels of transit service.

Figure 2.3 shows the average urban net density (population + jobs per hectare) for each traffic analysis zone in 2021 and their respective sustainable mode share in 2016.

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Figure 2.3: All-Day Sustainable Mode Share (2016) by Origin Traffic Zone vs. Average Urban Density (2021)



Source: Transportation Tomorrow Survey

The 2018 Transportation Master Plan (TMP) sets an aspirational mode share target of 15% for walk & cycle and 12% for local transit (27% total). Based on current trends, this is achieved in zones with an average urban density of 75 to 100 people and jobs per ha (gross). Approximately half of the Inner Urban area meets or exceeds the mode share target due to shorter trip lengths, frequent transit, and mixed-use land patterns. No zones in the Outer Urban currently meet the 27% sustainable mode share target, which reflects the need for higher densities to better support financially viable frequent transit and high-quality cycling facilities. Sustainable mode share in Rural areas is low, which is not surprising given the absence of transit and the longer trip distances, which are not conducive to walking and cycling, and the nature of trips such as for farming purposes.

A greater emphasis should be placed on planning for densities in these higher thresholds for future growth. Under the Ambitious Density Scenario, the whitebelt areas are to be planned to achieve 77 pjh (net developable area). As shown in Figure 2.4, the Elfrida area is planned for 77 people and jobs per ha (net), which corresponds to an average urban density of approximately 60 people and jobs per ha (gross)¹. The No Boundary Expansion scenario (Figure 2.5) would see more intensification into existing urban areas to support higher densities within existing neighbourhoods, supporting higher sustainable mode share. However, intensification within some existing

¹ Assumes 21% of land is allocated to right-of-way.

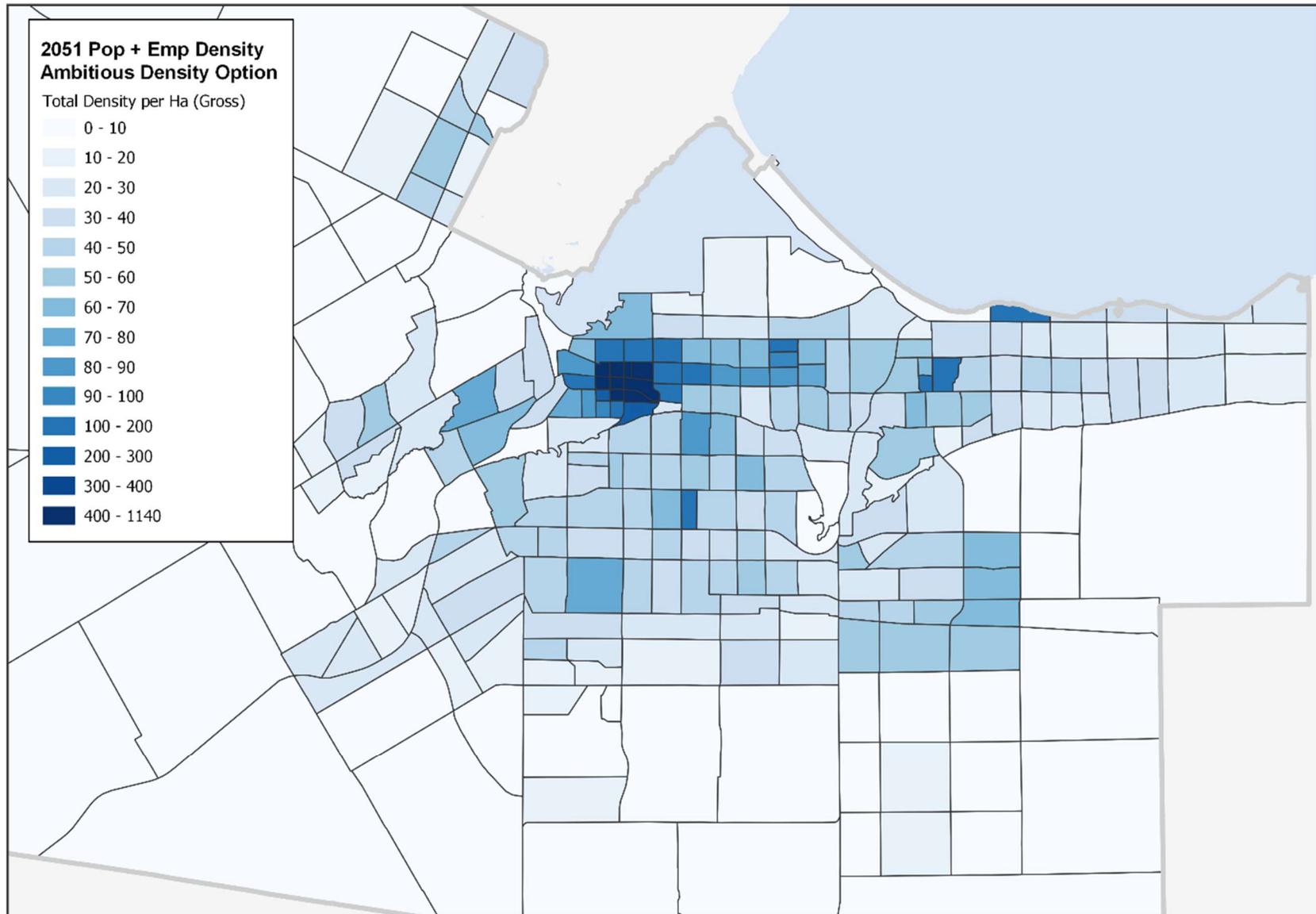
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neighbourhoods may be challenging due to land availability and assembling opportunities, community support, and area-specific issues.

Further discussion on transit supportive densities is provided in Section 3.

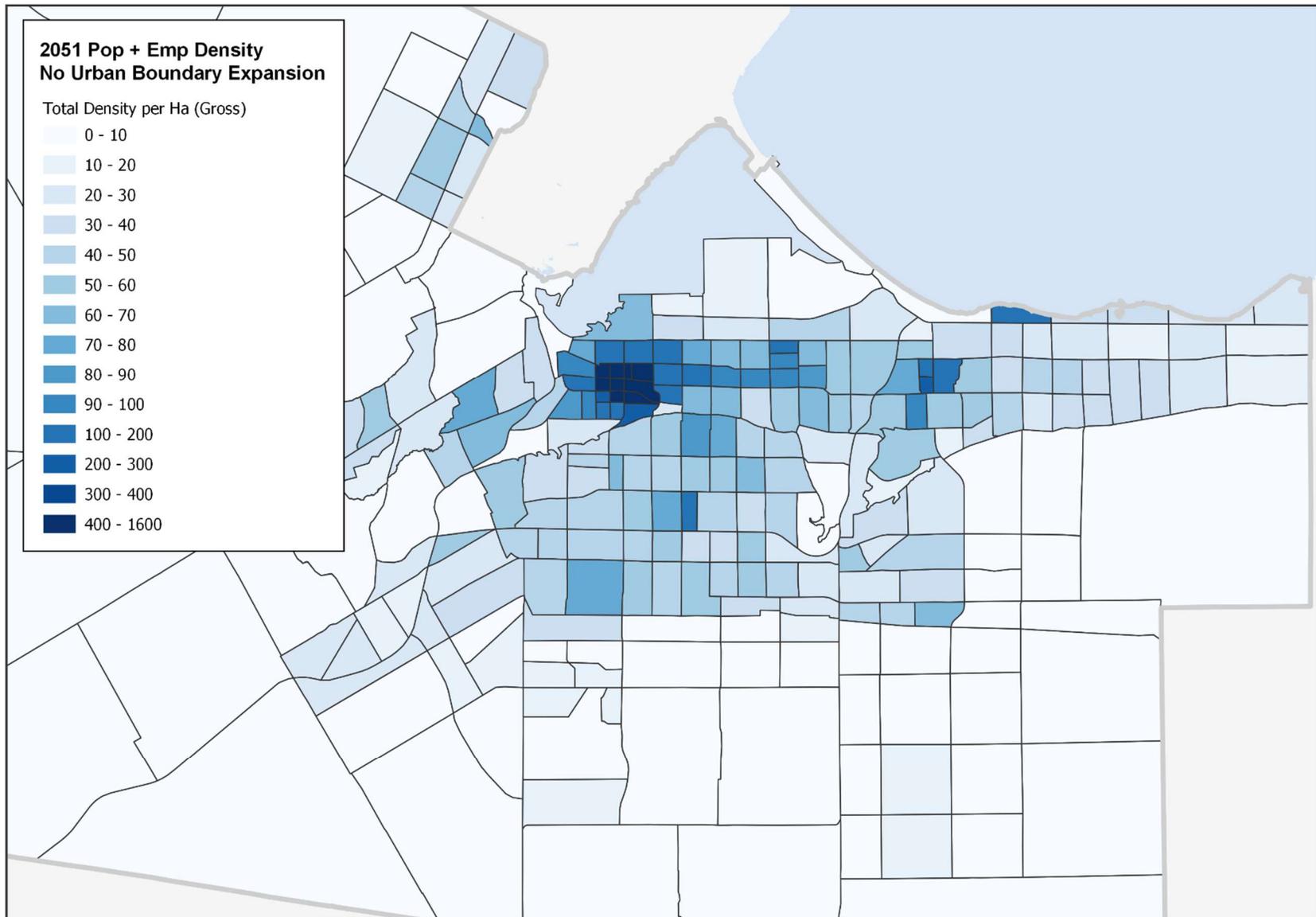
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Figure 2.4: Projected 2051 Urban Density – Ambitious Density



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Figure 2.5: Projected 2051 Urban Density – No Urban Boundary Expansion



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2.4 Factors Influencing Active Transportation

Trips shorter than 5 km represent 49.9% of all trips originating in Hamilton or 491,000 daily trips. These “short trips” are the distances at which travellers will typically consider active transportation as a trip can be made in 30 minutes or less, taking into account the varying speeds. An abled-bodied cyclist can travel about 5 km in 30 minutes, while a pedestrian can go 2 km.

In Hamilton, as trip distance increases, the rate by which trips are made by foot or bike decreases (Table 2-3). Of all trips less than 5 km, 16.9% are made by active modes, though the levels vary by ward. The older, lower city wards have the highest pedestrian and cyclist activity rate, while suburban areas are lower, and the rates are very low in rural areas.

Table 2-3: Active Transportation Mode Share by Trip Length (2016)

Mode	< 1 km	1 to 2 km	2 to 5 km	5 to 10 km	10 to 20 km	20+ km
Cycle	2.5%	3.7%	2.1%	0.6%	0.4%	0.1%
Walk	38.1%	15.9%	2.6%	0.1%	0.0%	0.1%
Total	40.6%	19.6%	4.7%	0.7%	0.4%	0.2%

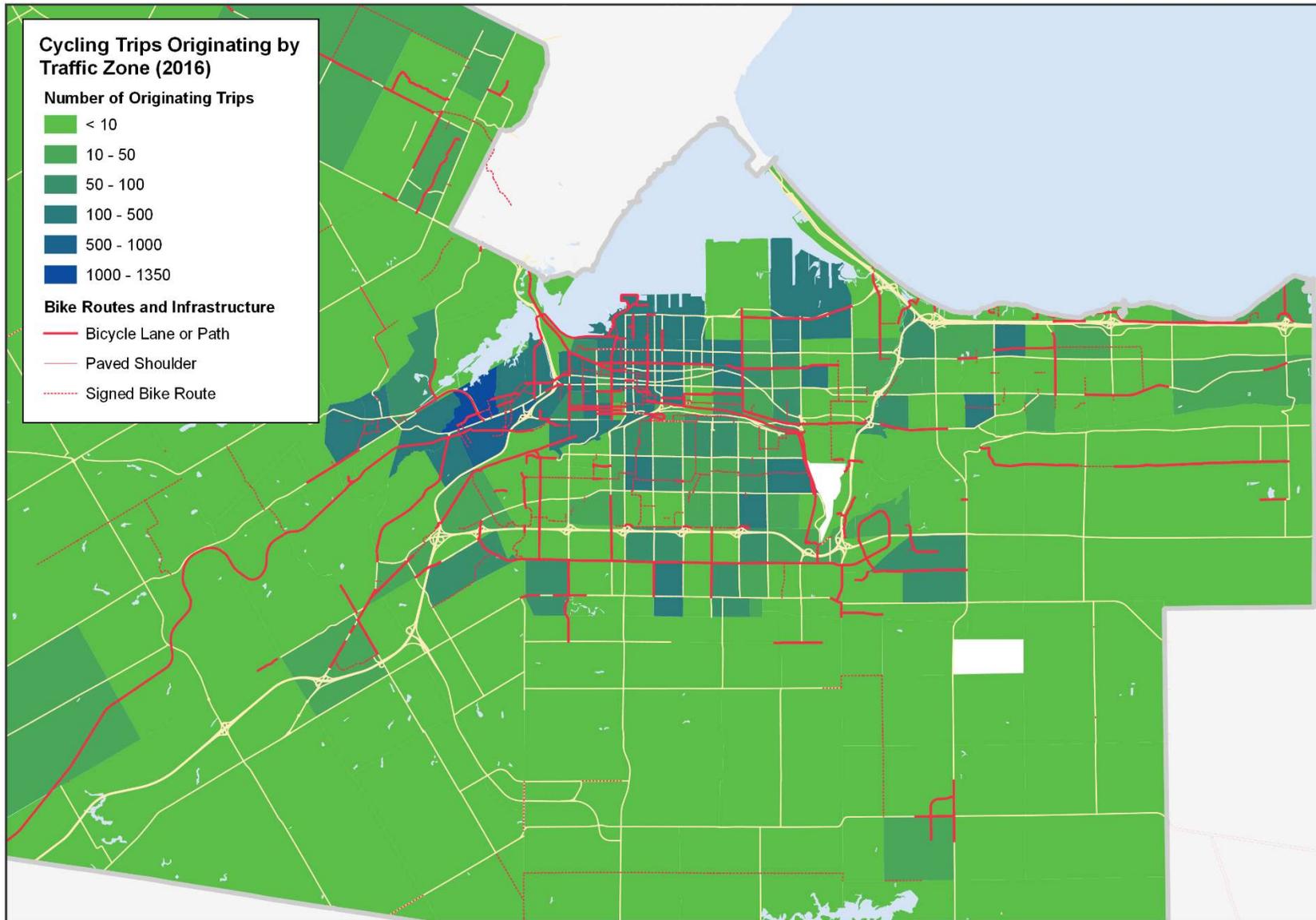
Source: Transportation Tomorrow Survey

Looking at the trends of where cycling trips originated in 2016 (Figure 2.6), there is a strong association between the density of cycling infrastructure and the number of trips. This can be observed in the McMaster to Downtown corridor, which has the City's highest cycling route density and trip origins. The west mountain has a less connected cycling network, which is reflected in the lower number of trips.

New cycling infrastructure and enhancements will be needed for both growth scenarios. The No Boundary Expansion scenario will require right-of-way space along existing streets to be reallocated to provide sufficient capacity and enhancement to existing routes. The Ambitious Density scenario offers an opportunity to plan from scratch within the expansion area to create a high-quality cycling network within the area. Enhancements will be required in the surrounding area to connect the new Urban Expansion Areas with nearby destinations, such as Heritage Green and Lime Ridge Mall.

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Figure 2.6: Origin of Cycling Trips Made in Hamilton (2016, All Day)



Source: Transportation Tomorrow Survey and Hamilton Open Data

3 Assessment of Future Transportation Needs and Opportunities

The purpose of this section is to provide a high-level future outlook for transportation in Hamilton in 2051. Specifically, it provides travel demand forecasts for each scenario in 2051, discusses assumptions about base case transportation improvements and summarizes the key transportation outcomes by scenario. This information provides the basis for the identification of specific needs and evaluation of scenarios presented in Section 4.

3.1 Future Travel Demand

Future travel demand is a function of three primary variables:

- Land use, including number of residents and jobs as well as urban form
- Transportation supply, which influences the choices available to people for different trips
- Travel behaviour including what modes people chose to use and the decision factors that go into these choices

In order to project future travel demand, and the interactions between land use, transportation supply and travel behaviour, a major exercise was undertaken to update and modernize Hamilton's Travel Demand Model. This model is a four-staged model consisting of trip generation, trip distribution, modal split and trip assignment. The model is developed using the EMME modelling platform and is capable of producing detailed forecasts for vehicles and transit. It is sensitive to variables such as congestion levels and transit speeds/headways.

At time of this report, a 2051 model has been developed and validated. However, given the model was only recently completed, it has not undergone rigorous testing. As such, model results presented in this report may be updated in future reports, but are considered acceptable for broad evaluation purposes.

It is also noted that the current model does not account for paradigm shifts in transportation such as permanent changes in telecommuting/work from home patterns or major technology shifts such as connected and autonomous vehicles. While these changes may influence travel outcomes differently by growth option, given the state of knowledge of these trends is still uncertain, it is reasonable to accept that the basic

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modelling results still provide an appropriate basis of comparison for the purpose of evaluating broad growth options.

For each growth scenario, travel demand was forecasted for the year 2051, as well as intermediate years. For this stage of analysis, only road infrastructure improvements that were identified as part of the 2018 TMP were incorporated in the future year modelled network. For transit, it was assumed that LRT would be in place for both scenarios and the 10 year transit service plan would be fully implemented. Further refinements of the network are considered in the needs assessment presented in Section 4.

Based on the above assumptions, Figure 3.1 illustrates the projected auto trips for year 2051 under two land use density scenarios. Overall, total trips are similar for the two scenarios with differences being explained by the prevailing trip propensities by area. In comparing overall auto trips, the ambitious density scenario is expected to see a 67% increase in trips vs. a 62% increase for the no boundary expansion scenario. As expected, the majority of auto trip growth will occur in the rural + expanded areas due to the allocation of 85,500 to these areas. Conversely, under No Urban Boundary expansion scenario, in the Inner Urban and Outer Urban zones, the auto trip projection is higher in the inner area, which will result in increased congestion levels in the lower city.

Figure 3.1: Future Auto Trip Demand (AM Peak Hour)

AM Peak Hour Trips			
Total Trips - Origins			
Area	2016	No Expansion	Ambitious Density
Inner Urban	21,009	46,413 (+120%)	39,764 (+89%)
Outer Urban	35,642	62,548 (+75%)	59,358 (+67%)
Rural+Expansion Areas	12,308	19,398 (+58%)	32,410 (163%)
Total	68,959	128,359 (+86%)	131,532 (+91%)
Auto Trips – Origins			
Inner Urban	19,968	37,389 (+87%)	32,504 (+63%)
Outer Urban	37,995	57,896 (+52%)	55,127 (+45%)
Rural + Expansion Areas	12,417	18,706 (+51%)	29,597 (+138%)
Total	70,380	113,991 (+62%)	117,228 (+67%)

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The differences in the distribution of population across for the two land use scenarios has an observed impact on trip distribution, average travel distances and mode splits. Based on an evaluation of the travel patterns for the base year (2016), approximately 1,113,000 kilometres were travelled by auto and 61,000 passenger kilometres travelled by transit in the AM peak hour. Given the projected increase in population and employment by 2051, a comparable evaluation was carried out to test the sensitivity of two growth scenarios (Table 3-1). The estimated distance travelled by automobile during AM peak hour increases from 2016 to 2051 by 48.2% under No Boundary Expansion and 58% under Ambitious Density. However, the observed vehicle hours travelled in 2051 shows an over 105% increase when compared to the base year. The estimated travel time increase is primarily related to the effect of congestion which will result in lower average travel speeds as growth increases.

For transit, there is a measurable impact on city-wide mode shares with the No Urban Boundary Expansion. Measured in terms of ‘motorized shares’, transit shares are projected to be 11.4% for the ambitious density scenario and 11.9% for the no boundary expansion scenario. *Note that due to the model configuration, these are different than the description of TMP targets whereby mode split is expressed as a percentage of all trips including walking and cycling.*

Passenger kilometres travelled would be higher for the ambitious density scenario due to longer average trip distances.

Table 3-1: Peak Hour vehicle and passenger distance travelled

Performance Indicator	2016 Base Year	2051 Ambitious Density	2051 No Boundary Expansion	% Increase	
				Scenario 1: Ambitious	Scenario 2: No Boundary Expansion
Vehicle Kilometres Travelled	1,113,000	1,759,000	1,650,000	58.0%	48.2%
Vehicle Hours Travelled	18,000	38,000	37,000	111%	105%
Passenger Kilometre Travelled	61,000	101,000	95,000	65.6%	55.7%
Transit Mode Share (% of motorized trips) ^a	11.7%	11.4%	11.9%		

Notes: ^a Excludes walking & cycling trips.

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3.2 Planned Transportation Infrastructure

In 2018, City Council approved a new City-wide Transportation Master Plan (TMP). The 2018 TMP provides an overall policy framework and infrastructure plan to accommodate growth to 2031 and beyond. The TMP included strategic improvements for all modes of transportation including roads, higher order transit, cycling, walking and goods movement. Recommendations also reflected directions from parallel plans including the Metrolinx Regional Transportation Plan and Hamilton's Ten-Year Transit Service Plan. Policies and infrastructure recommendations were based on the target of achieving a 12% mode split for transit by 2021 in order to help off-set the need for major road improvements, while also achieve more environmentally sustainable outcomes.

Notwithstanding that the horizon year for the 2018 TMP was 2031 vs. the current planning horizon year for GRIDS 2 is 2051 the major strategic transportation improvements are intended to address long term needs. Major improvements include the following:

- **Road network:** Committed road widenings, two-way conversions and new roads generally serving the Hamilton Airport Employment Growth District and Stoney Creek growth areas, as shown on Figure 3.2.
- **Transit Network:** Higher order transit network that includes the BLAST network, GO Rail system and supported by a frequent transit network as shown on Figure 3.3. For the purposes of current model updates, it is assumed that both the B-line and A-line will operate primarily in exclusive lanes (with the B-Line operating as LRT) and at 5-minute headways. For the base transit network the L, T and S lines are assumed to be operating as Priority Bus corridors with some exclusive lanes in higher demand areas and at 10 minute headways. Improvements in service frequencies and coverage for local transit routes were improved based on growth in specific areas.
- **GO Transit:** Includes all-day hourly service to West Harbour GO station and Lakeshore West line extension to Niagara Falls, with new stations along the line including Confederation station. Adjustments were also assumed for the GO Bus network based on growth.
- **Provincial Highways:** Committed infrastructure improvements including Highway 6 South widening (Highway 403 to Upper James Street) and increased capacity for QEW/403.

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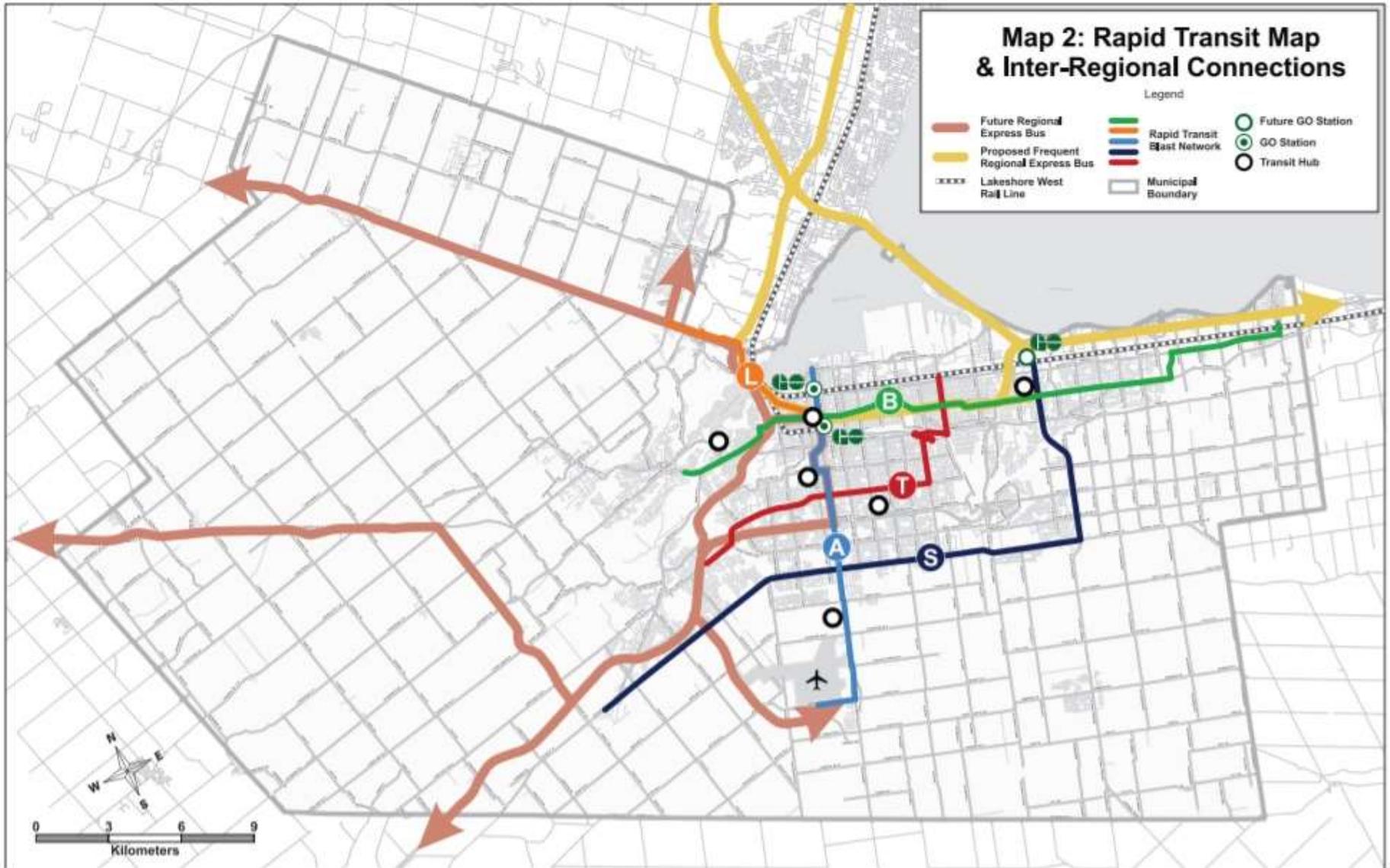
Figure 3.2: Planned 2031 Road Network (Based on 2018 TMP)



Source: Hamilton Transportation Master Plan Update 2018

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Figure 3.3: Planned 2031 Higher Order Transit Network (Based on 2018 TMP)



Source: Hamilton Transportation Master Plan 2018

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3.3 Road Network Performance

The Hamilton Transportation Demand Model is capable of forecasting traffic volumes at different levels, including down to the individual road link level. For the purpose of evaluating “How we grow”, it is appropriate to compare traffic volumes and capacities at the screenline level. A screenline is essentially an imaginary line defined by a geographic or transportation feature where trips cross (e.g. the LINC is used to examine north south travel in the South Mountain area). For planning purposes, a volume to capacity (v/c) ratio of greater than 0.85 would represent a situation where congestion is likely to occur.

Figure 3.4 illustrates the v/c ratios across major screenlines in the City for the base model year of 2016. As shown, most screenlines operate below capacity, however, it is recognized that some roads within each screenline may be approaching or above capacity (screenline v/c’s are an aggregation of multiple roads).

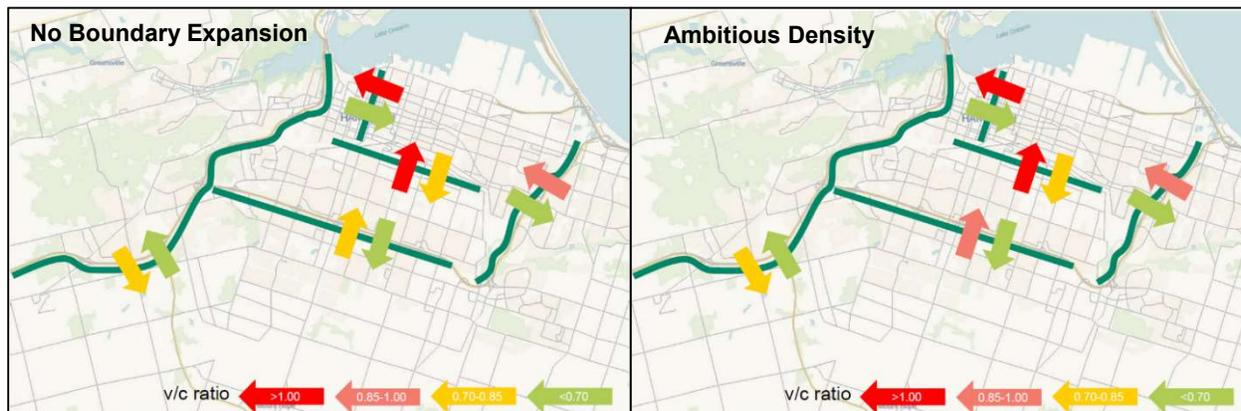
Figure 3.4: 2016 Screenline level network capacity deficiency



Assignment of the 2051 travel demand on the future road and transit networks reveal capacity deficiencies on nearly all network linkages within the Inner Urban Area (Figure 3.5). The forecasted demand exceeds capacity across escarpment crossing and downtown screenlines in both growth scenarios. Notably, the Ambitious Density scenario demand increases demand across the LINC screenline, due to proposed spatial allocation of population and employment densities in the whitebelt lands and their interaction with the downtown node. Increased demand across the LINC screenline is also a reflection of employment growth near the airport and associated trip interactions with activity centres in the inner urban and outer urban areas.

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Figure 3.5: Comparison of screenline deficiencies for 2051 growth options



Increase in screenline level travel demand is evident across the inner urban screenlines. This indicates continued self-containment of trips in the City in the forecasted year.

In order to rectify the projected capacity deficiencies and provide reliable travel options for Hamiltonians, an equivalent of four travel lanes across the escarpment screenline and two travel lanes across the downtown screenline would be required. Given the inner urban area’s existing built form and road fabric, the feasibility of road widening in the lower City is neither practical or desirable from an urban form perspective. Therefore, investments in transit and active transportation together with travel demand management will be required to address road capacity deficiencies. This need for investments in transit and active transportation, particularly in the lower city, would be greater with the No Urban Boundary Scenario.

3.4 Transit Supportive Densities

As development densities increase, the number of potential passengers per route kilometre grows, helping to generate more ridership and higher revenues. With increasing cost recovery, transit operators can provide more frequent service within their available subsidies. Experience shows that a density of at least 50 people and jobs per hectare (gross density) is the threshold to provide a financially viable local transit route (Table 3-2). Higher tiers of transit service become a possibility as density increases, such as very frequent bus routes and rapid transit.

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Table 3-2: Transit Supportive Densities

Minimum Urban Density (People + Jobs per ha)	Appropriate Transit Service Type(s)
More than 200	<ul style="list-style-type: none"> Rapid Transit (subway at headways under 5 mins)
80 to 200	<ul style="list-style-type: none"> Very Frequent Transit (bus every 5 min. with priority treatments) Rapid Transit in higher density areas
50 to 80	<ul style="list-style-type: none"> Local Transit (minimum bus every 30 mins) Semi-Rapid Transit in higher density areas
30 to 50	<ul style="list-style-type: none"> Local Transit (minimum bus every 30 mins) on key corridors Demand Responsive Transit in lower density areas connecting to hubs
10 to 30	<ul style="list-style-type: none"> Demand Responsive Transit connecting to hubs

Source: Adapted from Metrolinx’s Regional Transit Network Planning Study and MTO’s Transit-Supportive Guidelines

Both scenarios will increase the number of residents and jobs within transit supportive areas (i.e. > 50 persons+jobs/hectare gross), with nearly 50% living or working in these areas compared to today Table 3-3). The No Boundary Expansion scenario will lead to more homes and jobs in these areas due to the net benefit of intensifying existing communities that may not reach the threshold today, thereby benefiting current and future residents and workplaces.

Table 3-3: Population and Jobs Located Within Transit Supportive Areas

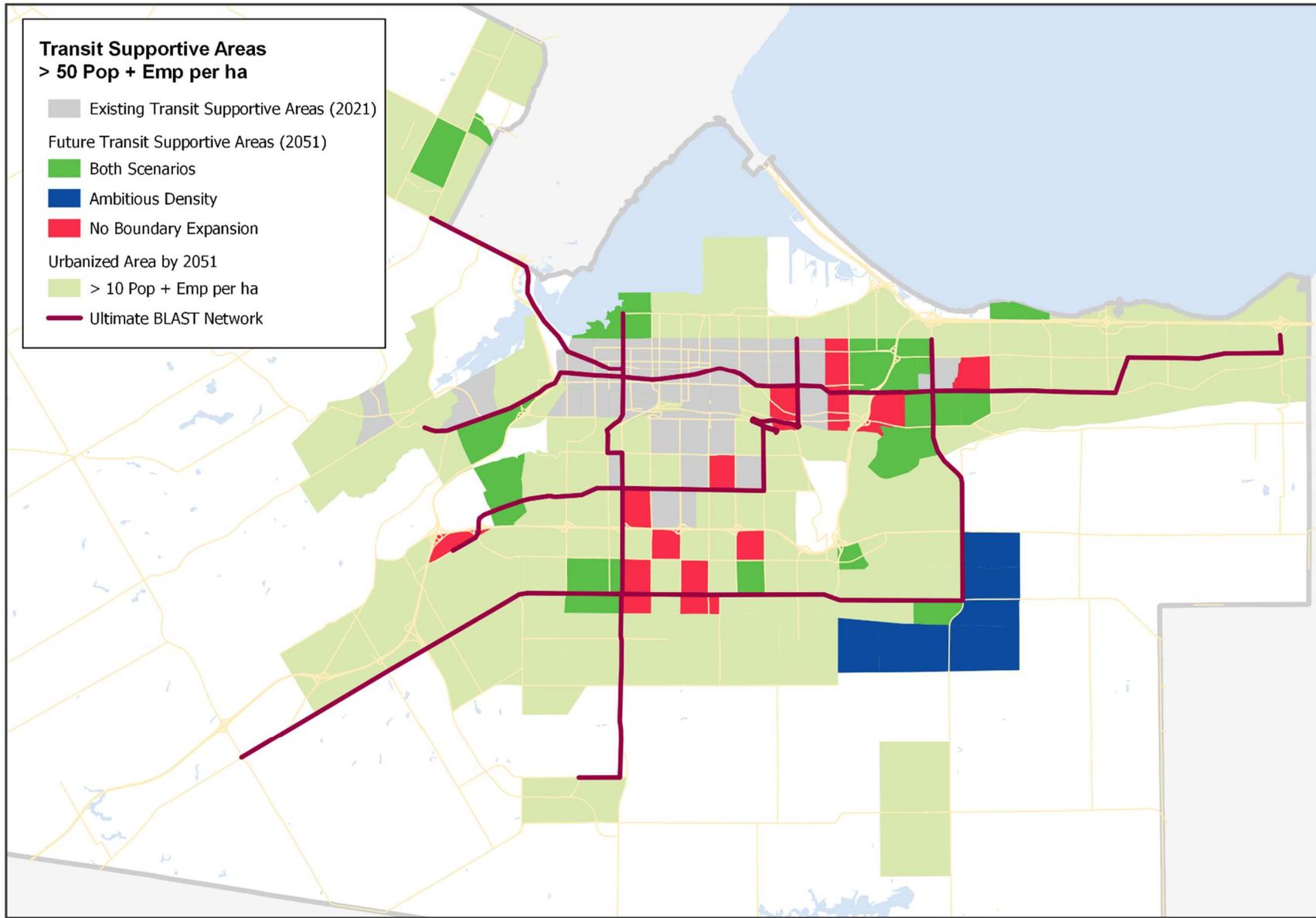
Scenario	Population	Jobs
2021	152,700 (26.1%)	85,500 (37.4%)
No Boundary Expansion	436,000 (53.2%)	199,800 (55.5%)
Ambitious Density	367,800 (44.8%)	180,700 (50.2%)

Figure 3.6 compares what areas will become transit supportive by 2051. Both scenarios will see nodes across the City become transit supportive. The No Boundary Expansion scenario will lead to more intensification along the B-Line corridor, the Centennial Neighbourhoods area, and the south mountain. The increased intensification within the existing urbanized area with no expansion means many existing neighbourhoods will become more transit supportive. The forecasted densities in Elfrida and other potential Urban Expansion Areas, planned as part of the Ambitious Density scenario, will exceed the transit supportive density threshold; however, many of the surrounding areas will be below the threshold, which makes providing frequent transit a challenge.

It should be noted that an Urban Transit Boundary expansion would be required under both scenarios to include the AEGD. In addition, the Ambitious Density Scenario will need to include a further expansion to add areas not currently in the defined service area.

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Figure 3.6: Comparison of Future Transit Supportive Areas



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3.5 Transit Accessibility

The number of residents and jobs living within a given distance of different transit services is shown in Table 3-4, along with the percent of forecasted residents or jobs. For the BLAST and HSR indicators, the value reflects the number of people living within the distance from a route, not a stop. Further analysis and planning are required to determine exact routes for the future scenario.

Table 3-4: Transit Accessibility Indicators (% of city-wide value*)

Scenario	Population	Jobs
Within 800 m of a BLAST Corridor		
No Boundary Expansion	502,500 (61.3%)	228,500 (63.5%)
Ambitious Density	459,100 (56.0%)	216,675 (60.2%)
Difference	43,400 (+5.3%)	11,825 (+3.3%)
Within 400 m of an HSR Corridor ** (Summer 2021 Network)		
No Boundary Expansion	631,000 (77.0%)	271,000 (75.3%)
Ambitious Density	541,500 (66.0%)	247,100 (68.6%)
Difference	89,500 (+11.0%)	23,900 (+6.7%)
Within 2.0 km of a GO Rail Station		
No Boundary Expansion	214,500 (26.5%)	134,000 (36.1%)
Ambitious Density	164,600 (20.0%)	121,500 (33.8%)
Difference	49,000 (+6.5%)	12,500 (+2.3%)

* Percentage based on City-wide population and includes rural areas

** The Summer 2021 HSR network was used for analysis and excludes TransCab routes. It is expected that the bus routes will evolve over the next 30 years, particularly to serve growth areas that may not be along existing routes.

4 Assessment of Growth Alternatives

4.1 Transportation Criteria

In order to assist Council in making a decision on the question of 'How to Grow', a framework on the evaluation approach for comparing two 'How to Grow' growth options: 'No Urban Boundary Expansion' and 'Ambitious Density' was prepared. This framework was outlined in the reported entitled *City of Hamilton GRIDS 2 / MCR- Planing for Growth to 2051: Final Growth Evaluation Framework and Phasing Criteria*, prepared by Dillon Consulting. This report and the accompanying evaluation framework was presented to the General Issues Committee on August 4, 2021. Under the theme of Transportation Systems, three criteria were proposed to inform the evaluation as follows:

- Does the growth option result in in significant impacts to the City's existing or planned transportation infrastructure?
- 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?
- Does the growth option prioritize development of areas that would be connected to the planned BLAST network or existing transit?

The purpose of this section is to describe the technical assessment that was prepared to help assess each of these criteria.

The August 2021 Evaluation Framework Report also presented more detailed criteria to help evaluation the question of where to grow (Stage 2) and when to grow (Stage 3), which will be evaluated depending on the Preferred 'How to Grow' Option, if an urban boundary expansion is required. The technical analyses described in this section has been developed to have regard to those key considerations including:

- Prioritizing Public Transit;
- Comprehensive Active Transportation Network; and,
- Connected Street Network.

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4.2 Road Infrastructure

Planning for growth whether through intensification or within new growth areas located in the White Belt lands associated with an urban boundary expansion will require new or upgraded road infrastructure. The road network was developed through existing plans and by applying transportation planning principles that includes spacing and distribution of a road network to achieve the highest and best use and function of the transportation system.

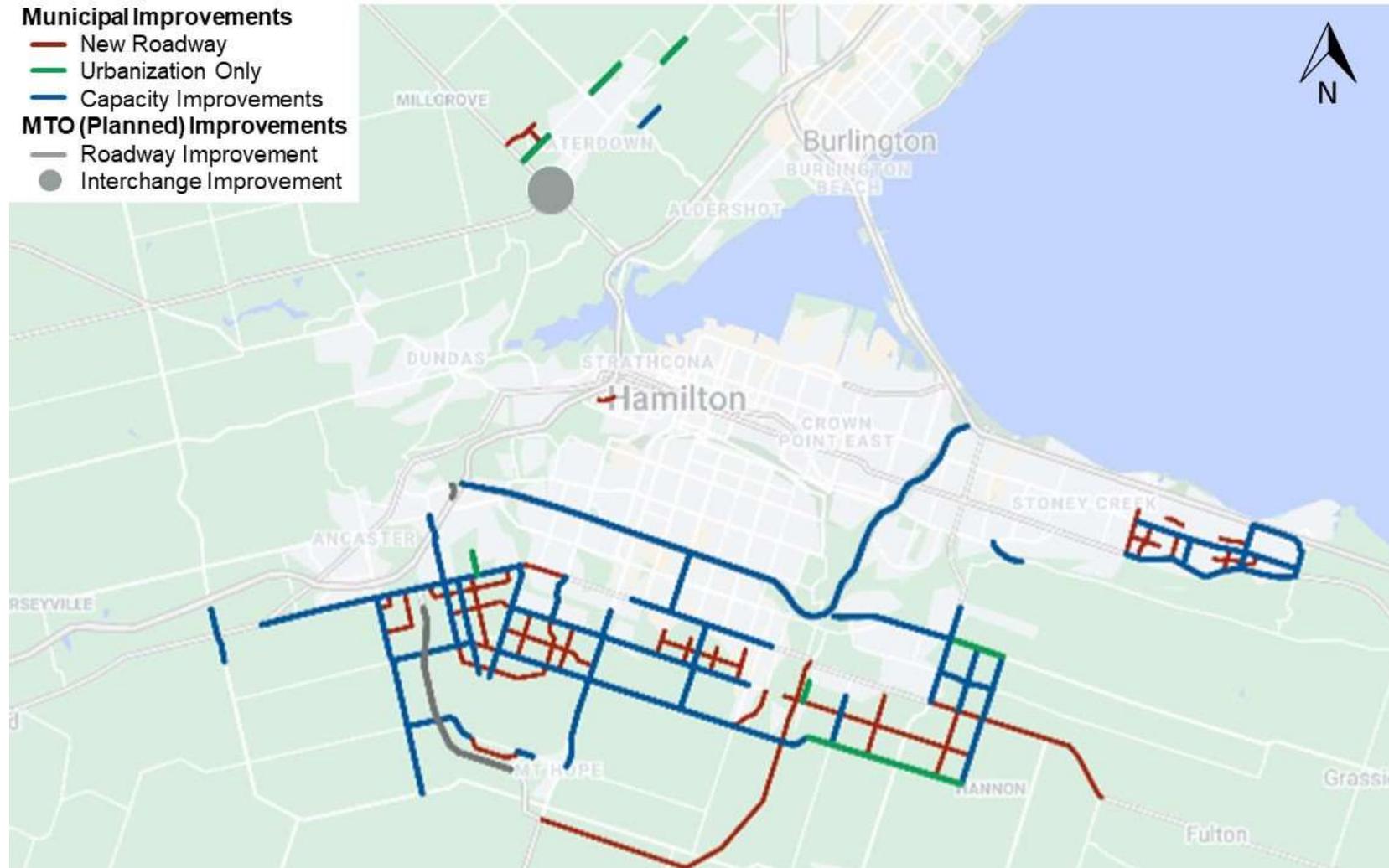
Figure 4.1 identifies a number of potential road improvements relating to future growth. This map shows all road improvements that were identified as part of the 2031 TMP plus the additional road improvements that are potentially required to address needs to 2031 for the Ambitious Density scenario.

Generally, the 2031 TMP network as planned will address needs for the No Urban Boundary Expansion scenario. This includes planned roads for the AEGD and SCUBE growth areas. It is noted that for many intensification areas, road capacity may be exceeded but it is not feasible to expand roads beyond their current capacity due to physical constraints. As such, the No Urban Boundary Expansion Scenario will require increased focus on ensuring more reliable and higher frequency transit, active transportation and transportation management measures, as well as facilitating complete streets concepts.

A discussion of road network needs for each of the potential urban boundary expansion areas is provided in the following sections. It should be noted that the recommended networks would be subject to the allocation of population and employment to each area and not all improvements may be required. In all growth areas the phasing of development and the strategic implementation of the supporting road network will be an important part of the implementation strategy. This will assist in minimizing the impacts of growth on the transportation system. Design and construction of roadways applying policies such as Complete Streets and Vision Zero will assist creating inclusive spaces within communities and thus assist in reducing community impacts such as traffic infiltration (short-cutting) and speeding.

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Figure 4.1: Potential Future Road Improvements



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Twenty Road East and West Growth Areas

Table 4-1 provides a summary of potential road improvements that may be required to support the Twenty Road East and Twenty Road West expansion areas. For Twenty Road East this includes approximately 13.25 kilometres of collector and arterial roads at an estimated cost of \$90 million (gross) in road infrastructure investment.

The Twenty West lands could require approximately 4.3 kilometres of collector and arterial roadways to support the forecasted growth for that area. This will equate to about \$28 million (gross) in road infrastructure investment.

Table 4-1 Summary of Potential Twenty Road West / East Road Improvements

Road Name Segment (To / From)	Length (linear KM)	Improvement Type
Twenty East Area		
Upper Wentworth (end to Twenty)	0.75	New Road - 4 Urban
Upper Sherman (end to Twenty)	1.3	New Road - 4 Urban
Upper Gage (end to Twenty)	0.75	New Road - 4 Urban
Upper Ottawa (end to Twenty)	0.95	New Road - 4 Urban
Miles Road (Rymal to Dickenson)	2.6	Upgrade - 2 Rural to 4 Urban
East-West Arterial (Upper Wentworth to Upper Ottawa)	2.3	New Road - 4 Urban
Twenty Road (Upper James to Nebo)	4.6	Upgrade - 2 Rural to 4 Urban
Twenty West Area		
Collector Road N/S 1	0.65	New Road - 4 urban
Collector Road N/S 2	0.65	New Road - 4 Urban
Twenty Road (Glancaster to Upper James)	3.0	Upgrade - 2 Rural to 4 Urban

Elfrida Growth Area

The Elfrida area represents the largest potential urban boundary expansion as part of the Ambitious Density growth scenario. Within this growth area about \$200M (gross) in road infrastructure investment could be required. A total of 38.5 centreline kilometres

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has been identified as the road network to support the forecasted growth within the Elfrida urban boundary expansion lands. Table 4-2 below provides a summary of improvements assumed for Elfrida comprised of new roadways, urbanization of roadways and the addition of travel lanes with and without urbanization. Note that this does not include broader improvements to the RHVP and LINC as discussed below.

Table 4-2 Summary of Potential Elfrida Road Improvements

Road Name Segment (To / From)	Length (linear KM)	Improvement Type
First Road East (Highway 20 to Mud Street)	2.1	Upgrade - 2 Rural to 3 Urban
First Road East (oversizing - Highway 20 to Golf Club Road)	2.21	New Road - 3 Urban
Golf Club Road (Trinity Church Road to Hendershot Road)	7.0	Upgrade - 2 Rural to 2 Urban
Hendershot Road (Highway 20 to Golf Club Road)	2.1	Upgrade - 2 Rural to 3 Urban
Highland Road (Upper Centennial Parkway to Second Road East)	2.0	Upgrade - 2 Rural to 3 Urban
Mud Street (Upper Centennial Parkway to Second Road East)	2.0	Upgrade - 2 Rural to 3 Urban
Second Road East (Highway 20 to Mud Street)	3.0	Upgrade - 2 Rural to 3 Urban
Arterial N-S (Bellagio to Golf Club)	1.88	New Road - 4 Urban
Dickenson Extension (Trinity Church to Golf Club)	0.85	New Road - 4 Urban
Mud Street (Upper Centennial Parkway to RHVP)	3.6	Upgrade - 4 Urban to 6 Urban
Twenty Road (Trinity Church to Hendershot)	5.47	New Road - 4 Urban
Highway 20 (500m east of Upper Centennial to Hendershot)	1.68	Upgrade - 4 Rural to 4 Urban
Highway 20 (Hendershot to Hamilton boundary)	4.57	Upgrade - 2 Rural to 4 Rural

In addition, there are roadways that will need improvement under either growth scenario, specifically Upper Centennial Parkway, Fletcher’s and Trinity Church Roads. These improvements represent approximately \$38M (gross) of investment would be attributed to corridors associated with growth within the no UBE option and are summarized in Table 4-3 below. These improvements, while required under both scenarios, will serve to benefit the Elfrida area.

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Table 4-3 Summary of Other Road Improvements in Elfrida Area

Road Name Segment (To / From)	Length (linear KM)	Improvement Type
Fletcher Road (500m South of Rymal to Golf Club Road)	1.6	Upgrade - 2 Rural to 3 Rural
Trinity Church Road (Hydro corridor to Golf Club Road)	2.0	Upgrade - 2 Rural to 2 Urban
Upper Centennial Parkway (Green Mountain Road to Highway 20)	2.9	Upgrade - 4 Urban to 5 Urban

Another key transportation corridor that was identified in the 2018 is conceptual link connecting the Upper Red Hill Valley Parkway near the Red Hill Business Park and the Airport Employment Growth District (See Figure 4.1). One implication of the Ambitious Density Scenario on this corridor roadway is that it may need to take on a role other than a trade corridor since the increase in residential traffic volumes will be attracted to available routes that provide travel time savings.

Conversely, without an urban boundary expansion growth will place pressure on the existing road network. This may require increased investment in transit and other travel modes. It may also distribute vehicular traffic to the constrained Provincial Highway network, which could result in constrained feeder corridors within the City.

Broader Area Network Implications

The network also considers up- and down-stream impacts of future growth on the existing transportation system, which includes impacts on the City’s LINC and RHVP as well as escarpment crossings and road urbanizations.

Due to their significance in the transportation network, a focused capacity analysis for the LINC, RHVP and parallel arterial corridors was undertaken. This analysis should be considered preliminary as the model is still being refined.

The analysis examined the projected volume to capacity ratios at the peak demand locations based on 2051 projected traffic volumes and is summarized in Table 4-4. In broad terms, a v/c ratio of greater than 0.85-0.90 would indicate a potential need for widening (or other mitigation measures).

Shown, based on projected volumes, both the LINC and RHVP are projected to operate over capacity in 2051. The need for widening (or other mitigation measures) would be greater, and required sooner, under the Ambitious Density Scenario. Given that both

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the RHVP and Centennial Parkway are projected to be over capacity under the Ambitious Density Scenario, this would also suggest that further capacity improvements across the escarpment may be required in the longer term.

Table 4-4: Analysis of Selected Road Corridors

Network Corridors	Mainline Capacity (veh/hr/dir)	2051 Projected Demand (No Boundary Expansion Scenario)	v/c ratio	2051 Projected Demand (Ambitious Density Scenario)	v/c ratio
Red Hill Valley Parkway	3400	3834	1.13	4162	1.22
Centennial Parkway	2000	1973	0.99	2353	1.18
LINC	3600	3464	0.96	3574	0.99

4.3 Transit Infrastructure

Similar to the road network consisting of highways, arterials, collectors and local streets, transit infrastructure is a hierarchical system. In Hamilton, the transit system is anchored by major transit routes traversing the B-Line and A-Line corridors, as well as the emerging S-Line, L-Line and T-Line corridors. GO Rail stations and related rail lines are also considered higher-order facilities. Generally, these higher order “frequent transit networks” will be similar for both the Ambitious Density and No Urban Boundary Expansion scenarios. However, as discussed below, their characteristics and performance may be influenced by the location and form of growth.

Local transit service operates throughout the City within the defined Urban Transit Boundary, but service provision varies based on a number of factors including population and employment density, demographics, and location of major transit ridership generators such as post-secondary institutions, medical centres and major employers. The provision of transit service is also influenced by current area rating policy whereby tax rates vary for transit based on service levels in the former municipalities.

In addition to higher order transit and regular transit service, the transit hierarchy also includes the TransCab service, DARTS accessible transit and the newly established on-demand transit service in Waterdown. As these services provide a flexible alternative to fixed route transit, and in the case of TransCab, acts as an extension of fixed route transit service operating in less dense and lower demand areas, their impact on the evaluation of growth options is less applicable. .

In terms of the BLAST network, both scenarios will result in the majority of the city’s residents and jobs being within a 10 minute walk (800 m) of a higher order transit

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corridor and as such justify investments in these planned corridors. One major difference between the growth scenarios is that the Ambitious Density scenario offers the potential to shape new urban expansion areas to leverage the BLAST network. Specifically, with the possibility for more between 16,000 - 20,000 new units in the Elfrida Area and with target densities of 77 person and jobs per hectare, this would support investments in the S-Line. In addition, ridership on the S-Line could further be maximized by providing efficient feeder services and cycling walking corridors from the core of the Elfrida neighbourhood, or conversely, creating a branch of the S-Line to extend into the new Elfrida development. The potential for the Ambitious Density scenario to generate higher ridership in the S-Line corridor (along Rymal Road and Upper Centennial) is illustrated in Figure 4.3.

At the same time, while generating increased ridership potential for the S-Line, the Ambitious Density Scenario will; however, accelerate the need for physical improvements to the S-Line corridor to ensure priority for transit. This includes queue jump lanes or dedicated transit lanes, which may be difficult to implement throughout the corridor due to property restrictions. In addition, Rymal Road was recently widened to four lanes between Dartnall Road and Upper Centennial, with minimal provision for physical transit priority measures.

For the No-Urban Boundary Expansion Scenario, there will similarly be a need to tailor plans for the BLAST Corridors. For example, this scenario will see increased levels of intensification along the A-Line, accelerating the need for more aggressive transit priority measures. However, this is consistent with current plans wherein the A-Line shows the highest potential for return on investment.

Impacts on the expansion of the GO Rail system are unlikely to differ by scenario as the planned Confederation GO Station is already justified and works to extend service levels to Niagara are in progress. One potential difference is the need for park and ride at the Confederation Station to accommodate demand from Elfrida and other expansion areas.

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Figure 4.2: Comparison of S-Line Transit Usage for 2051



No Urban Boundary Expansion Scenario

Ambitious Density Scenario

Impacts to local service and related infrastructure were also examined using simplified approaches. Further analysis including development of more refined service plans by area will be undertaken during the next stages of evaluation.

For the purposes of this stage of evaluation, an approximation of annual service hours was developed by assigning a target service level by superzone based on existing trends, accounting for the 2018 TMP mode share target of 12% for transit. Service hours are the main driver of other transit infrastructure including fleet and facility requirements. The resulting service levels by growth scenario are presented in Table 4-5. Overall, it is expected that service hours required for each scenario would be similar at the city-wide level, but the distribution of service levels increases would be applied differently. Under the Ambitious Density Scenario, service hour increases would be related to growth in new areas and new or extended routes, whereas under the No Boundary Expansion scenario, service hour increases would primarily be due to improving frequencies and capacities for existing routes and corridors.

A key advantage of the No Urban Boundary expansion scenario is that the capacity provided by the B-Line LRT could be leveraged and possibly reduce the need for service level increases overall. From an infrastructure needs perspective, the provision of services in new Urban Expansion Areas would also require new infrastructure such as stops, waiting areas benches and signage.

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Table 4-5 Projected Weekday Service Hours by Scenario*

	2016 Base Year	2051 Ambitious Density	2051 No Boundary Expansion
Inner Urban	324,800	496,400	541,500
Outer Urban	211,200	464,200	416,900
Total	536,000	960,600	958,400
% Increase from 2016		79%	79%

* Based on Revenue Service Hours excluding dead-heading

A final consideration in evaluating the impacts of each scenario on transit needs is the phasing of development. While existing urban areas can support incremental increases in service levels, new expansion areas may take time to realize densities that can support basic transit service at reasonable cost recovery levels. In turn this makes transit less attractive and difficult to achieve target mode shares during early phases of development. For this reason, some municipalities require the development industry to subsidize the cost of providing transit at planned service levels until development densities can support those planned levels in a cost-effective manner.

4.4 Active Transportation Needs

Under any future growth scenario, active transportation will need to play a prominent role in meeting future travel needs. Moreover, active transportation is also critical to achieving improved public health outcomes, environmental goals and the realization of complete livable communities.

Staff are working to deliver the Cycling Master Plan (2018), which today offers a cycling facility within 400 m of approximately all residents and jobs (Table 4-6). Taking a Complete Streets approach, all roads built or improved to support growth must be built to include cycling and walking facilities. Such facilities would not only support active transportation within these growth areas, but also facilitate first and last mile connections to transit. This would complement the planned Cycling Master Plan network, which should review broader network connections to growth areas as part of the next update.

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 Background Report on Transportation Criteria

Table 4-6: Number of People and Jobs Within 400 m of a Cycling Facility

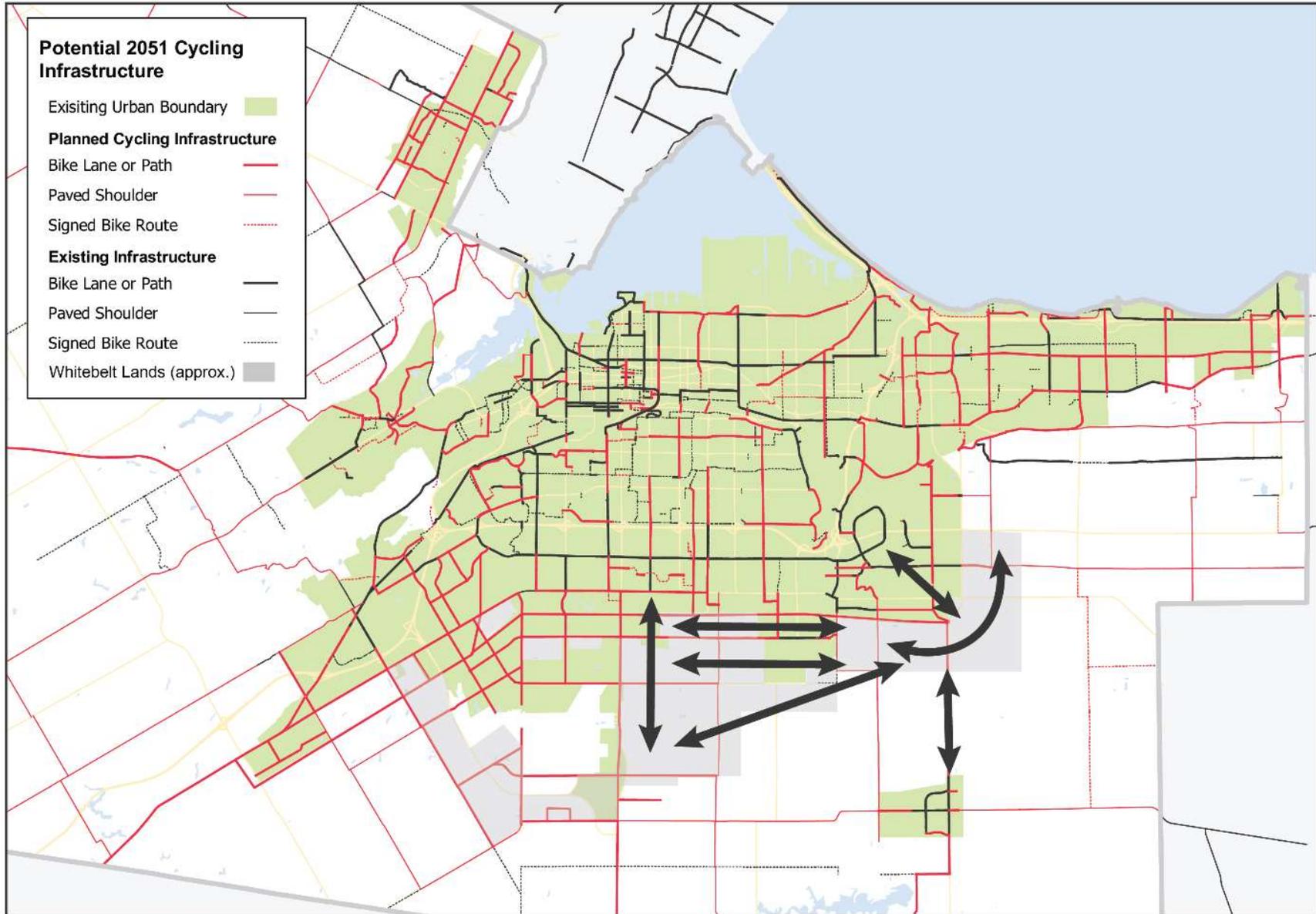
Scenario	Existing Network		Full Cycling Master Plan	
	Population	Jobs	Population	Jobs
2021	410,900 (70.2%)	160,200 (70.1%)	513,100 (87.7%)	196,900 (86.2%)
No Boundary Expansion	587,800 (71.2%)	253,000 (70.3%)	736,000 (89.6%)	315,200 (87.6%)
Ambitious Density	521,300 (63.6%)	238,200 (66.2%)	700,600 (85.4%)	307,300 (85.4%)

At a high level, the Ambitious Density Scenario would require the construction of new walking and cycling facilities within each growth area as well as new connections to the existing and planned active transportation network. Figure 4.3 illustrates how these connections might be achieved given the existing and planned network.

For the Elfrida Area, connections could be made to the existing bike lanes on Stone Church Road as well as the Red Hill Valley trail and Paramount Road links. A number of existing links would need to be upgraded to make existing/planned facilities more accessible for all ages and abilities. Improved cycling infrastructure on Rymal Road would be desirable to maximize active transportation shares from Elfrida and other new growth areas. One major opportunity that could support greater levels of active transportation under the ambitious density scenario is the development of a major east-west spine pathway system that follows the hydro corridor between Rymal Road and Twenty Road, as envisioned in the Recreational Trails Master Plan.

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Figure 4.3: Existing and Future Active Transportation Network



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Active transportation needs and opportunities for the No Boundary Expansion alternative would primarily be related to the upgrading of existing facilities and the acceleration of the build-out of Planned Cycling Network as developed through the 2018 Cycling Master Plan. Greater pedestrian and cyclist trip density in intensified areas will generate a need to build higher quality, separated cycling facilities. This may include new or separated cycling facilities along Upper Ottawa, Upper Wellington and West 5th, to properly connect with the broader municipal network, to provide safe connections to the city-wide network. Higher trip density in this scenario could lead to existing communities being able to support amenities locally, they currently need to travel elsewhere for. Reducing trip distances will help make active modes more competitive for these shorter distances, which experience shows should lead to more active trips.

In both scenarios, there may be a need to upgrade and install other existing infrastructure. This could include installing sidewalks where there are none, making sidewalks that connect to key destinations wider, upgrading unpaved trails to year-round facilities, and other localized enhancements.

4.5 Emissions from Transportation

In addition to developing the background to evaluate the criteria under Transportation Systems, this report also provides a forecast of key inputs required to estimate Greenhouse Gas (GHG) emissions from transportation, as input to the Climate Change Theme criteria.

As background, transportation in Hamilton currently accounts for 13% of GHG emissions from all sources. Excluding industrial sources, which dominate Hamilton's GHG emissions, transportation accounts for 39% of emissions produced (Source: Hamilton and Burlington Low-Carbon Scenario and Technical Report 2016 to 2050, Sustainability Solutions Group)

Using the Hamilton Transportation Demand Model, it is possible to estimate total vehicle-kilometres (VKT) travelled by personal automobiles and passenger-kilometres travelled (PKT) by transit, each of which can be converted to GHG emissions based on fuel efficiency. VKT and PKT are key indicators of greenhouse gas emissions. While the resultant emissions are dependent on projected trends in fuel efficiency and fuel type mix (e.g. gasoline, diesel, natural gas, hydrogen, or electric), fundamentally VKT and PKT represent travel effort for which energy is required.

As shown on Table 4-7 both growth scenarios will result in significantly more VKT and PKT being generated by Hamilton residents, as expected due to increased population and employment. Comparing the two growth scenarios, the Ambitious Density Scenario would result in a 58% increase in VKT vs. 48% for the No Urban Boundary scenario. A

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 Background Report on Transportation Criteria

similar magnitude difference is projected for PKT as well, due to the fact transit trips would be longer on average for the Ambitious Density scenario.

On a per capita basis, VKT per capita is projected to increase by 9% and 2% for the ambitious and no boundary expansion scenario respectively.

Table 4-7 Projected GHG Indicators (VKT and PKT)

Metric	2016 Base	2051 Ambitious Density	2051 No Boundary Expansion
VKT (Peak hour)	1113000	1759000	1650000
PKT (Peak hour)	61000	101000	95000
VHT	31 mins/veh	42 mins/veh	40 mins/veh
VKT (Per annum)	4,062,450,000	6,420,350,000	6,022,500,000
% increase from 2016		58%	48%
VKT per capita	7,196	7,827	7,339
% increase from 2016		9%	2%
PKT (Per annum)	183,000,000	303,000,000	285,000,000
		66%	56%

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5 Evaluation Summary

Based on the analysis outlined in the preceding chapters, this section summarizes the findings and applies the evaluation criteria under the Theme of Transportation Systems. Information is also provided to support estimates of GHG emissions from transportation, which will be incorporated into the broader evaluation of the Climate Change Theme.

An assessment was undertaken based on the following five ranking criteria:



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 consideration is addressed or considered



The majority of the consideration is addressed or considered



All aspects of the consideration are reasonably addressed or considered

The evaluation discussion is provided below.

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 Background Report on Transportation Criteria

5.1 Transportation and Climate Change

Table 5-1: Evaluation Table | GHG Emissions from Transportation & Climate Change

Growth Option 1: Ambitious Density (1,310 Ha Expansion)	Growth Option 2: No Urban Boundary Expansion
Does the growth option present any significant risks associated with climate change?	
<ul style="list-style-type: none"> • 58% increase in auto vehicle kilometres of travel compared to 2016 • 66% increase in auto vehicle kilometres of travel compared to 2016 • 9% increase in VKT per capita compared to 2016 • Based on projected average auto trips lengths and projected mode shares, residents will be more exposed to financial risk if transportation energy costs increase 	<ul style="list-style-type: none"> • 48% increase in auto vehicle kilometres of travel compared to 2016 • 56% increase in auto vehicle kilometres of travel compared to 2016 • 2% increase in VKT per capita compared to 2016
<p>Overall Result Addresses a couple of aspects of this theme.</p> 	<p>Overall Result Addresses some aspects of this theme.</p> 
Does the growth option present any significant opportunities associated with climate change?	
<ul style="list-style-type: none"> • Targeted densities in new growth areas could support forms of development that are conducive to working from home • Population and employment will increase in transit supportive areas • Streets for new growth areas can be designed to mitigate impacts of climate change (i.e. Stormwater management, street trees) 	<ul style="list-style-type: none"> • Population and employment will increase in transit supportive areas • Based on average trip distance and access to higher order transit, a greater proportion of trips are “feasible” trips for sustainable modes (walk/cycle/transit)

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 Background Report on Transportation Criteria

<p>Overall Result Addresses a couple aspects of this theme.</p> 	<p>Overall Result Addresses some aspects of this theme.</p> 
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5.2 Transportation System

Table 5-2: Evaluation Table | Transportation System

Growth Option 1: Ambitious Density (1,310 Ha Expansion)	Growth Option 2: No Urban Boundary Expansion
Does the growth option result in significant impacts to the City's existing or planned transportation infrastructure?	
<p>Road Network</p> <ul style="list-style-type: none"> • Projected need for 50.8 km of new roadways (centreline km), 157.16 km of new capacity improvements, 34.71 km of urbanized roads • There are two screenlines exceeding capacity (NB escarpment and WB downtown) • Significant increase in capital and operating cost associated with maintaining, operating and asset management • Increase in new roadways will put pressure on the ability to deliver infrastructure at a pace to keep up with demand • Relative to the No Boundary Expansion option and existing conditions, this option will see higher per capita vehicle kilometres travelled and higher per capita travel times, suggesting overall network performance will be less efficient 	<p>Road Network</p> <ul style="list-style-type: none"> • Projected need for 18.81 km of new roadways (centreline km), 91.35 km of new capacity improvements, 18.81 km of urbanized roads • Notwithstanding an increase in transit mode share for this growth option, the absolute auto volumes will be higher within the inner urban area resulting in greater levels of congestion • There are two screenlines exceeding capacity (NB escarpment and WB downtown) • A moderate increase in capital and operating cost associated with operating, maintaining and asset management of the road network • Increased vehicle trips in intensification areas may generate the need for additional traffic calming measures

GRIDS 2: EVALUATION OF GROWTH OPTIONS
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Growth Option 1: Ambitious Density (1,310 Ha Expansion)	Growth Option 2: No Urban Boundary Expansion
<ul style="list-style-type: none"> Vehicle trips from new growth areas may generate more cut-through traffic in adjacent existing areas resulting in the need for traffic calming measures 	
<p>Transit Network</p> <ul style="list-style-type: none"> This alternative is compatible with the city's 'in development' and planned higher order transit corridors Approximately 79% increase in transit service hours required City-wide Requires extension of routes or new routes to service new growth areas Increases capital costs for new transit amenities and upgrades to amenities adjacent to new growth areas Potential to invest in park and ride facilities to support transit 	<p>Transit Network</p> <ul style="list-style-type: none"> This alternative is compatible with the city's 'in development' and planned higher order transit corridors Approximately 79% increase in transit service hours required City-wide Requires enhanced service levels in intensification areas to address growth Greater reliance on transit to meet modal share targets, given road network constraints in built up areas Increased need for upgrades to existing transit amenities Intensification of development in existing built up areas and in proximity to existing employment and commercial promotes mixed use development, which improves cost efficiency of transit services (e.g. flatter peak loads, two-way travel demand)
<p>Active Transportation Network</p> <ul style="list-style-type: none"> Transportation networks within Urban Expansion Areas will be designed based on a complete streets approach and include active transportation facilities Will require connections and enhancements to existing trail system to facilitate commuter travel Planned cycling and trails in outer areas may need to be accelerated to address gaps between existing networks and new growth areas 	<p>Active Transportation Network</p> <ul style="list-style-type: none"> Will require upgrades to existing and near term planned cycling facilities to facilitate all ages and abilities travel and accommodate increased demands Will be more competition for road space between users as a result of higher densities in some areas Will increase need for amenities to support walking and cycling trips

GRIDS 2: EVALUATION OF GROWTH OPTIONS
 Background Report on Transportation Criteria

Growth Option 1: Ambitious Density (1,310 Ha Expansion)	Growth Option 2: No Urban Boundary Expansion
<ul style="list-style-type: none"> Development of New Urban Expansion areas will drive need for addressing sidewalk gaps in nearby adjacent neighbourhoods and connecting streets (e.g. Upper Centennial, Upper James south of Hydro corridor) 	
<p>Overall Result Addresses some aspects of this theme.</p> 	<p>Overall Result Addresses most aspects of this theme</p> 
<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>	
<ul style="list-style-type: none"> 85.4% of residents and 85.3% of jobs projected to be within 400 m of planned active transportation network Boundary expansions with high single-detached family dwelling unit counts generally increase trip distances to / from local amenities (e.g. grocery stores etc.) and decreases the likeliness to use active transportation Required timeframe to build out new growth areas could mean that option for sustainable transportation are not available for early residents 	<ul style="list-style-type: none"> 89.6% of residents and 87.6% of jobs projected to be within 400 m of planned active transportation network Intensification will support more local amenities (e.g. grocery stores, corner stores, etc.) which in turn allows for more short trips by active transportation
<p>Overall Result Addresses some aspects of this theme.</p> 	<p>Overall Result Addresses some aspects of this theme.</p> 
<p>Does the growth option prioritize development of areas that would be connected to the planned BLAST network or existing transit?</p>	

GRIDS 2: EVALUATION OF GROWTH OPTIONS
 Background Report on Transportation Criteria

Growth Option 1: Ambitious Density (1,310 Ha Expansion)	Growth Option 2: No Urban Boundary Expansion
<ul style="list-style-type: none"> • 56% of residents and 60.2% of jobs projected to be within 800 m of BLAST corridor • 66% of residents and 68.6% of jobs projected to be within 400 m of Local HSR network • Development of new urban expansion areas provides opportunity to build communities around transit • Density in Elfrida area has potential to exceed 50 persons plus jobs per hectare which supports basic transit service • Currently there is minimal local transit within the Urban Expansion Areas, therefore service extensions will be required. • Extension of services would require changes to current defined transit service area and area rating policy • Densities are unlikely to support transit service levels needed to build transit-oriented communities from day one and maximize transit mode shares, unless there is a mechanism to subsidize transit services in the short term • Development of Elfrida area could be served by new inter-regional transit service given concentration of population 	<ul style="list-style-type: none"> • 61.3% of population and 63.5% of jobs projected to be within 800 m of BLAST corridor • 77% of residents and 75.3% of jobs projected to be within 400 m of Local HSR network • Will result in 68,200 more people living (8.4%) within areas that are transit supportive (>50 ppj/ha) • Leverages investments by senior levels of government in the B-Line and A-Line corridors • Higher densities are more suitable to support transit ridership, which would increase mode share with improved services •
<p>Overall Result Addresses some aspects of this theme.</p> 	<p>Overall Result Addresses some aspects of this theme.</p> 

Appendix E:

Agricultural Report

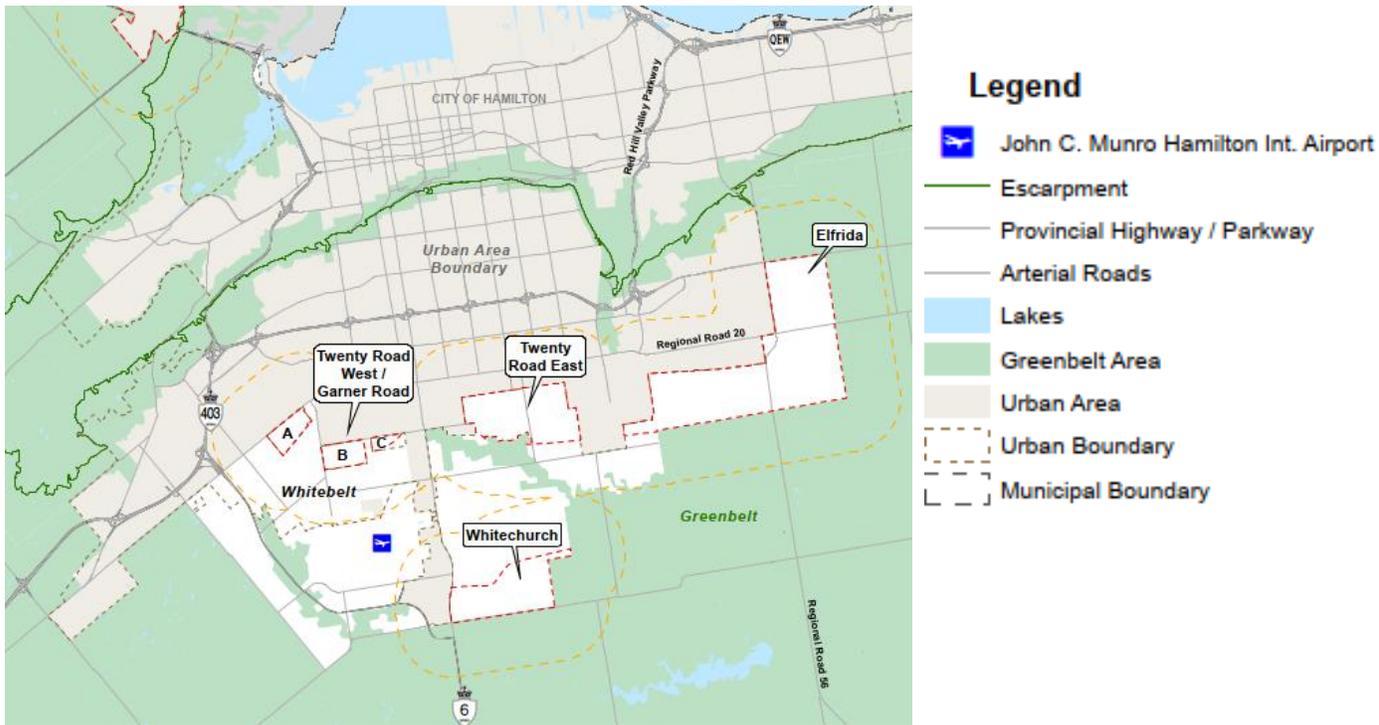
To: Heather Travis, RPP, Project Manager, City of Hamilton
From: Sue Reimer, BSc RPP MCIP AScT
Date: October 20, 2021
Subject: **Stage 1 – Growth Options Evaluation - Agriculture - GRIDS 2/MCR**
Our File: 17-6785 9001

1.0 Introduction

The purpose of this Stage 1 – Growth Options Evaluation is to answer the question of “How should Hamilton grow?” with respect to agriculture. This evaluation considers two Growth Options: Growth Option 1: Ambitious Density (1,310 ha expansion) and Growth Option 2: No Urban Boundary Expansion Option. The previously completed Agricultural Impact Assessment report provided much of the background information for this Stage 1 evaluation.

Most of lands outside of the existing urban boundary are protected by the Greenbelt Plan and as a result Candidate Expansion Areas are found in the whitebelt. The whitebelt is defined as lands that are not part of the Greenbelt and are located outside the existing City of Hamilton urban boundary. **Figure 1-1** provides the location of the four Candidate Expansion Areas (CEA), located within the whitebelt, which would be considered for the 1,310 ha boundary expansion should Growth Option 1 be selected. The CEAs are lands outside of NEF 28 contour of the Hamilton International Airport, and can accommodate residential or employment uses, consistent with City Urban Hamilton Official Plan policy.

Figure 1-1: Location Map



1.1 Methodology

The findings provided in this memo are based primarily on existing conditions and analysis completed as part of the Agricultural Impact Assessment (AIA) for the City of Hamilton. As part of the AIA, Dillon Consulting Limited (Dillon) conducted a windshield survey from publicly accessible roadways, of existing agricultural conditions, in order to identify and document the existing conditions of each of the identified CEAs, and using the data gathered to provide a baseline.

The extent of agricultural and non-agricultural land uses within the CEAs and in their surrounding 1,500 m buffer areas, was determined through a review of aerial photography (ca. May 9, 2013), and through roadside observations of adjacent properties that occurred on May 6, 2021 (Twenty Road West/Garner Road and Twenty Road East), May 27, 2021 (Whitechurch), and June 17, 2021 (Elfrida). The survey also included determining whether any fields were being used for speciality crops. **Attached Figures 1 through 4** shows the field survey results of land uses and agricultural infrastructure (e.g., barns/silos etc.) as well as the cropping activity that was occurring within the 1,500 m, referred to as the buffer area.

A Minimum Distance Separation (MDS) analysis was also completed as part of the AIA. This included conducting MDS calculations and completed MDS worksheets for Type B Land Use for new or expanding settlement area boundary. Further detail on the methodology for MDS can be found in **Section 3.3** of this memo.

Findings were applied to the considerations of the Agricultural theme as part of the Growth Options evaluation framework.

1.2 Document Outline

In addition to the introduction and methodology overview, this document consists of three main sections:

- Planning Policy Context;
- Summary of Applicable AIA Findings; and
- Evaluation.

2.0 Planning Policy Context

2.1 Federal Agriculture

2.1.1 Canada Land Inventory (CLI) – Soil Capability for Agriculture (1968)

Soils are grouped into seven different classes on the basis of soil survey information, based on the following important factors:

- Soils are well managed and cropped, using mechanized operational systems;
- Land areas that require improvement can be made relatively economically by the farm operator, and is classed according to its limitations or hazards in use after the improvements have been implemented. Land that requires improvements beyond what the farm operator can economically accomplish is classed according to its present condition;
- Not considered are: kinds of roads, size of farms, type of ownership, skill or resource of individual farm operators, hazard of crop damage by storms;
- Does not include soil capability for trees, specialty crops, recreation or wildlife; and
- Soil classes are based on intensity, rather than kinds, of their limitations for agriculture.

Soils that are classified as Class 1, 2, or 3 are considered as Prime Agricultural lands under the CLI framework. A table outlining the CLI classes is included at the end of this memo for reference purposes.

2.2 Provincial Planning

2.2.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) 2020, issued under Section 3 of the Planning Act, provides policy direction on matters of provincial interest related to planning and regulating the development and use of land. The Planning Act requires that all decisions that affect land-use planning matters must be

consistent with the PPS, therefore all municipal Official Plans are required to be consistent with the policies in the PPS.

Section 1 of the PPS outlines policies on “Building Strong Healthy Communities.” This section promotes strong, livable and healthy communities. Specific policies relevant to the expansion of settlement areas in the context of GRIDS 2 include the following:

- **Municipal Comprehensive Review:** The expansion of a settlement area boundary may only occur as part of a municipal comprehensive review (MCR) process and requires a settlement boundary expansion assessment (Policy 1.1.3.8).
- **Settlement Area Boundary Expansion:** The complexity and scale of the assessment is dependent on the context of the proposed expansion (Policy 1.1.3.8), but must demonstrate the following:
 - Demonstrate that the forecasted growth cannot be accommodated through the intensification and redevelopment of existing designated growth areas (Policy 1.1.3.8a).
 - Determine that the existing or planned infrastructure and public services have sufficient capacity to accommodate the proposed expansion (Policy 1.1.3.8b).
 - In areas where a settlement area expansion includes prime agricultural areas, the lands must not include specialty crop areas and alternative locations must have been evaluated (Policy 1.1.3.8c). This supported by PPS policy 2.3.5.1, which acknowledges the removal of land from prime agricultural areas may only occur for the purposes of settlement area boundary expansion in accordance with policy 1.1.3.8.
 - Follow the minimum distance separation formulae for all new or expanding settlement area (Policy 1.1.3.8d). In addition, any impacts from new or expanding settlement areas on agricultural operations must be mitigated to the extent feasible (Policy 1.1.3.8e).

Settlement area boundaries may also be adjusted outside the MCR process if the adjustment does not result in a net increase in land within the settlement areas and complies with the PPS policies noted above (Policy 1.1.3.9).

2.2.2 Greenbelt Plan (2017)

The Greenbelt Plan, under the authority of the *Greenbelt Act, 2005*, protects agricultural lands, water resources and natural areas in Ontario’s Greater Golden Horseshoe region. The region has some of Canada’s most important and productive farmland. The fertile soil, moderate climate and abundant water resources support agricultural production that cannot be duplicated elsewhere in the province and in the country.

The Greenbelt Plan is a strategy and framework that provides clear direction for where and how future growth should be accommodated and what must be protected for current and future generations. It includes the lands within the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan. Together, they identify where urbanization shouldn’t happen in order to protect the agricultural land base and the ecological features. The Greenbelt Plan vision is the protection of the agricultural land base

against fragmentation, loss to urban uses, and supports agriculture as the predominant land use. It builds resilience to and mitigates climate change, and also gives permanent protection to the natural heritage and water resource systems that sustain ecological and human health; and supports a diverse range of economic and social ventures associated with agriculture, tourism, rural communities, resource use, and recreation.

Like all provincial plans, the Greenbelt Plan builds upon the policy foundation provided by the PPS, and has more specific/additional land use planning policies to address issues facing this specific geographic area. It is to be read in conjunction with the PPS; policies of the Greenbelt Plan take precedence over the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. Where the policies of the Greenbelt plan addresses the same, similar, related, or overlapping matters as in the PPS, applying the specific policies of the plan satisfies the requirements of the more general policies of the PPS.

The Greenbelt Plan must also be read in conjunction with other provincial plans, related planning mechanisms, regulations and standards of conservation authorities, other agencies and the federal government. This includes the Growth Plan and the NEP. Others that also apply include: source water protection plans under the *Clean Water Act*, upper and lower tier Official Plans, zoning by-laws, Minister's zoning orders, *Endangered Species Act*, and the *Conservation Authorities Act*. Other agency plans, regulations or standards must also conform to the Greenbelt Plan.

With respect to the Growth Plan for the Greater Golden Horseshoe, the policies of the Growth Plan that address the same, similar, related or overlapping matters as the Greenbelt Plan do not apply within the Greenbelt Area, except where the policies of the Greenbelt plan are provided. In contrast, where matters addressed in the Growth Plan don't overlap with policies in the plan, those Growth Plan policies must be independently satisfied. Section 3.4.3 of the Greenbelt Plan stipulates that the following policies apply for lands within Towns/Villages in the Protected Countryside:

- 1. Towns/Villages are subject to the policies of the Growth Plan and continue to be governed by Official Plans and related programs or initiatives and are not subject to the policies of the Greenbelt Plan, save for the policies of sections 3.1.5, 3.2.3, 3.2.6, 3.3 and 3.4.2.*
- 2. Extension or expansions of services to settlement areas within the Protected Countryside shall be subject to the infrastructure policies of section 4.2 of the Greenbelt Plan, including the requirements regarding environmental assessments and agricultural impact assessments.*
- 3. As part of a municipal comprehensive review under the Growth Plan, an upper- or single-tier planning authority may allow expansions of settlement area boundaries in accordance with the policies 2.2.8.2 and 2.2.8.3 of the Growth Plan.*

2.2.3 Growth Plan for the Greater Golden Horseshoe (2019, as amended)

The Provincial Growth Plan includes population and employment forecasts and policy direction for a range of areas including land use, infrastructure, housing, transportation planning, and employment. The Growth Plan also includes intensification and density targets which municipalities must plan to achieve.

The recently updated Growth Plan features several new policies and targets which have potential to impact the evolution of the City’s planned urban boundary expansion. Of particular relevance to this exercise are the following key policies:

Key Policy Directions from Growth Plan

- Settlement area boundary expansion can only occur as part of MCR.
- The intensification / density targets in the Growth Plan and a land need assessment must be carried out.
- An Agricultural Impact Assessment may be required for settlement area boundary expansions

- **Municipal Comprehensive Review:** Similar to PPS policy 1.1.3.8, a settlement area boundary expansion may only occur through a MCR process. In addition, the expansion must be based on the minimum intensification and density target laid out in the Growth Plan and a land needs assessment (Policy 2.2.8.2a). As per Amendment 1 to the Growth Plan, the planning horizon is the year 2051.
- **Settlement Area Boundary Expansion:** Where a need for a settlement area boundary expansion has been justified the feasibility and appropriate locations of the proposed expansion must be determined based on the comprehensive application of all of the policies within the Growth Plan (Policy 2.2.8.3), including the following:
 - As per policy (2.2.8.3 f), avoid prime agricultural areas where possible. The expansion into these areas must be supported by an evaluation of alternatives 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 (policy 2.2.8.3g).*
 - Follow the minimum distance separation formulae for all new or expanding settlement area (Policy 2.2.8.3g).
 - Complete an Agricultural Impact Assessment to determine how the expansion of the settlement areas avoids, minimizes, and mitigates against any adverse impacts on the agri-food network (Policy 2.2.8.3 h).

2.3 Provincial Agricultural Planning Policy

2.3.1 Draft Agricultural Impact Assessment (AIA) Guidance Document (2018)

In March 2018, the Province of Ontario released a document entitled Draft Agricultural Impact Assessment (AIA) Guidance Document¹. The goal of this document is to ensure that farmland, farm operations and supporting infrastructure, services and assets are sustained to support a prosperous agri-food sector and strong rural community. The Guidance Document identifies best practices and resources for mitigating impacts to farmland, farm operations and the Agricultural System; and supports existing provincial land use plans, namely: Growth Plan, Greenbelt Plan, Oak Ridges Moraine Conservation Plan, the Niagara Escarpment Plan, and the Provincial Policy Statement. The document indicates that AIA's are required for certain types of development within the Greater Golden Horseshoe. For this agricultural assessment, the AIA Guidelines were adhered to with respect to secondary study area distance of 1,500 m in order to address all land uses within the buffer area of the CEAs.

2.3.2 Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas (2014)

This document helps with the interpretation of policies in the Provincial Policy Statements on the uses that are permitted in prime agricultural areas; comprising the guidelines referred to in section 2.3.3.1 of the PPS.

Guidance is provided on:

- Agricultural, agriculture-related and on-farm diversified uses described in Policy 2.3.3 of the PPS;
- Removal of land for new and expanding settlement areas (PPS Policy 2.3.5) and limited non-agricultural uses in prime agricultural areas (PPS Policy 2.3.6); and
- Mitigation of impacts from new or expanding non-agricultural uses (PPS Policy 2.3.6.2).

These guidelines were devised to complement and explain (and be consistent with) the intent of the PPS. Where specific parameters are proposed, these represent best practices rather than specific standards.

2.3.3 Minimum Distance Separation (MDS) Document – Formulae and Guidelines for Livestock Facility and Anaerobic Digester Odour Setbacks (2014)

The MDS Document is meant to be read in conjunction with the Planning Act, 1990, the Building Code Act, 1992, the Nutrient Management Act, 2002, the policies of the Provincial Policy Statement 2020 (PPS) and other applicable laws and provincial/municipal plans. In accordance with Section 2.3.3.3 of the PPS, new land uses in prime agricultural areas and on rural lands must comply with the Minimum Distance Separation Formulae (MDS-I), prior to the approval of proposed lot creation, rezoning or re-

¹ The Ministry of Agriculture, Food and Rural Affairs is currently updating the draft document to reflect comments received through consultation and to align with provincial directions. (as of May 28, 2021)

designation, in accordance with the implementation guidelines in The Minimum Distance Separation (MDS) Document (Ontario Ministry of Agriculture, Food and Rural Affairs, 2017).

MDS-I is applied as a planning tool to determine appropriate setback distances in an effort to minimize land use conflicts and to minimize nuisance complaints related to agricultural livestock related odour sources. Where a setback is determined to be required, the "measurements are taken as the shortest distance between the proposed structures and either the manure storages, or anaerobic digesters, or the livestock occupied portions of the livestock barns"².

2.3.4 Agricultural System Land Base Mapping

Municipalities are required to bring their Official Plan into conformity with the A Place to Grow: Growth Plan for the Greater Golden Horseshoe and the Greenbelt Plan by July 1, 2022, in part, by incorporating the agricultural land base into their official plan. OMAFRA's Agricultural System land base mapping for the Greater Golden Horseshoe (GGH) (February 2018) along with Implementation Procedures (March 2020) and the Agricultural System Portal mapping was finalized in February 2018. The web-based Agricultural System Portal contains map layers that are to be used to identify existing agri-food assets, and to analyze potential adverse impact on the agricultural system from non-agricultural land uses. Provincial policy requires AIAs for settlement area expansions, infrastructure projects and mineral aggregate operations in prime agricultural areas to identify ways to avoid or, if avoidance is not possible, to minimize and mitigate adverse impacts on the Agricultural System.

OMAFRA invited municipalities to come forward with refinements to augment the Agricultural System land base mapping which identified prime agricultural areas. Official plan schedules must ensure prime agricultural areas are identified and mapped with an appropriate agricultural designation. Both of OMAFRA's implementation procedures and agricultural land base map are required to be applied to land use planning decisions. The intent is that municipalities map prime agricultural areas and rural lands as a continuous, interconnected system of agricultural lands.

The City of Hamilton submitted a request to OMAFRA in May 2019 to refine the Agricultural System land base mapping for the City's Whitebelt lands only. Further refinement requests for the remainder of the City's rural area will be submitted to OMAFRA in the future. Appendix C contains the correspondence with OMAFRA regarding the specific changes. OMAFRA recognized that the Rural Hamilton Official Plan (RHOP) policies are generally more restrictive towards non-agricultural development than rural land use designations in other GGH municipalities and accepted refinements to provincial mapping based on the City's extensive studies, and the City of Hamilton made suggested adjustments to its RHOP to conform to provincial plans through the MCR.

2.3.5 Land Evaluation and Area Review (LEAR)

The Provincial Land Evaluation and Area Review (LEAR) developed by OMAFRA as a high level decision-making tool, helps to identify prime agricultural areas /land base, to support agricultural operations. LEAR is a tool that quantitatively evaluates the relative importance of lands for agriculture based on its

² OMAFRA (2017), MDS publication 853.

characteristics affecting agricultural potential use. The evaluation consists of two parts: the Land Evaluation (LE) that uses the Canada Land Inventory mapping to identify and compare soil and climatic conditions of the agricultural capability for common field crops; and Area Review (AR) which considers other factors important to agricultural potential such as fragmentation of land parcels and how the land is being used.

The component scores from the LE and AR are weighted and combined to provide an overall LEAR score for each land unit. The highest scoring represents areas with the greatest agricultural potential. For the Greater Golden Horseshoe (GGH), OMAFRA assigned 60% of the LEAR score to LE factors to emphasize the suitability of the land for agriculture in the GGH; and 40% to the AR factors. A balanced approach is used where agriculture and natural heritage features overlap. These studies are used to help inform the revisions of municipal Official Plans.

The City of Hamilton, being the only single tier municipality in the Greater Golden Horseshoe with rural lands, completed planning exercises for its rural lands including the adoption of the Rural Hamilton Official Plan (RHOP) in 2006 and the Rural Zoning By-law in 2015. The adoption of the RHOP followed extensive public and stakeholder consultation and the completion of Hamilton's own Greenbelt LEAR study in 2005. It was a comprehensive study that considered local conditions, ground-truthing of sites, and substantive input from the local Agricultural and Rural Affairs Advisory Committee. Hamilton's LEAR is consistent with and does not conflict with Provincial Greater Golden Horseshoe LEAR and Greenbelt LEAR, rather Hamilton's LEAR reflects local site conditions and factors not reflected in the provincial mapping.

The differences in the LEAR studies completed by Hamilton and the Province are primarily related to the AR factors. The LE factor for both was consistent at 60%, though the Hamilton LEAR used site visits to confirm land classifications whereas the Provincial LEAR did not. Further, regarding the AR factors, the Hamilton LEAR evaluated three factors: agriculture within 1 km; conflicting land use within 1 km; and land fragmentation with the three factors weighted equally. The Provincial LEAR evaluated only two factors: agriculture within 750 m; and land fragmentation, with the agriculture within 750 m accounting for 30% of the score, and land fragmentation only 10%. In addition, the Hamilton LEAR evaluation unit was at the parcel level; whereas the Provincial LEAR evaluation unit was one hectare.

The differences between the Hamilton LEAR and the Province's LEAR are not conflicting, rather they are the result of refinement at the local level using local knowledge and site conditions to refine the factors and weighting resulting in a truer representation of the City's agricultural land base. The Provincial LEAR disproportionately weights existing agriculture as the major AR factor when identifying lands as prime, and does not take into account existing land uses which will not revert to prime, or other conflicting land uses.

OMAFRA completed the Greater Golden Horseshoe LEAR to support the development of its Agricultural System land base mapping issued in February 2018. It is important to note that while LEAR studies frequently draw similar conclusions, for specific geographic areas the results of LEAR studies can vary based on different criteria or scoring. These differences in LEAR outcomes are consistent with the LEAR methodology which allows some flexibility and customization for criteria and scoring.

2.4 Municipal Planning

2.4.1 Rural Hamilton Official Plan

In March 2012, City Council adopted the new Rural Hamilton Official Plan ("Rural Official Plan"). The Rural Official Plan establishes the long term vision and policies to direct and manage development within the lands that are identified on Schedule D of the Rural Official Plan. A portion of the Rural Area which is not located within the Greenbelt Protected Countryside is identified as "whitebelt" lands, which are the focus of the boundary expansion analysis in this report.

The rural land use designations are identified on **Attached Figure 5** in this report and Schedule D of the 2012 Rural Official Plan. The designations include Agriculture, Specialty crop, Rural, Mineral Aggregate Resource Extraction Areas, Open Space and Utility. In the context of this study, the lands within the rural boundary that are located within the whitebelt are designated as Agriculture, Rural, and Open Space.

The following policies are of relevance in the context of this study.

- **Open Space:** Lands designated Open Space are intended to provide recreational activities, conservation management and other open space uses, including passive and active recreational opportunities for residents and visitors to the City (policy C.3.3.1). Lands within the Open Space designation are public or private areas.
- **Agriculture:** Lands designated Agriculture are intended to protect prime agricultural areas for agricultural use. The policies in Chapter D, Section D.2.0 – Agriculture Designation in the City's adopted 2012 Rural Official Plan promote a range of agricultural uses, agricultural-related commercial, agricultural-related industrial uses and on- farm secondary uses. As per Rural Official Plan policy D.2.1.2., agricultural-related uses are small scale and serve primarily to provide farming-related products and services. The intent of on-farm secondary uses to encourage on-farm economic diversification (Policy D.2.1.3).
- **Rural:** While lands designated 'Rural' have lower agricultural capabilities than lands designated as Agriculture, the intent for these lands is to maintain their agricultural use and to protect these lands from incompatible development. The policies in Chapter D, Section D.4.0 – Rural Designation in the City's adopted 2012 Rural Official Plan permits the agricultural uses identified in Section D.2.0 of the Rural Official Plan, as well as other resource-based rural uses and institutional uses serving the rural community. As per policy D.4.1.1 these uses must be compatible with the surrounding agricultural uses or existing farm operations.

2.4.2 Urban Hamilton Official Plan

Chapter B, Section B.2.2 – Urban Boundary Expansion in the City's 2013 Urban Hamilton Official Plan includes the following policies that are of relevance in the context of this study:

- **Municipal Comprehensive Review:** As per Policy B.2.2.1 and B.2.2.2, a municipally initiated comprehensive review must be completed for the lands to be included in the urban boundary expansion. This review is currently being completed as part of the City's MCR process.

- **Urban Boundary Expansion:** As per Policy B.2.2.3, an MCR and a secondary plan review must be undertaken prior to initiating the urban boundary expansion, which includes the following:
 - Complete a comprehensive review and land budget analysis to confirm that forecasted growth cannot be accommodated within the existing urban boundary (Policy B.2.2.3a).
 - Demonstrate that any impacts agricultural operations adjacent to the new or expanding urban area are mitigated to the extent feasible (Policy B.2.2.3b), and:
 - i. *the designation of appropriate land uses and policies pertaining to the design and density of such uses (Policy B.2.2.3b);*
 - 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 (Policy B.2.2.3b); and,*
 - iii. *an urban development staging, phasing or implementation strategy in keeping with City-wide master plan priorities and secondary plan objectives (Policy B.2.2.3b).*
 - Complete a financing policy for urban services and other community infrastructure (Policy B.2.2.3f).

2.4.3 Zoning By-laws

This municipal tool regulates the use of land and controls how each property can be developed and how it can be used. Along with the Official Plan, Zoning By-laws ensure that planning decisions are consistent with the Provincial Policy Statement and conform to the Provincial Growth Plan and Greenbelt Plan.

2.5 Summary of Key Agricultural Policy Directions

The City’s 2012 Rural Hamilton Official Plan provides the long term vision and policy directive for lands outside the urban boundary. Of primary interest are the lands located outside the urban boundary that are not part of the Greenbelt Plan. Both Official Plans are currently under review as part of the MCR process to bring them into conformity with the Growth Plan, 2019 and Greenbelt Plan 2017. **Table 1** below summarizes the key policy directions which are addressed in the sections that follow.

Table 1: Summary of Policy Directions

Policy Context	Key Policy Directions
Provincial Policy Statement, 2020	<ul style="list-style-type: none"> ● Settlement area boundary expansion can only occur as part of MCR. ● The introduction of non-agricultural uses on prime agricultural lands within the proposed settlement area boundary expansion may only take place if alternative locations have been evaluated.

Policy Context	Key Policy Directions
<i>Growth Plan, 2019 (as amended)</i>	<ul style="list-style-type: none"> • Settlement area boundary expansion can only occur as part of MCR. • The intensification and density targets in the Growth Plan and a land need assessment must be carried out. • An Agricultural Impact Assessment may be required for settlement area boundary expansions.
Urban Hamilton Official Plan, 2013	<ul style="list-style-type: none"> • Settlement boundary expansion can only occur as part of MCR and must include a comprehensive review and land budget analysis. • A MCR and a secondary plan review must be undertaken prior to initiating the urban boundary expansion.
Rural Hamilton Official Plan, 2012	<ul style="list-style-type: none"> • The primary intent of lands located within the Rural Area is to protect the agricultural areas and uses from incompatible development.

3.0 Summary of Applicable AIA Findings

This section provides an overview of those lands that could potentially be added to the urban area as part of Growth Option 1: Ambitious Density (1,310 ha expansion) based on the findings of the Agricultural Impact Assessment. This includes an overview of the CEA boundaries, the existing conditions based on a windshield survey, and the results of the MDS analysis.

3.1 Candidate Expansion Area Boundaries

The boundaries of the four Candidate Expansion Areas are outlined below.

The **Twenty Road West/Garner Road** CEA is composed of three smaller areas labelled as ‘a’, ‘b’, and ‘c’ with the following boundaries:

Area ‘a’

- Northern Boundary = Garner Road East
- Eastern Boundary = 164 m west of Glancaster Road
- Southern Boundary = 1,264 m north of Book Road East
- Western Boundary = 837 m east of Southcote Road

Area ‘b’

- Northern Boundary = Twenty Road West
- Eastern Boundary = 1,728 east of Upper James Street
- Southern Boundary = 697 m north of Dickenson Road West

- Western Boundary = Glancaster Road

Area 'c'

- Northern Boundary = Twenty Road West
- Eastern Boundary = 632 east of Upper James Street
- Southern Boundary = 1,010 m north of Dickenson Road West
- Western Boundary = 1,391 m east of Glancaster Road

The **Twenty Road East** CEA has the following boundaries:

- Northern Boundary = 579 m south of Rymal Road East
- Eastern Boundary = 391 m west of Nebo Road
- Southern Boundary = 427 m north of Dickenson Road East
- Western Boundary = Greti Drive / 322 m east of Alderlea Avenue

The **Whitechurch** CEA has the following boundaries:

- Northern Boundary = Airport Road East
- Eastern Boundary = Miles Road
- Southern Boundary = White Church Road East
- Western Boundary = Upper James Street

The **Elfrida** CEA has the following boundaries:

- Northern Boundary = Mud Street East
- Eastern Boundary = Second Road East / Hendershot Road
- Southern Boundary = Golf Club Road
- Western Boundary = Trinity Church Road

3.2 Existing Conditions

The windshield survey was carried out over four days (May 6 and 27, and June 10 and 17, 2021) by a professional agrologist (P.Ag) with the assistance of a GIS mapping expert for each of the four CEAs. Mapping of Canada Land Inventory for these areas are attached as **Figures 6 through 9**.

The following summary of existing conditions, as originally identified through the AIA, provides general information on what was observed.

Many of the fallow fields within the northern portions of CEAs and buffer areas for Twenty Road West/Garner Road, Twenty Road East and Elfrida, were observed to have been un-tilled for numerous years, which is well beyond the normal no-till and fallow rotation system timeframes, and indicates non-farm ownership in anticipation of potential urban development.

Twenty Road West/Garner Road CEA and buffer area have extensive encroachment of residential development, heavy urban traffic, and non-agricultural uses that surround the farmland and would make farming difficult for farm operators. Areas 'a' and 'b' have poorer soils than 'c', which would have moderate to severe limitations for growing crops, and the immediate wetland areas where there is a drop in elevation. The Twenty Road West/Garner Road CEA and associated buffer area has very little agricultural infrastructure, is fragmented, and is surrounded by urban uses; remnant farming operations are perceived to have many operational challenges due to proximity to urban land uses, and heavy traffic on rural roads.

Twenty Road East CEA is similar to Twenty Road West/Garner Road CEA in that it is surrounded by urban land uses on three sides, namely north, east and west. The southern buffer area of Twenty Road East has three viable livestock operations (two beef cattle, one equine). There is predominantly Class 1 soils, with some Class 2 soils situated irregularly to the north and east of the CEA indicating few limitations to crop production within this area and its buffer area. In the buffer area, there are two wetland areas that pose limitations. Rural roads having higher than average urban and heavy truck traffic along Nebo Road, both from construction vehicles as well as freight trucks travelling to/from Highway 403 and nearby industrial operations. The Twenty Road East CEA and associated buffer area has little in the way of agricultural infrastructure, is fragmented, and surrounded on three sides by urban uses; the remaining farming operations are perceived to have many operational challenges due to proximity to urban land uses, and heavy traffic on rural roads.

Whitechurch CEA and buffer area has the most extensive agricultural activity/infrastructure compared to the other areas which is indicative of a vibrant agricultural sector in that area. The existing limitations would be limited to the immediate areas of ponding and water management where there is a drop in elevation, and also at the two cemeteries and the former landfill site. Soils are Class 1 soils within the Whitechurch CEA, and in the buffer area a mix of Class 1 and 2 soils; overall very good for crop production. The Whitechurch CEA and associated buffer area, although similarly affected by heavy traffic conditions, has good soil conditions for crop production and has numerous viable livestock operations.

Elfrida CEA is similar to Twenty Road East CEA in that it is surrounded by urban land uses on the west side, and due to the narrow shape of the study area, agricultural operations are fragmented and adversely affected by proximity to industrial, commercial and other urban land uses. The southern buffer area contains most of the livestock operations/infrastructure. The extensive encroachment of urban land uses, heavy urban traffic along Rymal Road East and Highway 56 from construction vehicles as well as freight trucks travelling to/from Highway 403, would make operations difficult for farm operators. Soil in the northern extension are Class 3 and 4 soils with moderately severe to moderate limitations to crop production, as well as the watershed and floodplain areas where there is a drop in elevation. There is predominantly Class 2 lands mixed with Class 1 lands within the remainder of the Elfrida CEA with no significant limitations for crop production. The southern extent of the buffer area has a mix of Class 1 and 2 soils with moderate to no significant limitations to crop production. The Elfrida CEA and associated buffer area has little in the way of agricultural infrastructure, is fragmented, and surrounded by urban uses; the remaining farming operations are perceived to have many operational

challenges due to proximity to soil conditions, urban land uses, and heavy traffic on rural roads. The earthworm production facility (Horvat's Live Bait Inc., 200 Green Mountain Rd E) was not considered to be a farm, but this should be verified by Canada Revenue Agency (CRA) at the time of building permit application, as they may have received prior permission to be categorized as an agricultural operation by the CRA.

3.3 Minimum Distance Separation (MDS)

Refer to Appendix A depicting MDS calculations for the CEAs (with MDS worksheets available in the AIA).

The Minimum Distance Separation I (MDS I³) calculation worksheets for Type B Land Use for new or expanding settlement area boundary, were used for livestock operations identified with permanent agricultural structures used in housing livestock and measuring greater than ten square meters. The four main factors used to calculate the MDS includes: the potential for odour, the size of the barn structure dictating the maximum number of animals that can be housed, the type of manure storage, and the encroaching factor (Type B Land Use for New or expanding settlement area boundary).

Although every effort was taken to be reasonably accurate and to reflect existing conditions at the time of the windshield survey, there were assumptions made during the calculation of MDS as no farm owner/operator interviews were conducted to obtain detailed data, and observations were made only from publicly accessible municipal roadways. Overall assumptions were made that:

- Livestock were permitted outdoors;
- The maximum number of animals were being raised – calculated through the MDS based on barn size (obtained by air photo interpretation); and
- Manure storage was located outdoors/uncovered.

These assumptions were ascertained to provide each farming operation the maximum use of existing agricultural infrastructure, as well as a reasonable means of comparison between the levels of agricultural activity between Candidate Expansion Areas. At the time of building permit, site specific data will need to be confirmed with an on-site detailed survey and interview with the farm owner/operator.

Table 2 provides a summary of general findings from conducting the MDS calculations for each of the livestock operation in the CEAs. Two areas, namely: Twenty Road West/Garner Road and Twenty Road East, have no livestock operations within the boundary of the Candidate Expansion Area. The remaining two areas have each only one livestock operation, both located near the outer boundary of their respective CEA.

³ Ministry of Agriculture, Food and Rural Affairs (OMAFRA), AgriSuite software program for determining MDS.

Table 2: Summary of Livestock Operations Requiring MDS

	Twenty Road West/ Garner Road	Twenty Road East	Whitechurch	Elfrida
# Livestock/Type Within CEA	Nil	Nil	1	1
# Livestock/Type Within Buffer Area	1	3	10	8

Within the buffer areas, both Twenty Road West/Garner Road and Twenty Road East have minimal livestock operations⁴. Elfrida buffer area had eight livestock operations, six of which are scattered in the southern extent. Whitechurch CEA had the most number of livestock operations scattered within the north, east and southern extents of the buffer area.

⁴ Twenty Road East buffer area overlaps with the Elfrida buffer area; three farms affect both (See MDS Figure, Farms #1, #2, and #29). Twenty Road East is mildly impacted by one of these livestock operation located outside of the boundary but whose MDS area affects the southeast corner of its buffer area. Similarly, Twenty Road East buffer area overlaps with the Whitechurch buffer area; one farm affects both (See Appendix A - MDS Figure, Farm #8).

4.0 Growth Option Evaluation

Table 3 outlines the evaluation for Growth Option 1: Ambitious Density (1,340 ha expansion) and Growth Option 2: No Urban Boundary Expansion for those considerations developed as part of the “How should Hamilton Grow?” evaluation framework and primarily the findings of the AIA.

Table 3: Agricultural Evaluation for Growth Options

Agricultural Considerations	Growth Option 1: Ambitious Density (1,340 ha Expansion)	Growth Option 2: No Urban Boundary Expansion
Does the growth option prioritize development of areas that are non-prime agricultural?	<p>Growth Option 1 addresses a few aspects of this consideration:</p> <ul style="list-style-type: none"> The current existing land uses within the Whitebelt Area consist of agriculture, specialty crop, rural, open space, and a mineral aggregate resource extraction areas. Growth Option 1 would require 1,310 ha of new urban land to accommodate growth and therefore has a greater potential impact on the existing Prime Agricultural Lands. The majority of lands within the Whitebelt Area are considered to be prime agricultural lands. Based on the above and in comparison to Growth Option 2, Growth Option 1 would require the conversion of Prime Agricultural Lands to accommodate future development and therefore does not prioritize development of areas that are non-prime agricultural. 	<p>Growth Option 2 addresses all aspects of this consideration:</p> <ul style="list-style-type: none"> The current existing land uses within the existing urban boundary consist of neighbourhoods, open space, institutional, utility, commercial and mixed use designations, and employment area designations. Growth Option 2 allocated all future growth to lands within the current urban boundary and would require 0 ha of new urban land needed to accommodate growth. Based on the above and in comparison to Growth Option 1, Growth Option 2 avoids the need for conversion of Prime Agricultural Lands to accommodate future development and therefore prioritizes development of areas that are non-prime agricultural.

<p>Agricultural Considerations</p>	<p>Growth Option 1: Ambitious Density (1,340 ha Expansion)</p>	<p>Growth Option 2: No Urban Boundary Expansion</p>
<p>Does the growth option avoid, minimize and mitigate impacts on the Agricultural System, including Prime Agricultural Lands classifications 1, 2 and 3?</p>	<p>Growth Option 1 addresses a few aspects of this consideration:</p> <ul style="list-style-type: none"> • The City’s Rural Area is comprised of 88,830 hectares. Within the City’s Rural Area, 56% (49,960 ha) of land is designated Agriculture and 26% (23,226 ha) is designated Rural within the RHOP. These designations are based on Land Evaluation and Area Review (LEAR) evaluation. Notably, the LEAR identifies less Prime Agricultural Land because it takes into account land fragmentation, surrounding uses, among others, and by doing so lowers the overall rating. • The majority of lands outside the existing urban boundary in the whitebelt (2,197.6 ha or 100%) include soils with a Canada Land Inventory (CLI) Class 1 to 3 rating, which are considered Prime Agricultural Lands within the AIA Study Area: <ul style="list-style-type: none"> • Class 1: 1,522.4 ha or 69.3% • Class 2: 556 ha or 25.3% • Class 3: 119.1 ha or 5.4% • Based on the AIA, Growth Option 1 would require the conversion of up to 1,310 ha of existing Prime Agricultural Lands with CLI Soil Classes ranging from 1 to 3 to accommodate growth. • Based on the information below, there are 149 farm related active infrastructure, twenty-four (24) within the immediate 	<p>Growth Option 2 addresses all aspects of this consideration:</p> <ul style="list-style-type: none"> • The majority of lands within the existing urban boundary do not include soils with a Class 1, 2 or 3 rating. Based on the AIA, Growth Option 2 would require 0 ha of new urban land needed to accommodate growth. In addition, there are 0 ha of Prime Agricultural Lands within the existing urban boundary. • Based on the above and in comparison to Growth Option 1, Growth Option 2 has greater potential to avoid, minimize and mitigate impacts on the Agricultural System.

Agricultural Considerations	Growth Option 1: Ambitious Density (1,340 ha Expansion)	Growth Option 2: No Urban Boundary Expansion
	<p>AIA Study Area and 125 within the 1,500 m buffer area including:</p> <ul style="list-style-type: none"> • Farm related active infrastructure within the AIA Study Area: two garden centres/nurseries, one cidery, one hay barn, six storage barns, six equipment sheds, one farm house, one hobby farm, four grain storage silo, one sod distributor, and one irrigation pond. • Farm related active infrastructure within the 1,500 m buffer area: one cidery, one farmers market, four roadside stands, two cheese shops, five garden centres/greenhouse complexes, three storage barns, one soul mixing area, nine grain storage silos, 25 grain storage bins, 41 equipment sheds, one farm house, one farm machinery repair business, 31 hay barns, and one structure with an undetermined agricultural use. • In addition, the extensive encroachment of future urban land uses would potentially lead to the fragmentation of farm parcels and heavy urban traffic would make operations difficult for future farm operators. • Based on the above and in comparison to Growth Option 2, Growth Option 1 would have significant impacts on the existing Agricultural System and would require measures to minimize the impact on the broader Agricultural System. 	

<p>Agricultural Considerations</p>	<p>Growth Option 1: Ambitious Density (1,340 ha Expansion)</p>	<p>Growth Option 2: No Urban Boundary Expansion</p>
<p>Does the growth option promote healthy, local and affordable food options, including urban agriculture?</p>	<p>Growth Option 1 addresses a few aspects of this consideration:</p> <ul style="list-style-type: none"> • Growth Option 1 would concentrate the anticipated population growth of 150,500 people within the existing Urban Area and 85,500 people within the Urban Expansion Area, requiring an additional 1,310 ha of land. As Growth Option 1 requires the conversion of up to 1,310 ha, which is mainly comprised of Prime Agricultural Lands (depending on the location of lands selected in the Whitebelt), it is anticipated that healthy, local and affordable food options would be impacted by the anticipated growth. • Based on the AIA, fields within the Urban Expansion Area include crops (corn, soybean, winter wheat and hay), as well as some fallow fields and pasture land. One specialty crops are grown within two orchard (apples), as well as one abandoned orchard (apples). While information regarding active agricultural fields is not available, of the 2,197.6 ha of Candidate Expansion Area, 1,921.4 ha are considered agriculturally viable (meaning a parcel size of greater than 40 ha), and 1,721.4 ha have an existing primary land use of agricultural. • Based on the AIA, the following farm related infrastructure have been observed within the Urban Boundary Expansion Area: storage barns, hay barn, equipment sheds, grain storage silos, smaller storage 	<p>Growth Option 2 addresses most aspects of this consideration:</p> <ul style="list-style-type: none"> • Growth Option 2 would concentrate the anticipated population growth of 236,000 people within the existing urban area. As Growth Option 2 does not require the conversion of existing Prime Agricultural Lands outside the existing urban boundary, it is anticipated that healthy, local and affordable food options are maintained, with as more land for agricultural use is available. • Due to the forecasted level of growth within the existing urban boundary, it is anticipated that there would be less potential for urban agricultural uses for Growth Option 2 compared to Growth Option 1, as the scarcity of land within the urban area is likely to promote land uses with higher return on invest. However, the magnitude of difference in this regard between the two options is minimal as both options plan for significant levels of intensification. • Based on the above and in comparison to Growth Option 1, Growth Option 2 has potential to promote healthy, local and affordable food

Agricultural Considerations	Growth Option 1: Ambitious Density (1,340 ha Expansion)	Growth Option 2: No Urban Boundary Expansion
	<p>buildings, nursery, garden centre, farm house, hobby farm, sod distributor, cidery, and an irrigation pond. Two livestock operation was observed, an equine operation and one poultry and equine operation.</p> <ul style="list-style-type: none"> • Due to the forecasted level of growth within the existing urban boundary, it is anticipated that there would be less potential for urban agricultural uses, as the scarcity of land within the urban area is likely to promote land uses with higher return on invest. Potential exists to plan for urban agriculture within the Urban Expansion Area. However, the magnitude of difference in this regard between the two options is minimal as both options plan for significant levels of intensification. • Based on the above and in comparisons to Growth Option 1, Growth Option 2 has moderate potential to promote healthy, local and affordable food options, including urban agriculture. 	<p>options, but moderate potential to promote urban agriculture.</p>
Overall Result	Growth Option 1 addresses a few aspects of this theme.	Growth Option 2 addresses most aspects of this theme.

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Definitions

For reference purposes, below provides the definitions for several key terms which are defined in Provincial Plans and referred to further in this report.

Table 4: Definitions

Term	Definition
Agri-Food Network	Within the Agricultural System, a network that includes elements important to the viability of the agri-food sector such as regional infrastructure and transportation networks; on-farm buildings and infrastructure; agricultural services, farm markets, distributors, and primary processing; and vibrant, agriculture-supportive communities. (Greenbelt Plan)
Agricultural Impact Assessment	A study that evaluates the potential impacts of non-agricultural development on agricultural operations and the Agricultural System and recommends ways to avoid or, if avoidance is not possible, minimize and mitigate adverse impacts. (Greenbelt Plan)
Agricultural System	The system mapped and issued by the Province in accordance with this Plan, comprised of a group of inter-connected elements that collectively create a viable, thriving agricultural sector. It has two components: 1. An agricultural land base comprised of prime agricultural areas, including specialty crop areas, and rural lands that together create a continuous productive land base for agriculture; 2. An agri-food network which includes infrastructure, services, and assets important to the viability of the agri-food sector. (Greenbelt Plan)
Minimum Distance Separation Formulae	Formulae and guidelines developed by the Province, as amended from time to time, to separate uses so as to reduce incompatibility concerns about odour from livestock facilities. (PPS, 2020)
Municipal Comprehensive Review	A new official plan, or an official plan amendment, initiated by an upper- or single-tier municipality under section 26 of the Planning Act that comprehensively applies the policies and schedules of this Plan.
Prime Agricultural Areas	An area where prime agricultural lands predominate. This includes areas of prime agricultural lands and associated Canada Land Inventory Class 4 through 7 lands and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture. Prime agricultural areas are to be identified by the Ontario Ministry of Agriculture, Food and Rural Affairs using guidelines developed by the Province as amended from time to time. (Based on PPS, 2020 and modified for this Plan)

Term	Definition
Prime Agricultural Lands	Specialty crop areas and/or Canada Land Inventory Class 1, 2, and 3 lands, as amended from time to time, in this order of priority for protection (PPS, 2020).
Settlement Area	Urban areas and rural settlements within municipalities (such as cities, towns, villages and hamlets) that are: a) built up areas where development is concentrated and which have a mix of land uses; and b) lands which have been designated in an official plan for development in accordance with the policies of this Plan. Where there are no lands that have been designated for development, the settlement area may be no larger than the area where development is concentrated. (Based on PPS, 2020 and modified for this Plan)
Specialty Crop Areas	<p>Areas designated using guidelines developed by the Province, as amended from time to time. In these areas, specialty crops are predominantly grown such as tender fruits (peaches, cherries, plums), grapes, other fruit crops, vegetable crops, greenhouse crops, and crops from agriculturally developed organic soil usually resulting from:</p> <ul style="list-style-type: none"> soils that have suitability to produce specialty crops, or lands that are subject to special climatic conditions, or a combination of both; farmers skilled in the production of specialty crops; and a long-term investment of capital in areas such as crops, drainage, infrastructure and related facilities and services to produce, store, or process specialty crops. (PPS, 2020)

Table 5: Soil Classes of the Canada Land Inventory (CLI)⁵

Classes	Description
Class 1	Soils in this class have no significant limitations in use for crops.
Class 2	Soils in this class have moderate limitations that restrict the range of crops or require moderate conservation practices.
Class 3	Soils in this class have moderately severe limitations that restrict the range of crops or require special conservation practices.
Class 4	Soils in this class have severe limitations that restrict the range of crops or require special conservation practices.
Class 5	Soils in this class have very severe limitations that restrict their capability in producing perennial forage crops, and improvement practices are feasible.
Class 6	Soils in this class are capable only of producing perennial forage crops, and improvement practices are not feasible.
Class 7	Soils in this class have no capacity for arable culture or permanent pasture.
Class 0	Organic Soils (not placed in capability classes).

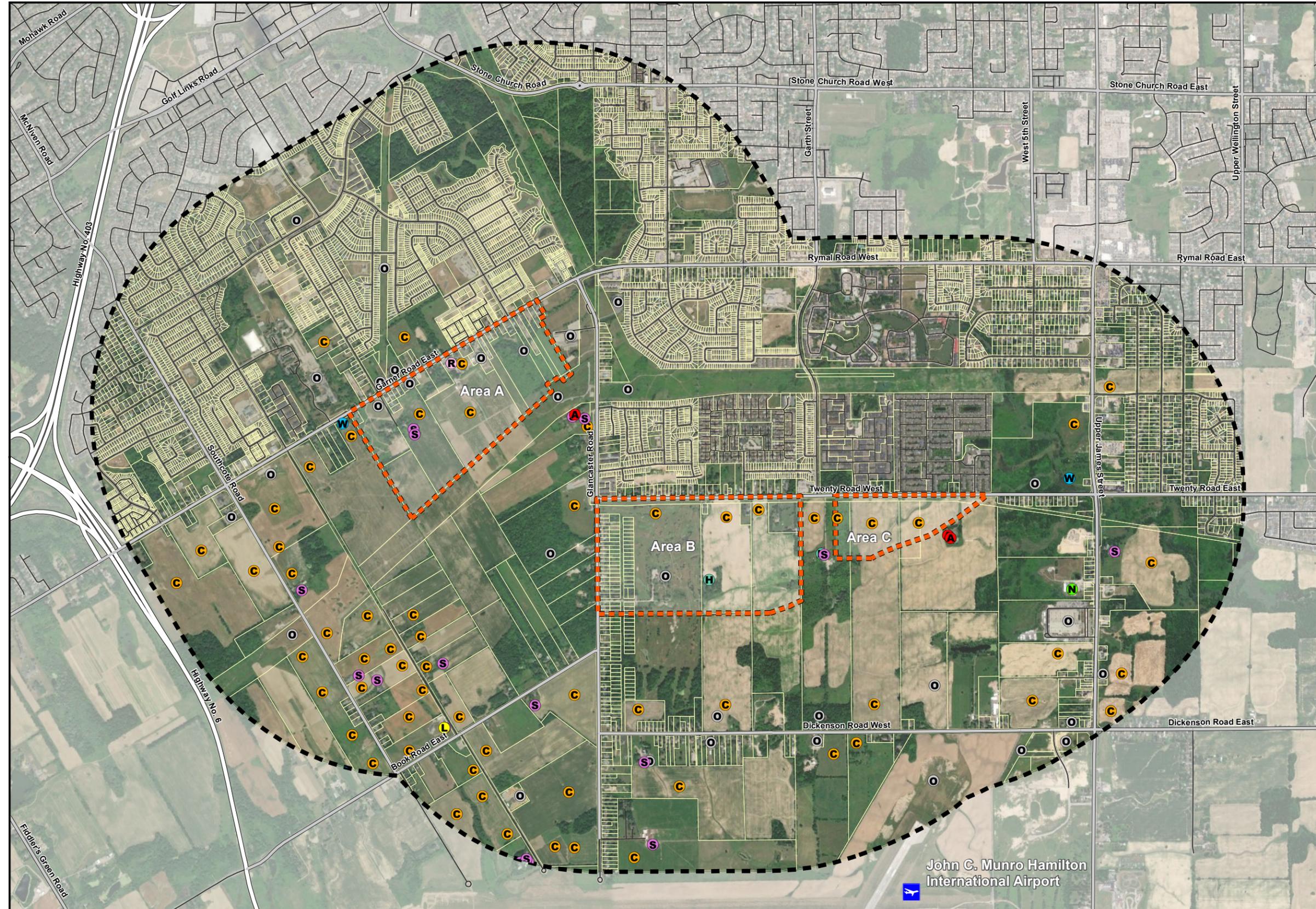
⁵ OMAFRA. Canada Land Inventory. Table of Soil Classes.

Figures

HAMILTON AGRICULTURAL IMPACT ASSESSMENT

FIELD SURVEY RESULTS - TWENTY ROAD WEST / GARNER ROAD

FIGURE 1



Field Survey Results

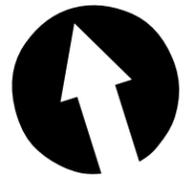
- N Nursery/Greenhouse
- L Livestock
- C Crop
- A Abandoned Storage
- S Storage
- R Farm Related
- W Water
- H Farm House
- O Other

Study Area

- Study Area
- Study Area Buffer (1,500 m)

Base Mapping

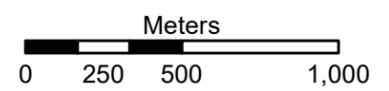
- ✈ John C. Munro Hamilton Int. Airport
- Provincial Highway / Parkway
- Arterial Roads
- Minor Roads



NORTH



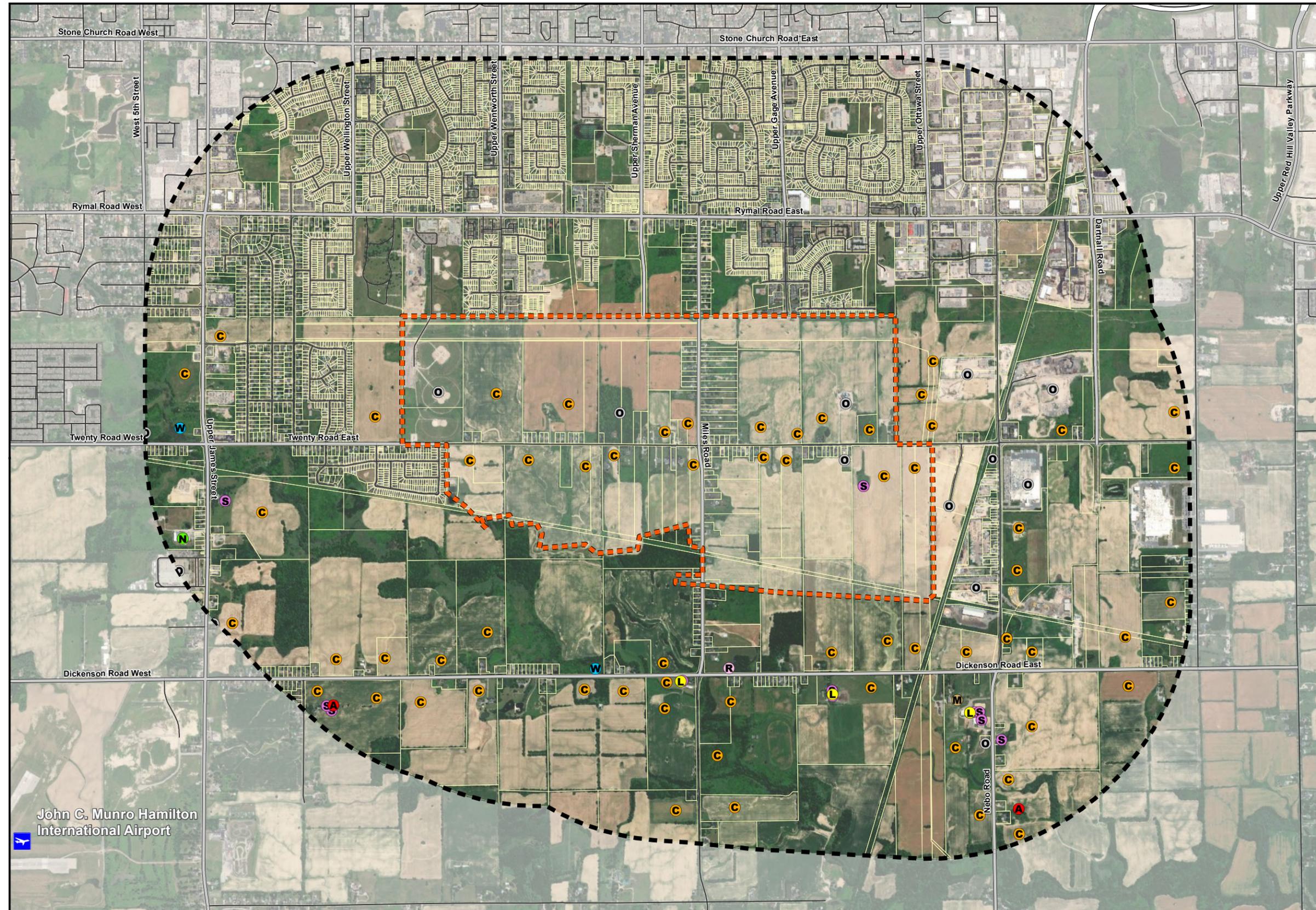
Map Prepared by: PFM
 Dillon Consulting Limited
 Map Checked by: SR
 Dillon Consulting Limited
 August 24, 2021
 Scale 1:23,000



HAMILTON AGRICULTURAL IMPACT ASSESSMENT

FIELD SURVEY RESULTS - TWENTY ROAD EAST

FIGURE 2



Field Survey Results

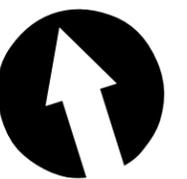
- N Nursery/Greenhouse
- L Livestock
- M Manure
- C Crop
- A Abandoned Storage
- S Storage
- R Farm Related
- W Water
- O Other

Study Area

- Study Area
- Study Area Buffer (1,500 m)

Base Mapping

- ✈ John C. Munro Hamilton Int. Airport
- Provincial Highway / Parkway
- Arterial Roads
- Minor Roads

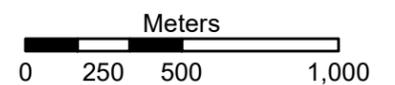


NORTH

Map Prepared by: PFM
 Dillon Consulting Limited
 Map Checked by: SR
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August 24, 2021

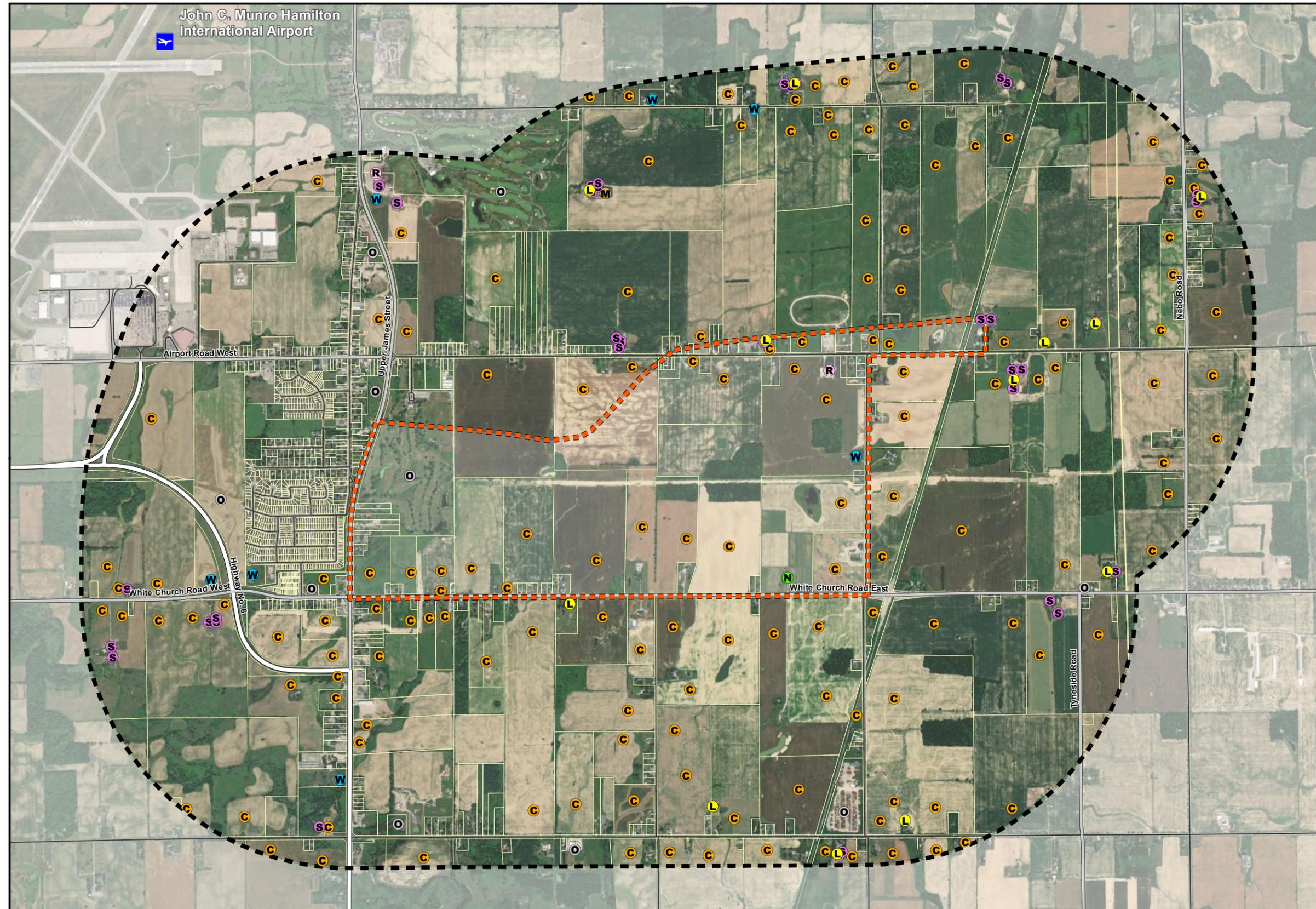
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HAMILTON AGRICULTURAL IMPACT ASSESSMENT

FIELD SURVEY RESULTS - WHITECHURCH

FIGURE 3



Field Survey Results

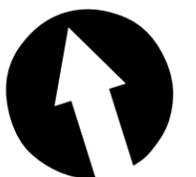
- N Nursery/Greenhouse
- L Livestock
- M Manure
- C Crop
- S Storage
- R Farm Related
- W Water
- O Other

Study Area

- Study Area
- Study Area Buffer (1,500 m)

Base Mapping

- ✈ John C. Munro Hamilton Int. Airport
- Provincial Highway / Parkway
- Arterial Roads
- Minor Roads



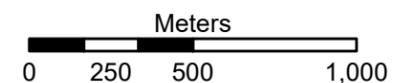
NORTH



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 Dillon Consulting Limited

August 24, 2021

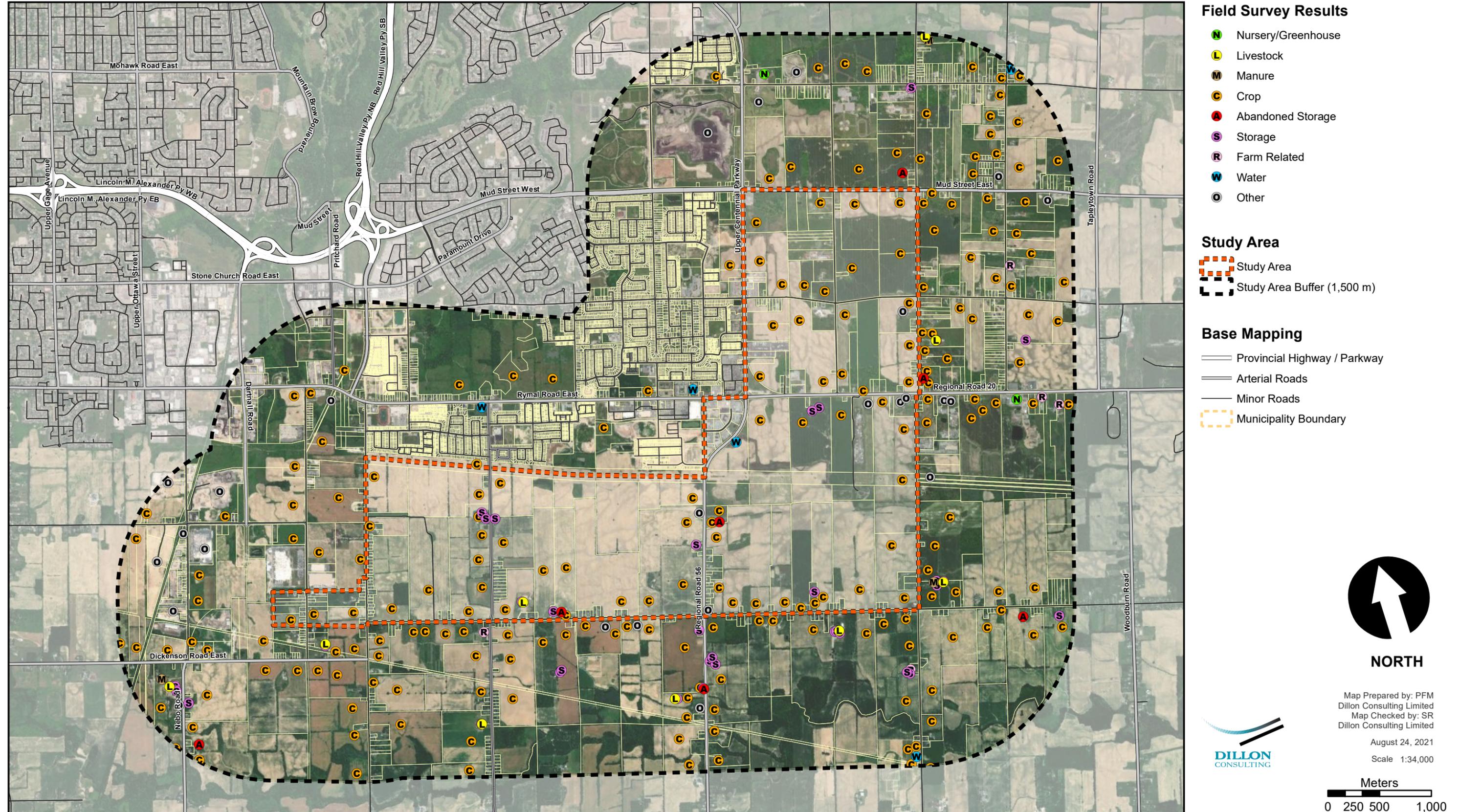
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HAMILTON AGRICULTURAL IMPACT ASSESSMENT

FIELD SURVEY RESULTS - ELFRIDA

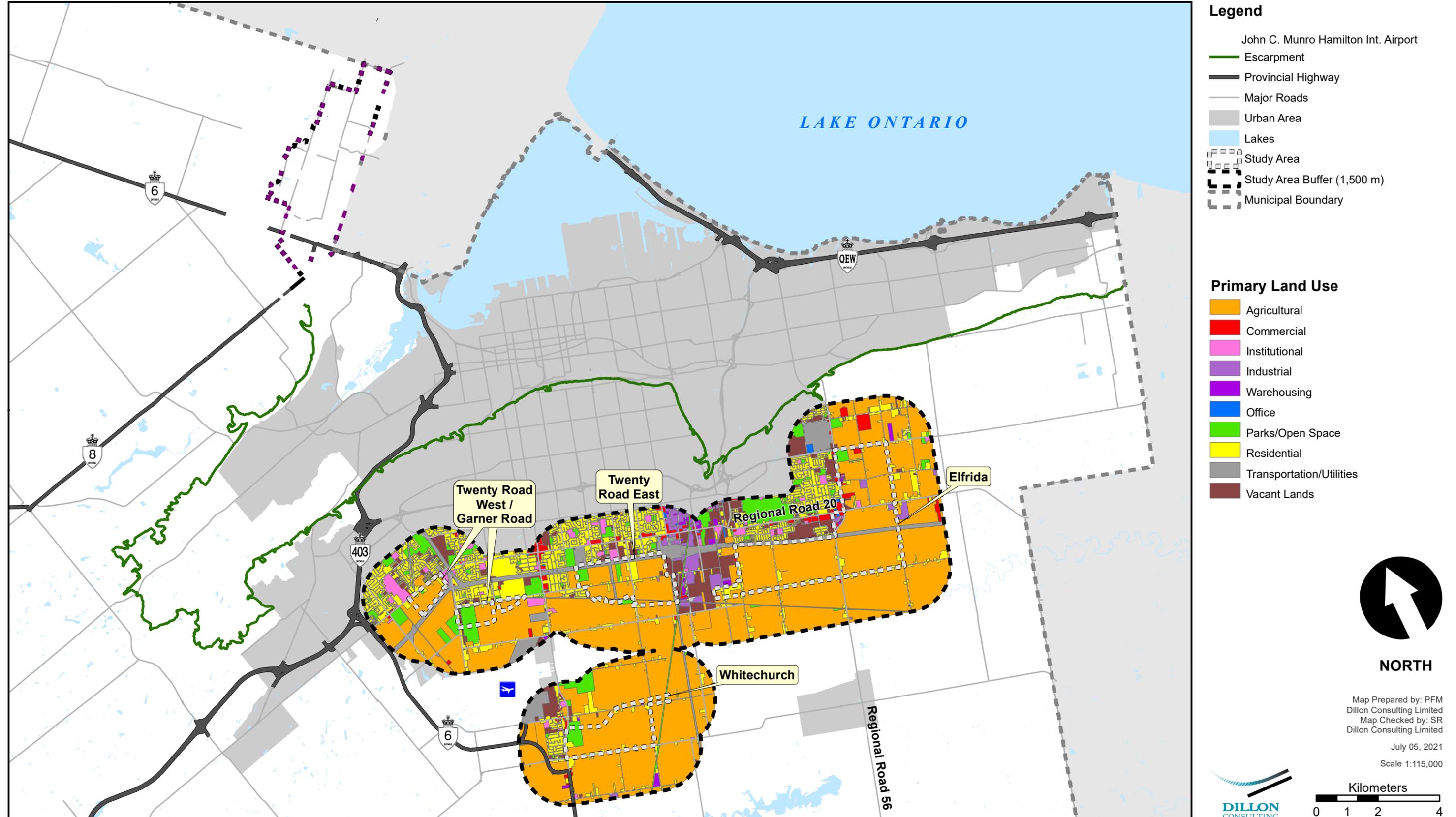
FIGURE 4



HAMILTON AGRICULTURAL IMPACT ASSESSMENT

LAND USE

FIGURE 5



Map Prepared by: PFM
 Dillon Consulting Limited
 Map Checked by: SR
 Dillon Consulting Limited

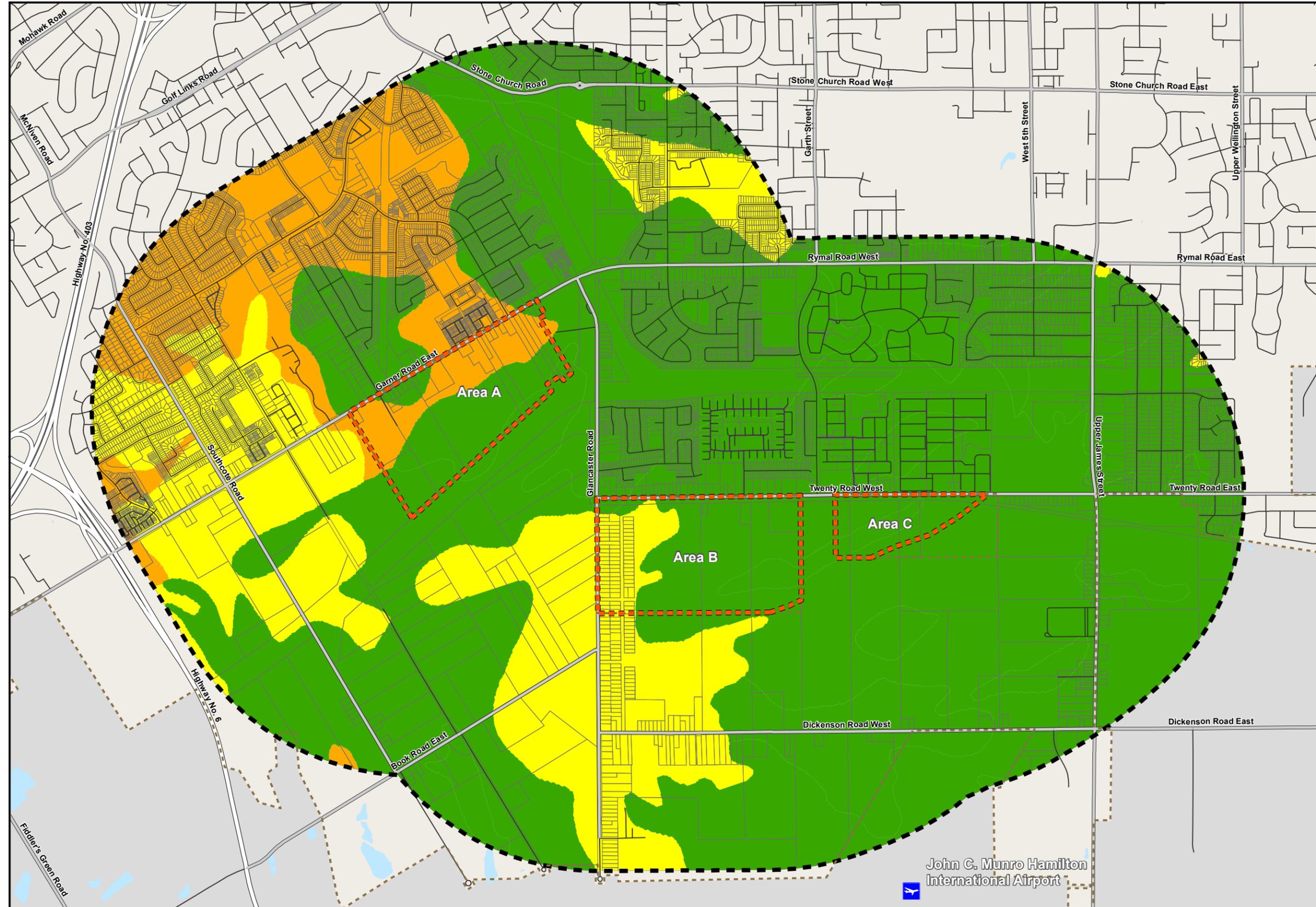
July 05, 2021
 Scale 1:115,000



HAMILTON AGRICULTURAL IMPACT ASSESSMENT

CANADA LAND INVENTORY SOIL CLASSES - TWENTY ROAD WEST / GARNER ROAD

FIGURE 6



Canada Land Inventory

Canada Land Inventory Class A

Primary and/or Dominant CLI Class

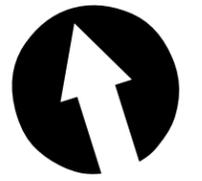
- 1 - No Significant Limitation
- 2 - Moderate Limitations
- 3 - Moderately Severe Limitations

Study Area

- Study Area
- Study Area Buffer (1,500 m)

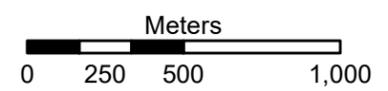
Base Mapping

- ✈ John C. Munro Hamilton Int. Airport
- Provincial Highway / Parkway
- Arterial Roads
- Minor Roads
- Property Parcels
- Lakes
- Urban Area
- Urban Boundary



NORTH

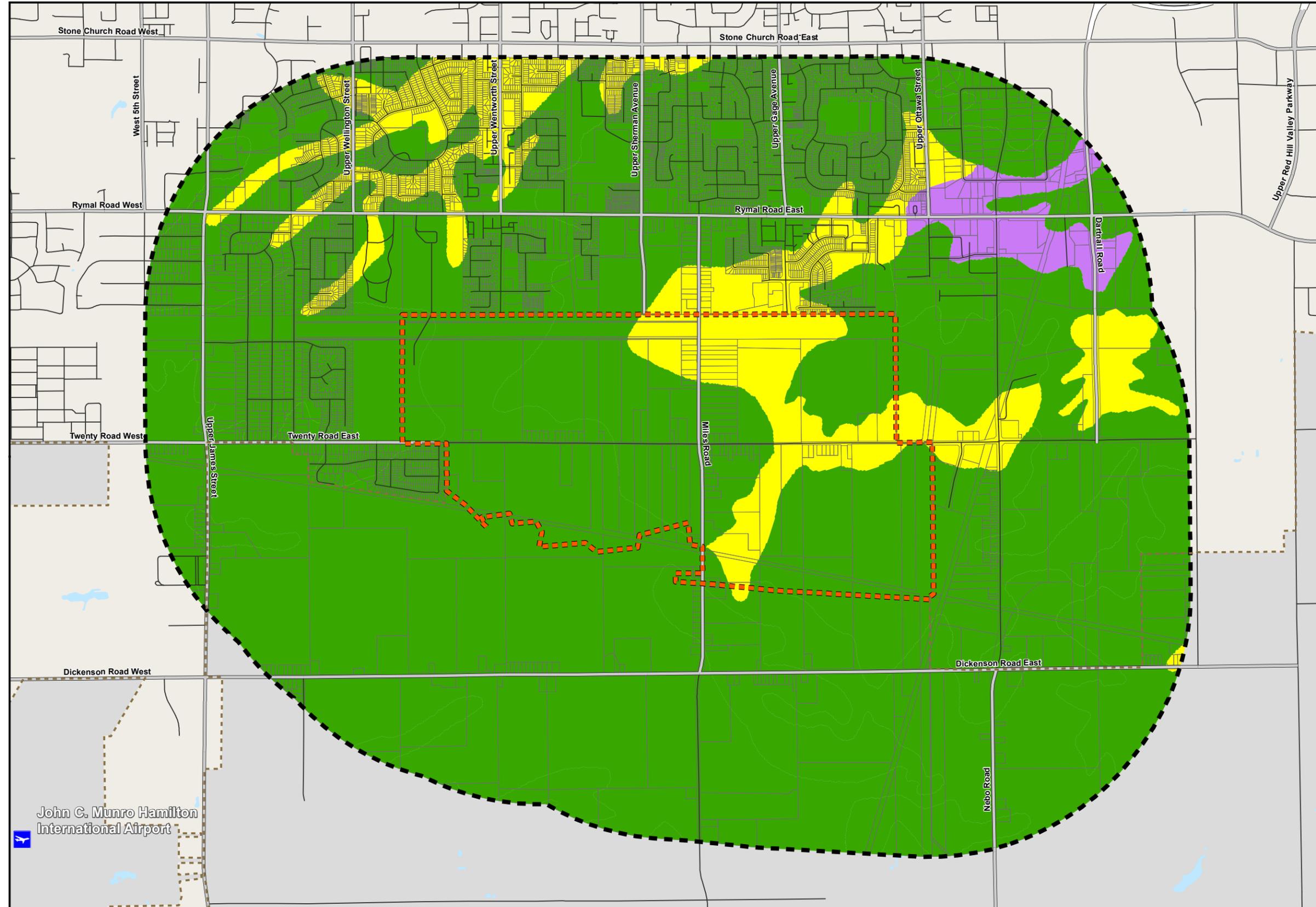
Map Prepared by: PFM
 Dillon Consulting Limited
 Map Checked by: SR
 Dillon Consulting Limited
 July 14, 2021
 Scale 1:23,000



HAMILTON AGRICULTURAL IMPACT ASSESSMENT

CANADA LAND INVENTORY SOIL CLASSES - TWENTY ROAD EAST

FIGURE 7



Canada Land Inventory

Canada Land Inventory Class A

Primary and/or Dominant CLI Class

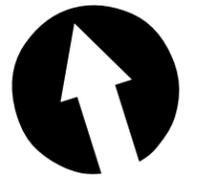
- 1 - No Significant Limitation
- 2 - Moderate Limitations
- 6 - Forage Crops - Improvement Practices Not Feasible

Study Area

- Study Area
- Study Area Buffer (1,500 m)

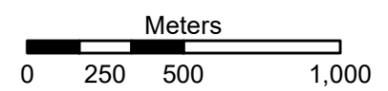
Base Mapping

- ✈ John C. Munro Hamilton Int. Airport
- Provincial Highway / Parkway
- Arterial Roads
- Minor Roads
- Property Parcels
- Lakes
- Urban Area
- Urban Boundary



NORTH

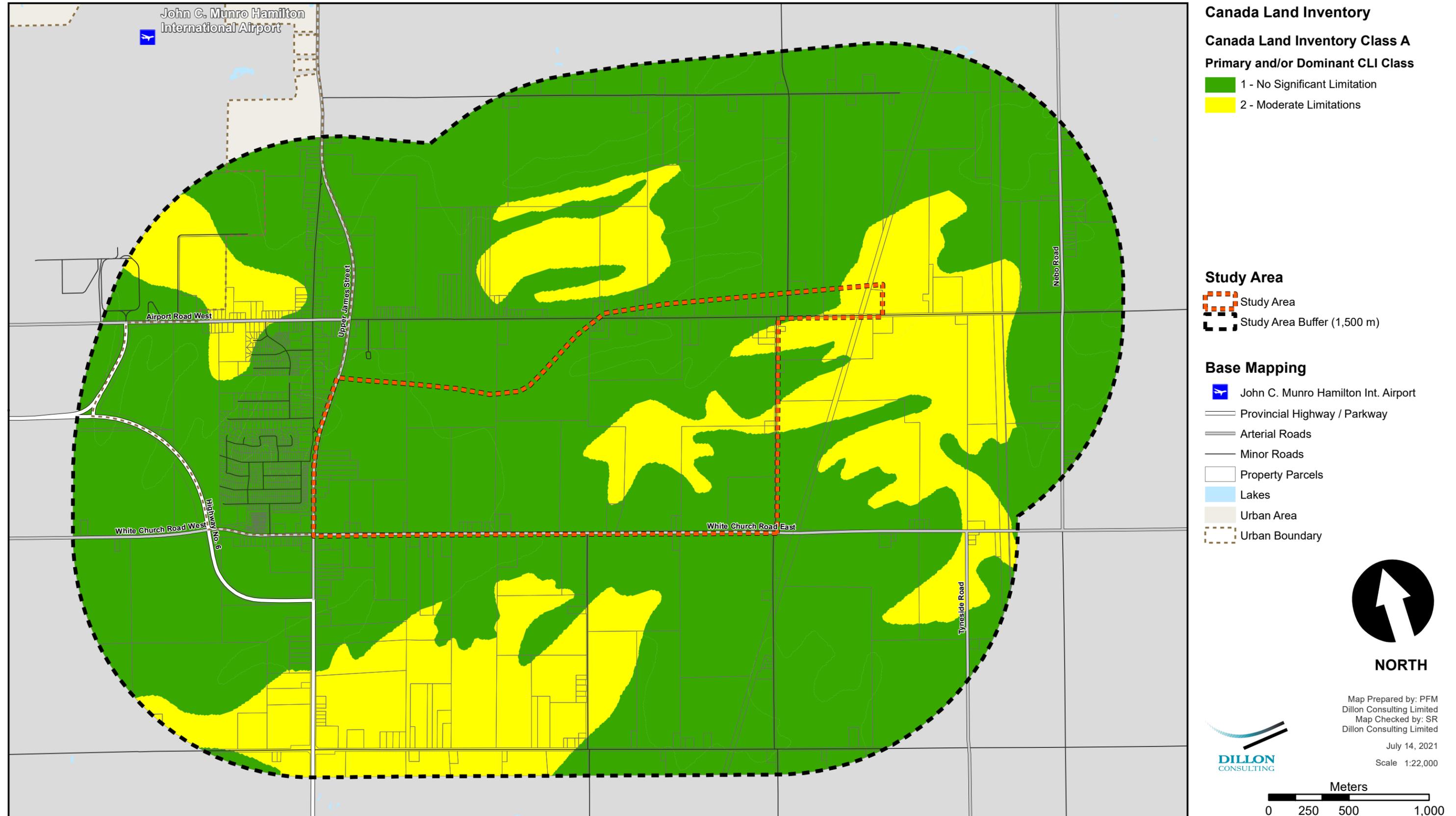
Map Prepared by: PFM
 Dillon Consulting Limited
 Map Checked by: SR
 Dillon Consulting Limited
 July 14, 2021
 Scale 1:23,000



HAMILTON AGRICULTURAL IMPACT ASSESSMENT

CANADA LAND INVENTORY SOIL CLASSES - WHITECHURCH

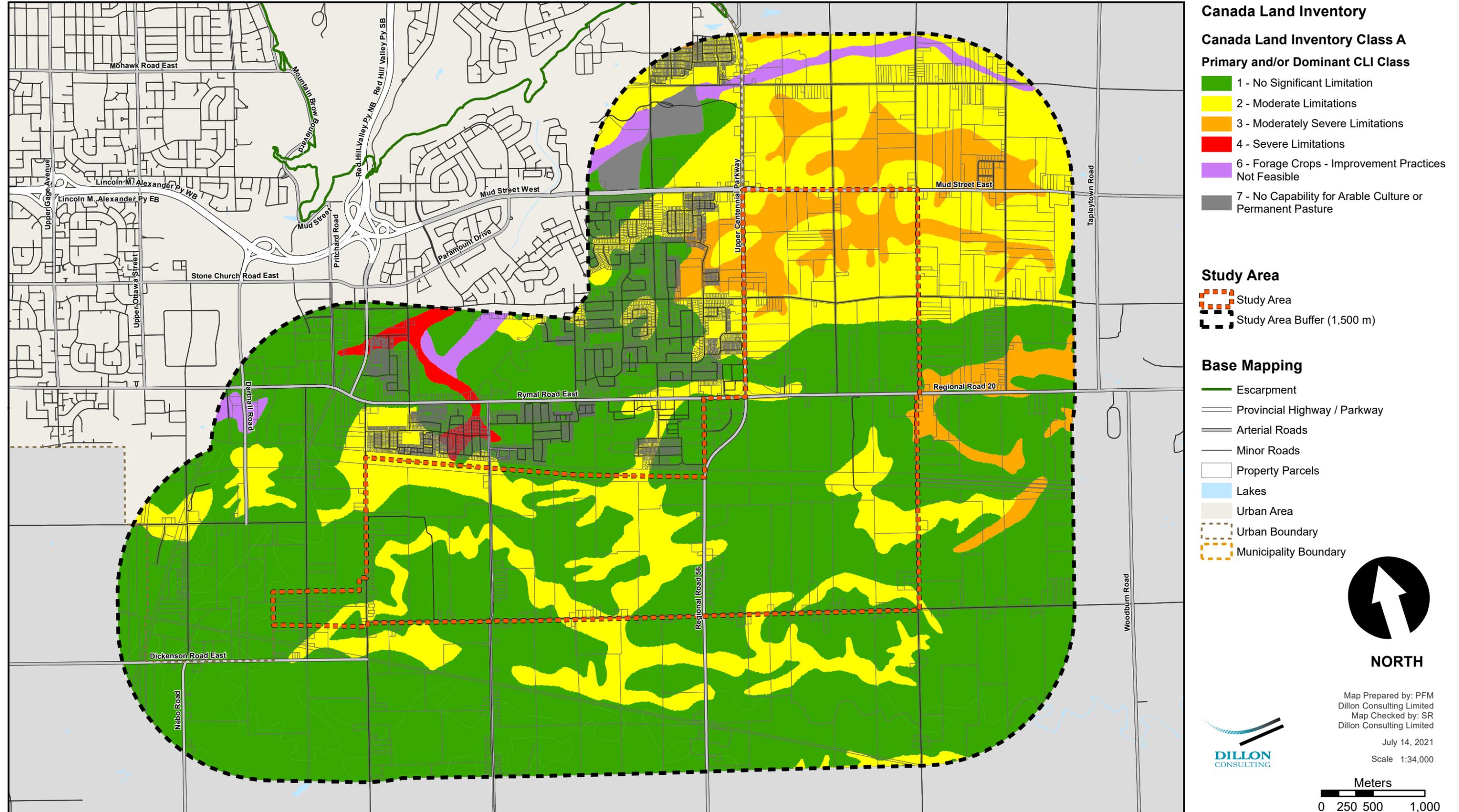
FIGURE 8



HAMILTON AGRICULTURAL IMPACT ASSESSMENT

CANADA LAND INVENTORY SOIL CLASSES - ELFRIDA

FIGURE 9

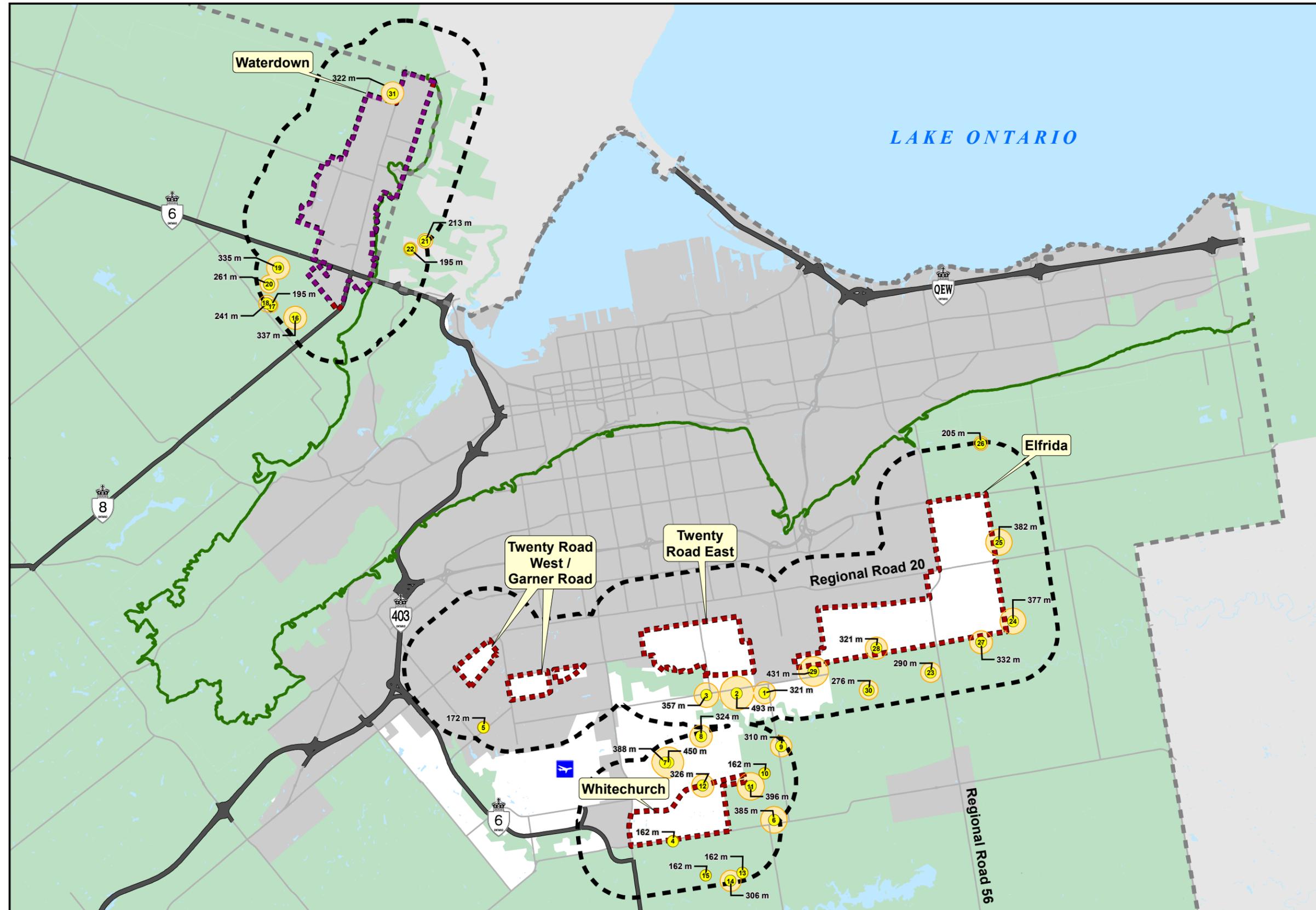


Appendix A

Minimum Distance Separation (MDS)

HAMILTON AGRICULTURAL IMPACT ASSESSMENT

FIELD SURVEY RESULTS - MINIMUM DISTANCE SEPARATION



Legend

- John C. Munro Hamilton Int. Airport
- Escarpment
- Provincial Highway
- Major Roads
- Urban Area
- Lakes
- Greenbelt Area
- CEA Study Area
- CEA Study Area Buffer (1,500 m)
- Municipal Boundary
- Waterdown Urban Area
- Waterdown Study Area (1,500 m Buffer)

Field Survey Results

- Farms Requiring MDS
- Building Base Distance (Minimum Distance from Livestock Barn)

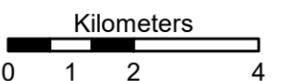


NORTH

Map Prepared by: PFM
 Dillon Consulting Limited
 Map Checked by: SR
 Dillon Consulting Limited

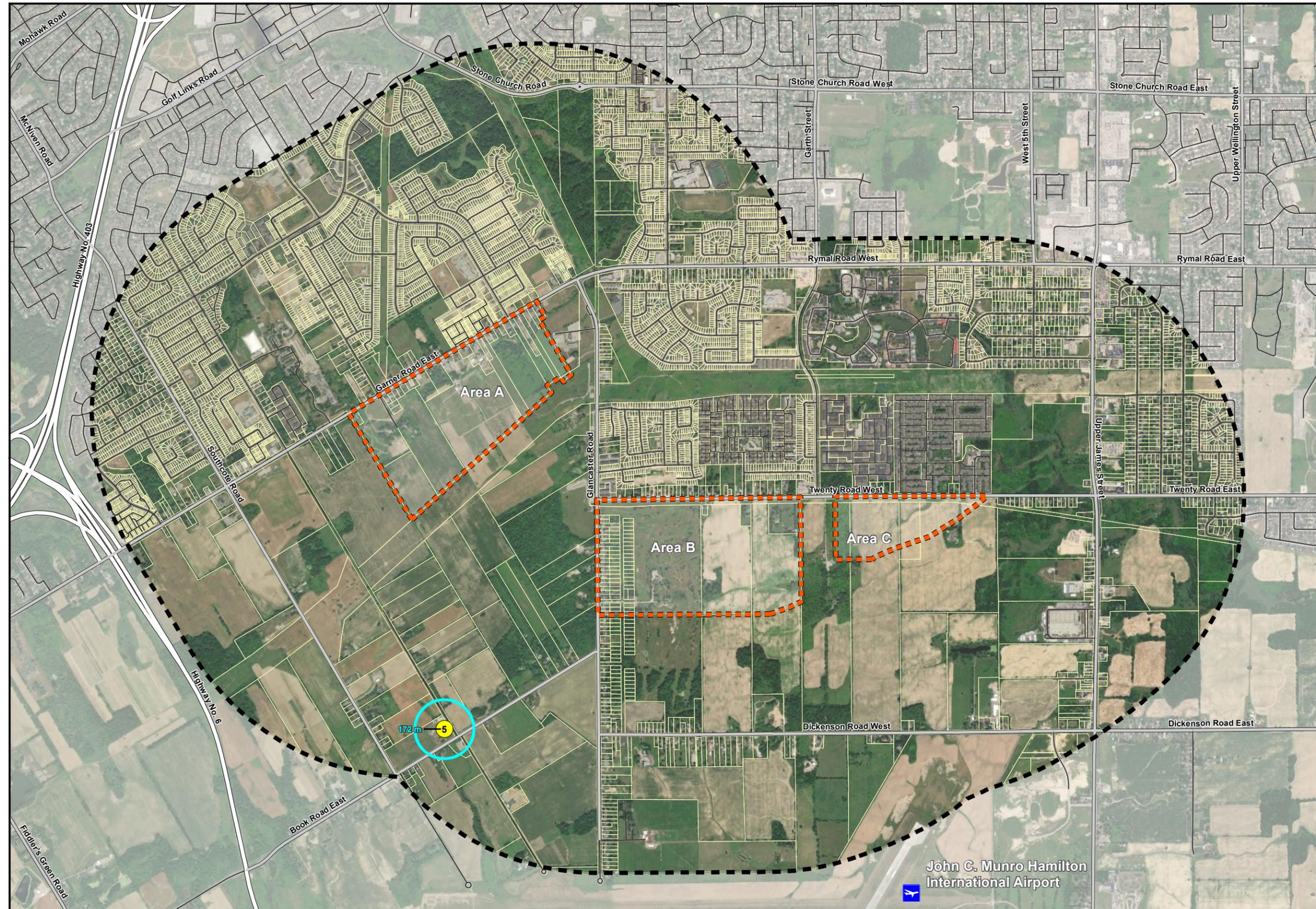
July 05, 2021

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HAMILTON AGRICULTURAL IMPACT ASSESSMENT

MINIMUM DISTANCE SEPARATION FACILITIES, LOCATIONS & BUFFER AREAS - TWENTY ROAD WEST / GARNER ROAD



MDS Facilities

-  Farms Requiring MDS
-  Building Base Distance (Minimum Distance from Livestock Barn)

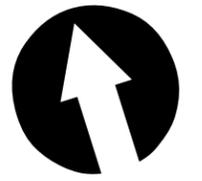


Study Area

-  Study Area
-  Study Area Buffer (1,500 m)

Base Mapping

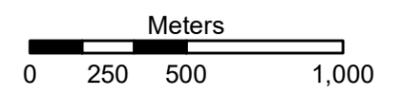
-  John C. Munro Hamilton Int. Airport
-  Provincial Highway / Parkway
-  Arterial Roads
-  Minor Roads



NORTH

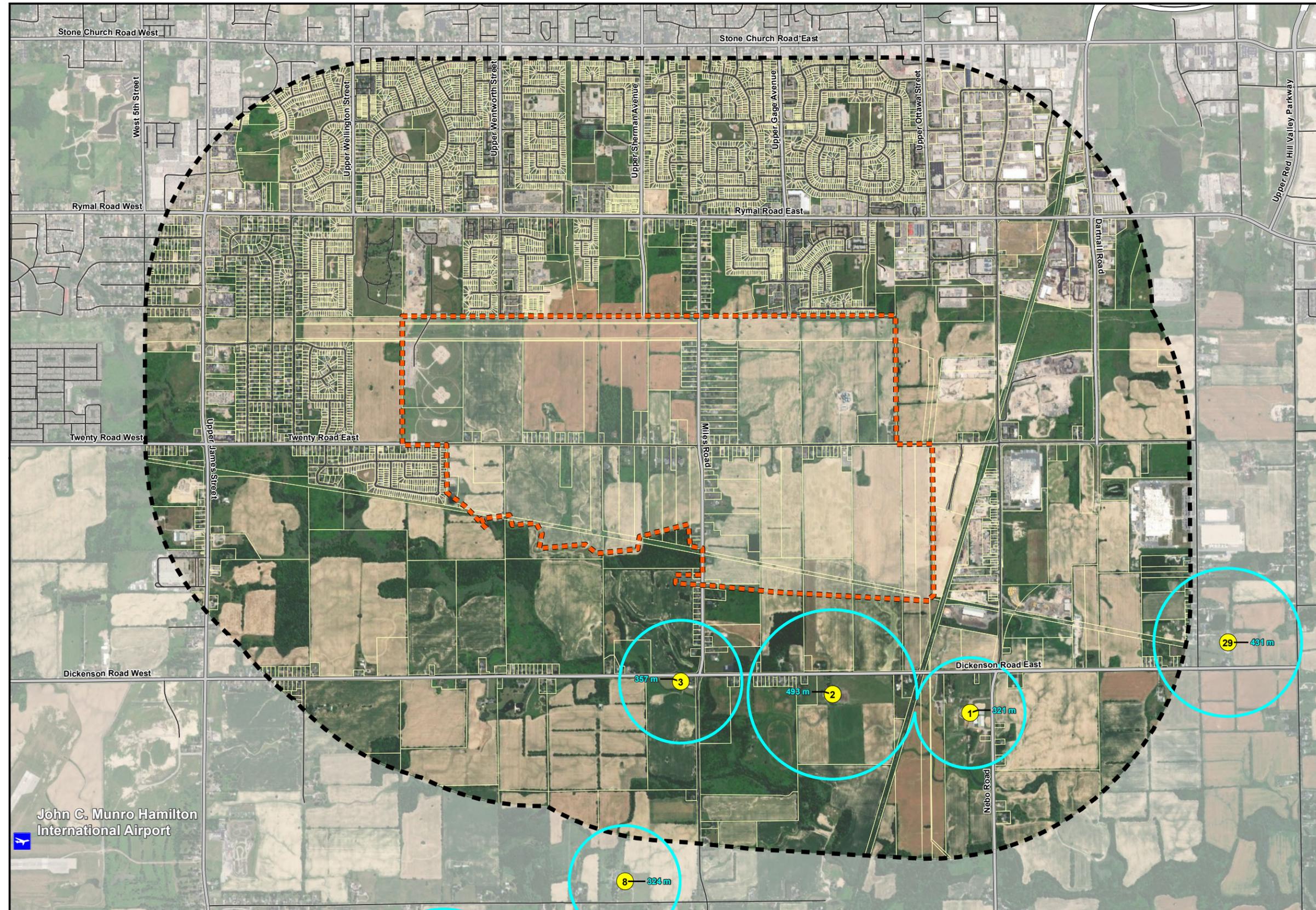


Map Prepared by: PFM
 Dillon Consulting Limited
 Map Checked by: SR
 Dillon Consulting Limited
 August 24, 2021
 Scale 1:23,000



HAMILTON AGRICULTURAL IMPACT ASSESSMENT

MINIMUM DISTANCE SEPARATION FACILITIES, LOCATIONS & BUFFER AREAS - TWENTY ROAD EAST



MDS Facilities

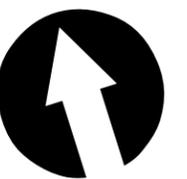
- Farms Requiring MDS
- Building Base Distance (Minimum Distance from Livestock Barn)

Study Area

- Study Area
- Study Area Buffer (1,500 m)

Base Mapping

- ✈ John C. Munro Hamilton Int. Airport
- Provincial Highway / Parkway
- Arterial Roads
- Minor Roads

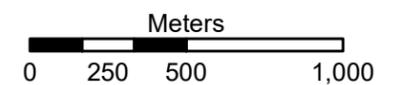


NORTH

Map Prepared by: PFM
 Dillon Consulting Limited
 Map Checked by: SR
 Dillon Consulting Limited

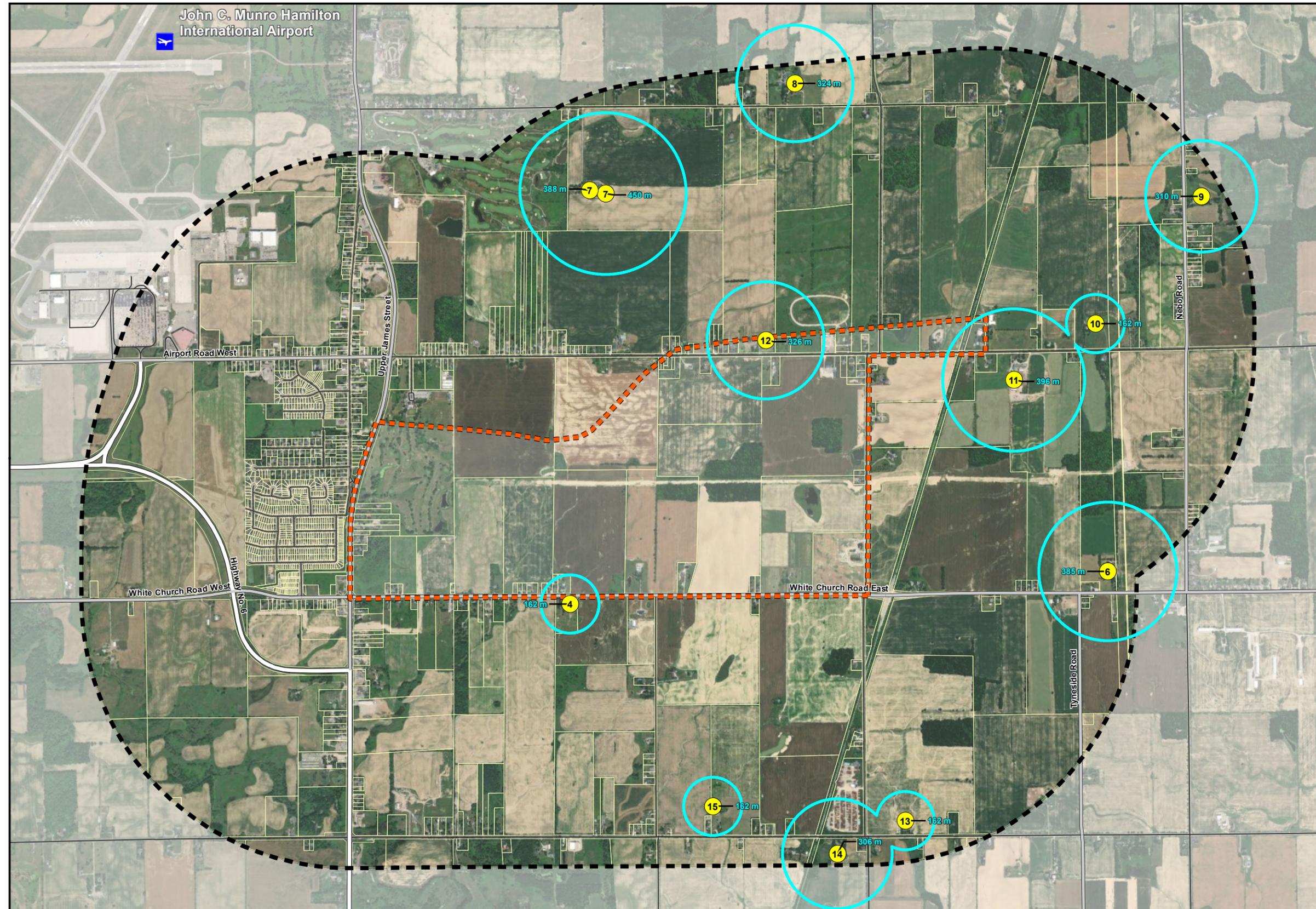
August 24, 2021

Scale 1:23,000



HAMILTON AGRICULTURAL IMPACT ASSESSMENT

MINIMUM DISTANCE SEPARATION FACILITIES, LOCATIONS & BUFFER AREAS - WHITECHURCH



MDS Facilities

- Farms Requiring MDS
- Building Base Distance (Minimum Distance from Livestock Barn)

Study Area

- Study Area
- Study Area Buffer (1,500 m)

Base Mapping

- ✈ John C. Munro Hamilton Int. Airport
- Provincial Highway / Parkway
- Arterial Roads
- Minor Roads

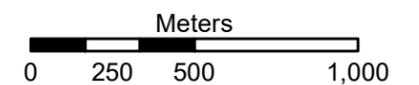


NORTH

Map Prepared by: PFM
 Dillon Consulting Limited
 Map Checked by: SR
 Dillon Consulting Limited

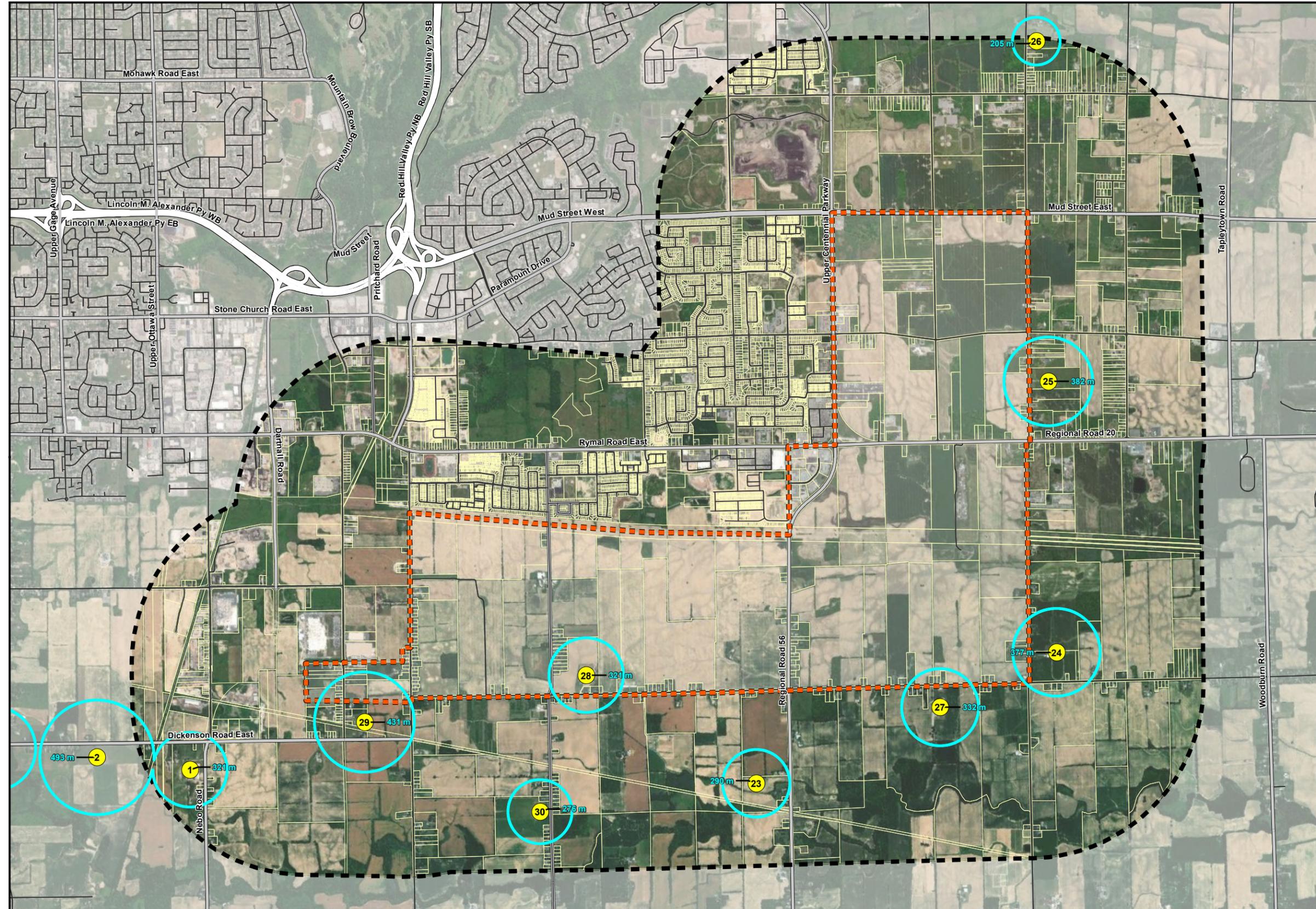
August 24, 2021

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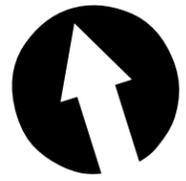


HAMILTON AGRICULTURAL IMPACT ASSESSMENT

MINIMUM DISTANCE SEPARATION FACILITIES, LOCATIONS & BUFFER AREAS - ELFRIDA



- MDS Facilities**
- Farms Requiring MDS
 - Building Base Distance (Minimum Distance from Livestock Barn)
- Study Area**
- Study Area
 - Study Area Buffer (1,500 m)
- Base Mapping**
- Provincial Highway / Parkway
 - Arterial Roads
 - Minor Roads
 - Municipality Boundary

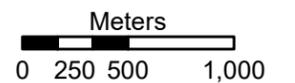


NORTH

Map Prepared by: PFM
 Dillon Consulting Limited
 Map Checked by: SR
 Dillon Consulting Limited

August 24, 2021

Scale 1:34,000

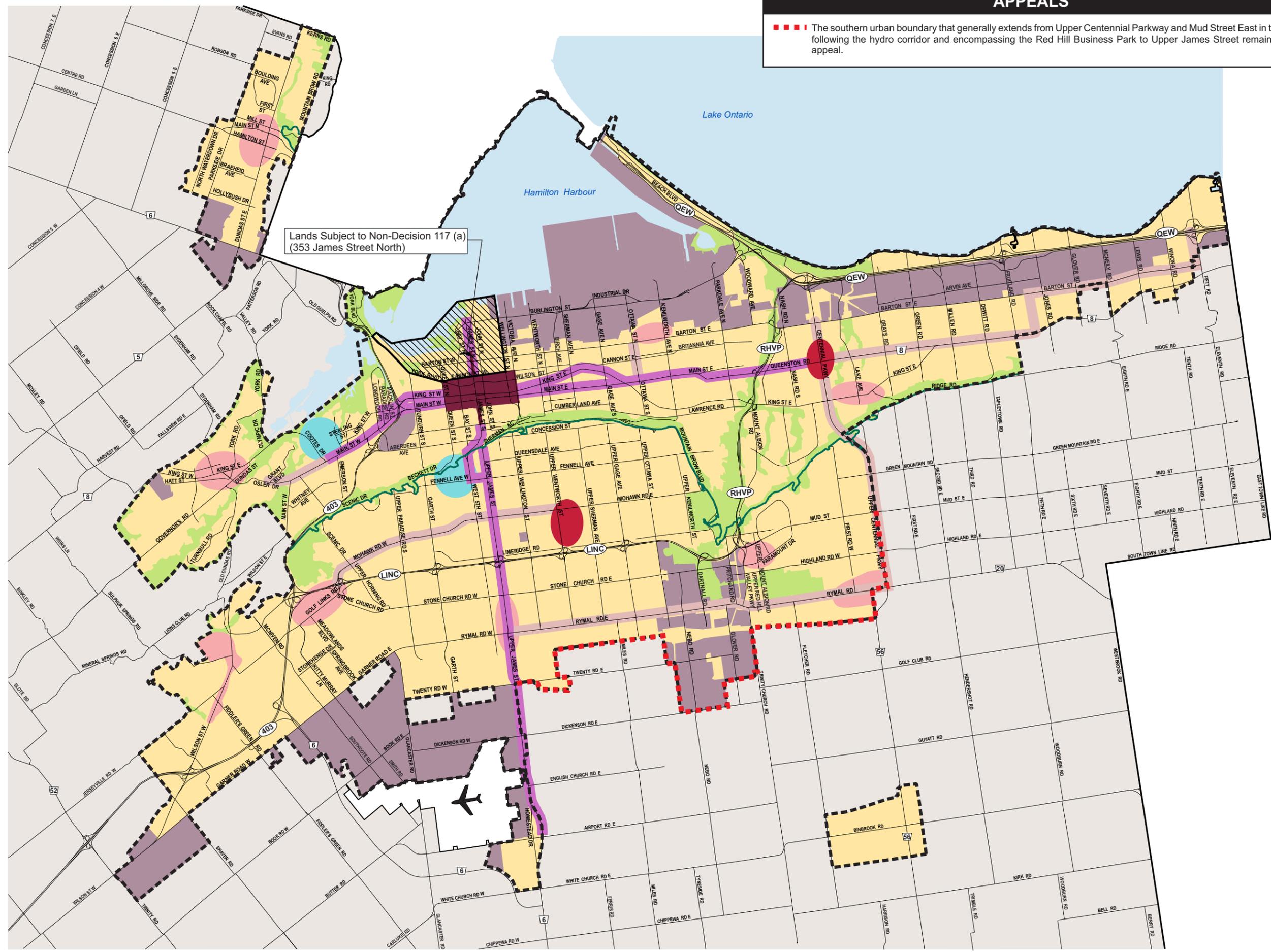


Appendix F:

UHOP Schedules

APPEALS

■ ■ ■ ■ The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal.



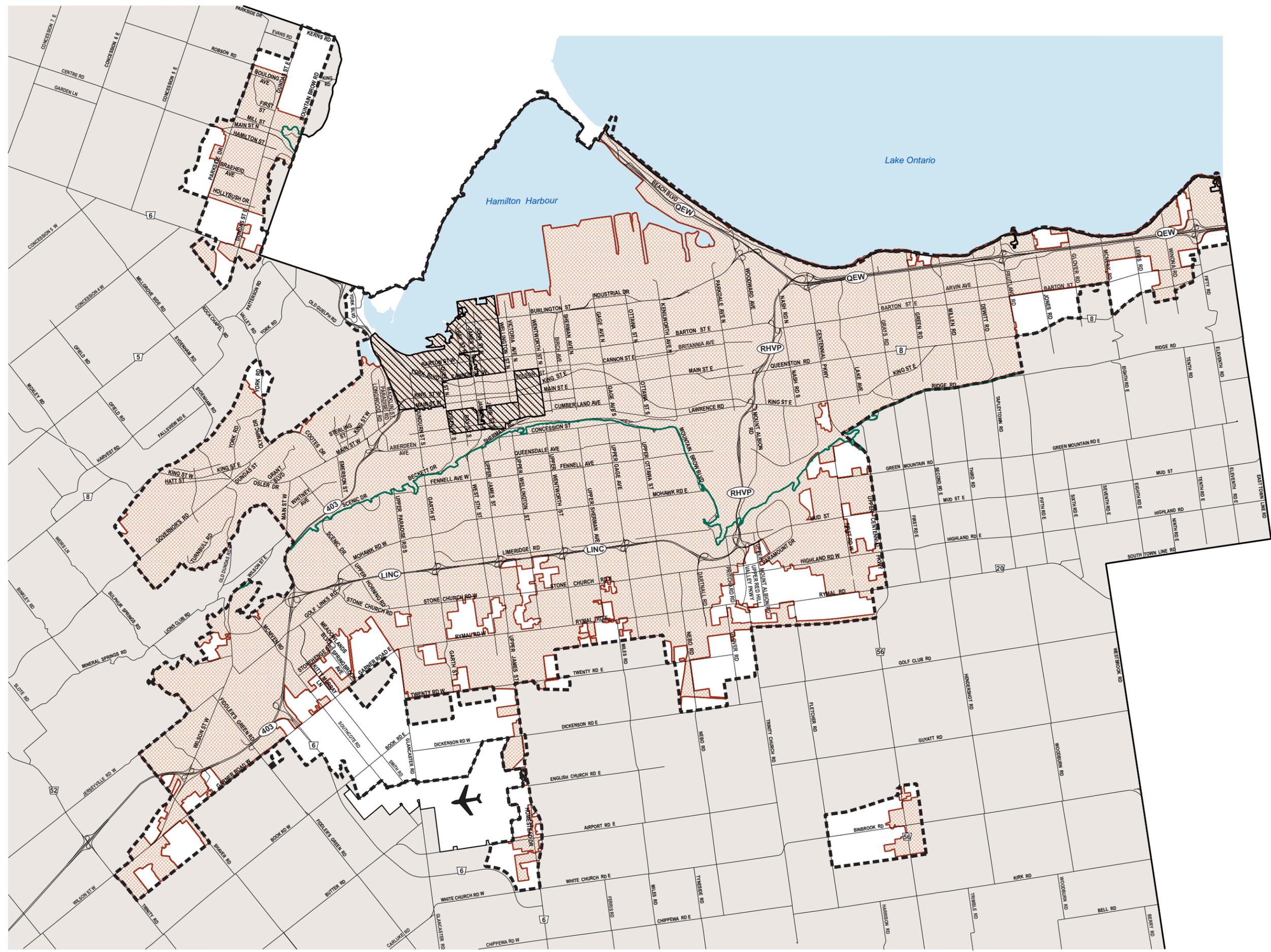
Lands Subject to Non-Decision 117 (a)
 (353 James Street North)

- Legend**
- Urban Structure Elements**
- Neighbourhoods
 - Employment Areas
 - Major Activity Centres
 - Major Open Space
- Nodes**
- Downtown Urban Growth Centre
 - Sub Regional Service
 - Community
- Corridors**
- Primary
 - Secondary
- Other Features**
- Rural Area
 - John C. Munro Hamilton International Airport
 - Niagara Escarpment
 - Urban Boundary
 - Municipal Boundary
 - Lands Subject to Non Decision 113 West Harbour Setting Sail

Council Adoption: July 9, 2009
 Ministerial Approval: March 16, 2011
 Effective Date: August 16, 2013

**Urban Hamilton Official Plan
 Schedule E
 Urban Structure**





The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal – see illustration on Schedules E and E-1, Volume 1

Legend

- Built Boundary
- Built-up Area
- Central Hamilton

Other Features

- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

Council Adoption: July 9, 2009
 Ministerial Approval: March 16, 2011
 Effective Date: August 16, 2013

**Urban Hamilton Official Plan
 Appendix G
 Boundaries Map**

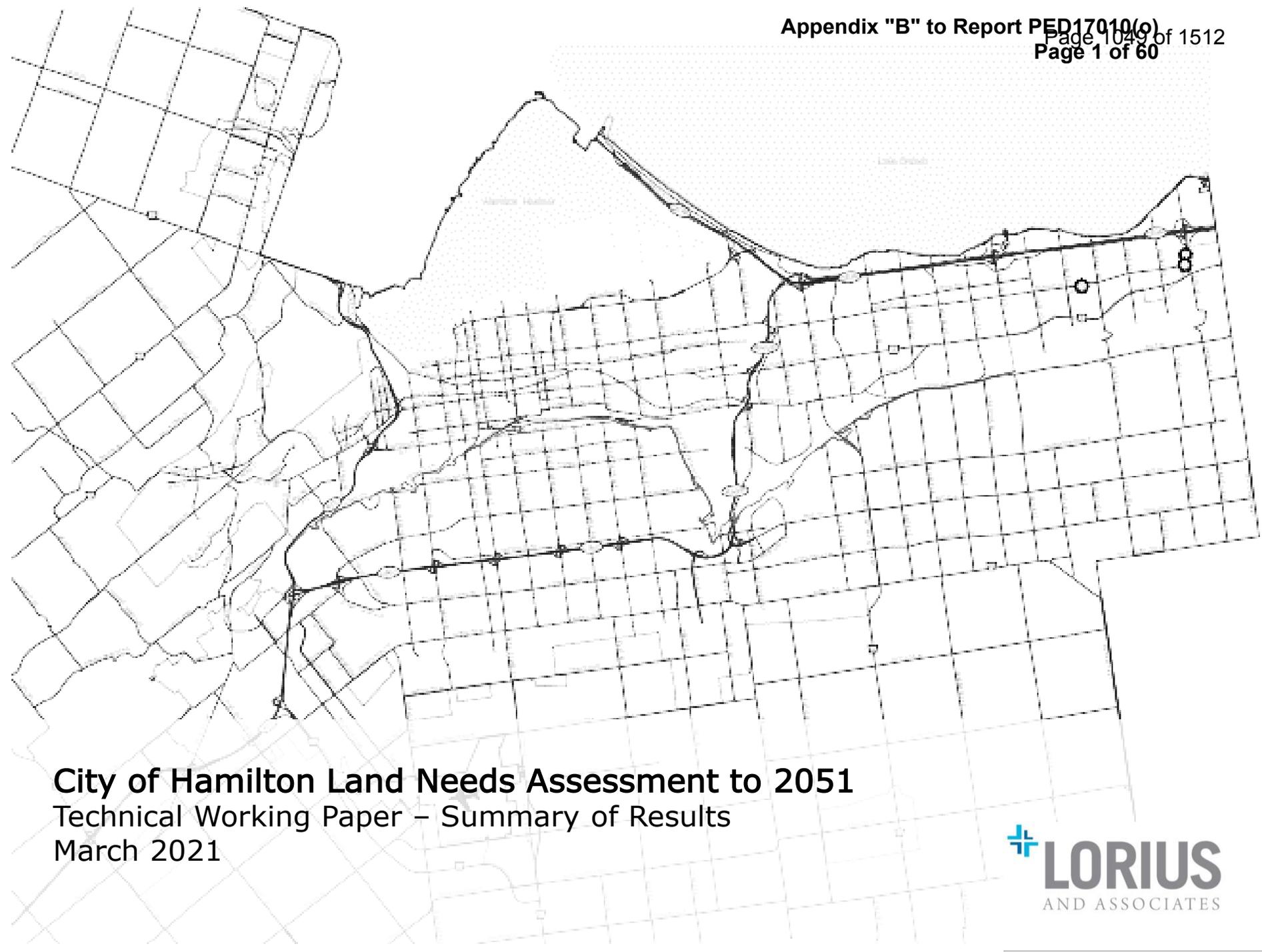
Not To Scale

Hamilton

Date: February 2021

PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT

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City of Hamilton Land Needs Assessment to 2051
Technical Working Paper – Summary of Results
March 2021

Contents

Introduction	2
Growth Context to 2051	10
Community Area Land Need	17
Employment Area Land Need	36
Conclusions	57

Section 1: Introduction

The Land Needs Assessment and 'GRIDS 2'

The City of Hamilton has retained Lorus and Associates, in association with Hemson Consulting Ltd., to prepare an assessment of urban land needs over the period to 2051. The Land Needs Assessment (LNA) is required to support the update of the Growth Related Integrated Development Strategy (the GRIDS 2 update) and the Municipal Comprehensive Review (MCR) for the period to 2051.

The LNA has been prepared in accordance with the *Growth Plan for the Greater Golden Horseshoe: A Place to Grow (Growth Plan, 2020)* and updated method for completing the analysis set out in the report: *Land Needs Assessment Methodology for the Greater Golden Horseshoe (2020)* (the "Provincial method" or "mandated method"). The mandated method (2020) replaces the previous 2018 version. In accordance with the new Provincial method, the LNA for the City of Hamilton includes:

- A forecast of population, housing and employment by type to 2051;
- Housing market and trends analysis;
- Residential intensification market demand analysis;
- Employment and economic analysis; and
- Designated Greenfield Area (DGA) analysis.

The LNA is undertaken based on the results of the above technical inputs, *Growth Plan* policy directions and required components of the mandated method for analysis. The results are summarized in this Technical Working Paper. The City of Hamilton continues to engage with Provincial staff to review the results of the GRIDS 2 update. A process of public consultation will also be undertaken as part of the approval process for the MCR and implementing official plan amendment(s)(OPA).

As a result, the results of the LNA may be subject to revision depending on feedback received through the process of public consultation and Provincial review. The results may also need to be revisited at the MCR OPA stage to update for new information such as building permits, housing completions, employment land conversions or other economic factors that may have changed.

Section 1: Introduction

Economic and demographic context for analysis

Positive Long-Term Economic Outlook for the GGH

1

- Notwithstanding the short-term impacts of the COVID-19 Pandemic, the long-term economic outlook for the Greater Golden Horseshoe (GGH) is positive.
- The Greater Toronto and Hamilton Area (GTHA) will continue to attract international migrants that drive population growth.
- Rates of long-term economic growth will be generally sufficient to absorb the expanding labour force through migration.

Shifts in the Housing Market to Higher Density Forms

2

- Several factors have led to a sharp rise in housing prices over the last decade.
- A corresponding shift has occurred in the proportion of people living in denser and more affordable housing forms.
- Intensification has become more prevalent throughout the GTHA, including in the City of Hamilton, though more working from home may affect the demand for smaller living spaces going forward.

Changes in the way Office Space is Being Used

3

- Increased mixing of work activities, office sharing and automation are changing the way office space is being used.
- 'Offices' are increasingly occupying non-office forms: "flex space", co-working and industrial multiples.
- Trends are blurring the lines between traditional industrial and office use with implications for density and land use within employment areas.

Continued Demand for Greenfield Employment Land

4

- The economic outlook anticipates greater success in accommodating employment land activities through intensification.
- However, the availability of greenfield sites with good highway access will continue to be the primary driver of demand.
- Growth in e-commerce and weaknesses in global supply chains revealed by COVID-19 will support demand for local manufacturing, storage, distribution and logistics space.

Section 1: Introduction

Approach to the analysis

The assessment of urban land needs is undertaken by comparing a forecast of future demand for housing and employment to the current land supply. Within the context of PPS and *Growth Plan* policy directions to encourage a more compact urban form, conclusions are then drawn on the need, if any, for additional lands over the forecast horizon. Land needs are assessed for two key areas:

- **Community Areas** – where the vast majority of housing required to accommodate forecasted population will be located, as well as the majority of population-related jobs, most office jobs and some employment land employment jobs. Community areas include the Delineated Built-up Areas and the Designated Greenfield Area (excluding employment areas); and
- **Employment Areas:** where most of the employment land employment (employment in industrial-type buildings) jobs are, as well as some office jobs and some population-related jobs, particularly those providing services to the employment area. Employment Areas may be located in both delineated built-up areas and the designated greenfield area.

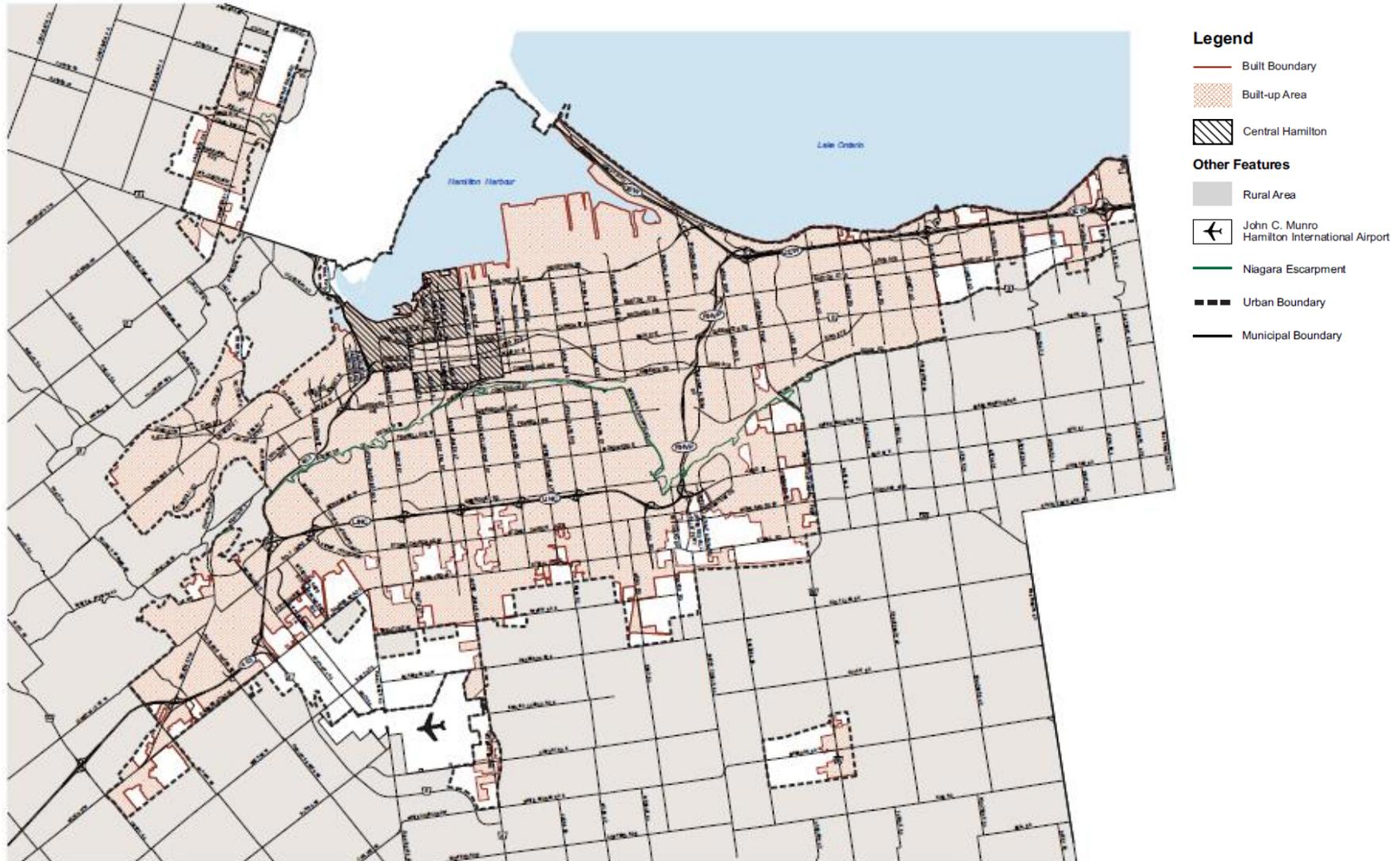
Important Terminology for Understanding the Approach

The **Delineated Built-up Area** is defined as the area that was already built when the 2006 *Growth Plan* first came into effect and is illustrated on the map on the following page. The **Designated Greenfield Area** is defined as lands within settlement areas (lands within the urban boundary) but outside of delineated built-up areas, designated in an official plan for development and required to accommodate growth over the planning horizon. The **Rural Area** is all lands outside the urban boundary, including Prime Agricultural Areas and existing employment land uses: the **Hamilton International Airport (HIA) facility** is located within the City's Rural Area.

The starting point for the analysis is the population and employment forecasts for the upper- and single-tier municipalities that are shown in **Schedule 3 of the *Growth Plan (2020)***. These are the minimum population and employment **forecasts that must be used** for long-range planning and growth management by all municipalities in the GGH, including the City of Hamilton. Higher forecasts may be considered as part of the MCR, however lower forecasts are not permitted.

Section 1: Introduction

The Built-Up Area

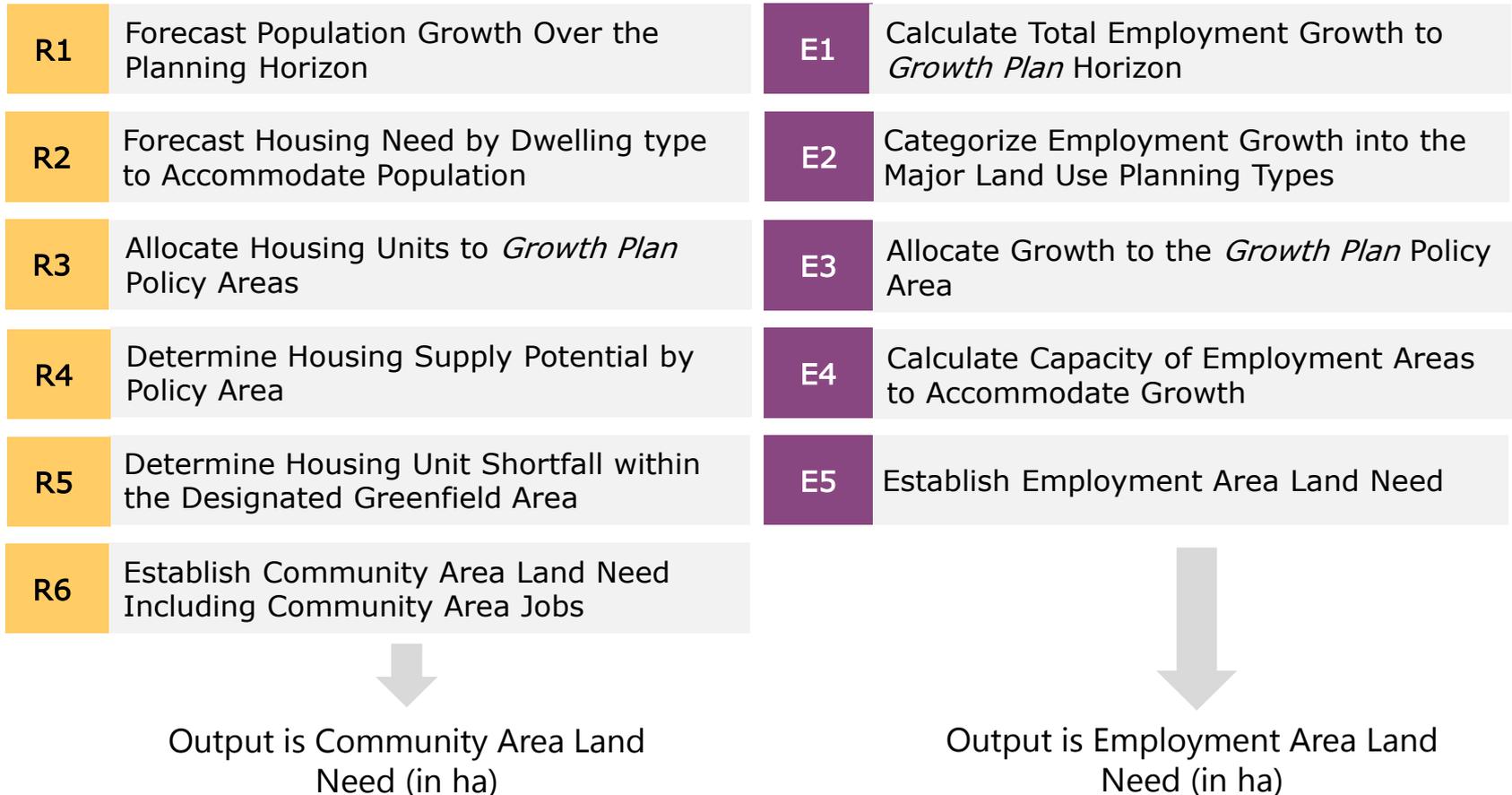


Source: Urban Hamilton Official Plan Appendix G - Boundaries Map

Section 1: Introduction

Method for land needs assessment

The analysis is undertaken according to the key components involved in the Provincial method for Community Area and Employment Area land need assessment. As described in the Provincial method report, there can be flexibility in the sequence of the LNA analysis as long as all components are completed. The sequence taken in this report is summarized below for Community (R1-R6) and Employment (E1 –E5) areas.



Section 1: Introduction

Key influences on land need under the *Growth Plan*

Within a *Growth Plan* policy context, there are two key influences on land needs. The first relates to the minimum proportion of future growth that is to be accommodated through **intensification**. The second relates to the **density of new development** to be anticipated in greenfield locations.

The 50% Intensification Target

The *Growth Plan* requires that by 2015 and each year thereafter, "a minimum of 50% of all residential development occurring annually... will be within the built up area" (Section 2.2.2.1a). This policy provides direction on the minimum proportion of new residential development to occur through intensification and refers to a **total number of new units added**, but not number of people, overall density, specific unit types or units gained or lost through changes in occupancy of the existing stock. The **intensification target has a strong influence** on the LNA results because it limits both the balance of units (and associated land) allocated to the DGA and the different types of units available to satisfy demand to 2051.

The Greenfield Density Target (50 Residents and Jobs Combined per ha)

The *Growth Plan* states that the minimum density target applicable to the DGA of each upper-and single-tier municipality...is not less than 50 residents and jobs combined per ha" (Section 2.2.7.2). Under the new LNA method, the **greenfield density target is no longer a policy input**, but a minimum threshold for conformity purposes. The density target is measured over the entire DGA of each upper- or single-tier municipality excluding natural features identified in local or Provincial plans, applicable rights-of-ways and cemeteries. The target does not include the designated Employment Areas, which are treated separately.

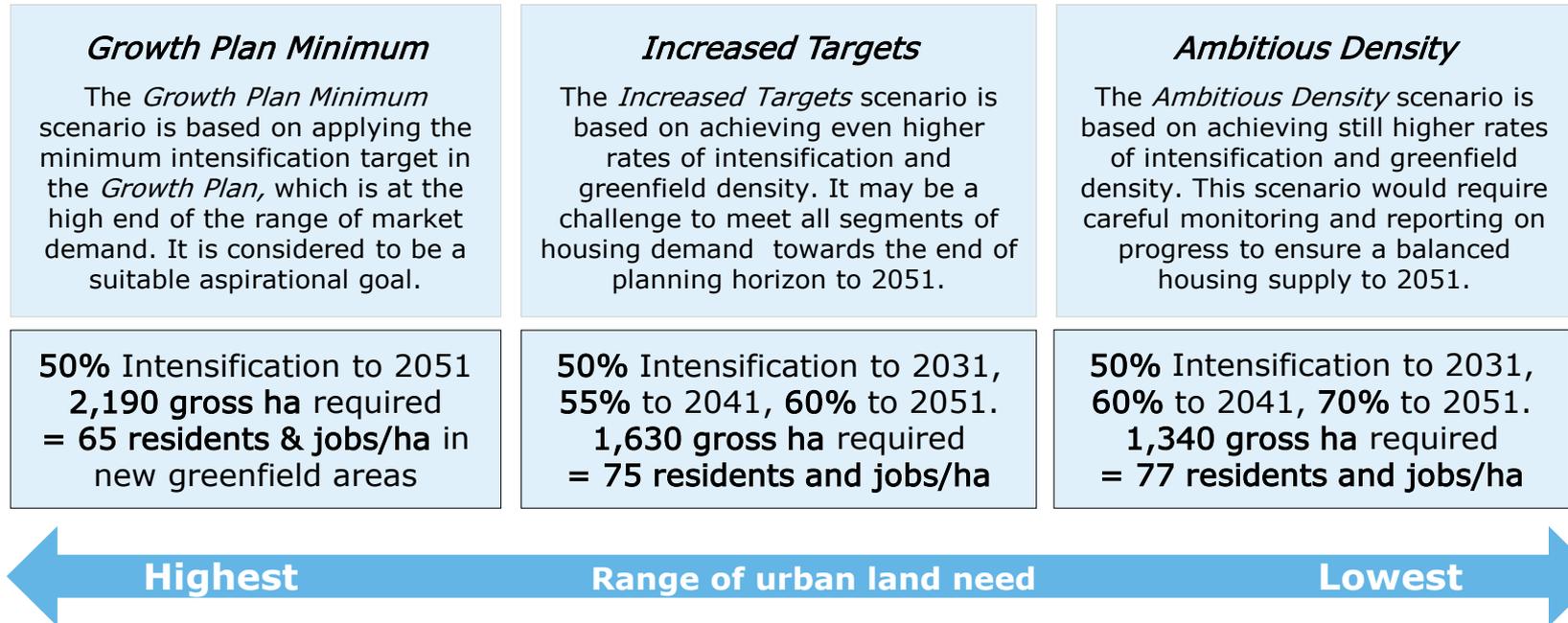
No Mandated Density and Intensification Targets for Employment Areas

Under the Provincial method, Employment Area land needs are based on an analysis of the economic activities likely to locate on those lands and approximate densities at which they are anticipated to develop. **A market-based approach is taken** to recognize the importance of economic activities to the development of 'complete communities' and the challenges associated with changing the pattern of employment growth through *Growth Plan* and associated planning policy directives.

Section 1: Introduction

Scenarios provide a range of future land need

Three scenarios of land need have been prepared. The scenarios are varied by changing the *Growth Plan* intensification target and density of new development by unit type, which are the primary determinants of land need. It is worth reiterating that the under the new Provincial LNA method, **the greenfield density target is an output of the LNA** depending on the intensification rate and unit densities applied to the analysis. The land need scenarios and results are summarized below.



To provide further context for the scenarios, a “Current Trends” analysis has also been prepared to show the results of a 40% intensification target, consistent with the approach taken in the *Residential Intensification Market Demand Analysis* (December 2020). The results indicate an even higher land need – **3,440 gross ha** – and would require that the City request an alternative target under the *Growth Plan*. Employment Area land need (mainly industrial and business park development lands) is held constant for all the scenarios since it is primarily the pattern of housing growth that the *Growth Plan* seeks to change through policy.

Section 1: Introduction

Structure of this report

The report that follows provides the results of the analysis, including Community Area and Employment Area land need, in accordance with the mandated Provincial method. It is structured as five sections:

- **Section 1 sets out the purpose** of the assignment, approach taken to the analysis and the key influences on land need under the *Growth Plan*;
- **Section 2 provides the growth context**, including the population and housing unit growth anticipated, the role of residential intensification, the employment outlook and trends in land and building space requirements, especially office and industrial-type uses;
- **Section 3 summarizes the results of the Community Area LNA** according to the mandated method for analysis. A minimum of 1,340 gross developable ha is required to accommodate growth over the period to 2051.
- **Section 4 summarizes the results of the Employment Area LNA**. The analysis shows that land supply and demand are largely in balance, with no additional lands required for current planning purposes. This result is due largely to the unanticipated lag in employment growth experienced across the GTHA over the 2011 – 2016 period. Employment growth had been accelerating in the post-2016 period until the COVID-19 Pandemic began, leading to significant job losses in early 2020; and
- **Section 5 provides our conclusions**, including a summary of total urban land needs over the period to 2051 and implications for the current UHOP, GRIDS 2 and the MCR process.

Growth Plan (2020)

The Provincial vision for growth is that Hamilton will play an **expanded economic and demographic role** within the regional metropolitan area (GGH) over the planning horizon to 2051

Community Area Land Needs

Under the mandated method for analysis a **minimum of 1,340 gross developable ha** (*Growth Plan* definition) is required depending on the unit density and intensification targets involved.

Employment Area Land Need

No additional lands are required. Forecast demand and land supply are largely in balance. A small surplus is shown over the planning horizon to 2051.

Section 2: Growth Context to 2051

Population forecast to grow significantly

The *Growth Plan* (2020) sets out the Provincial vision for growth in the GGH, including: a strong economy, cleaner natural environment and the achievement of complete communities with access to transit. A key element of the Provincial vision is a **set of forecasts that must be used**, at a minimum, for planning and growth management in the GGH, including Hamilton (Section 5.2.4). The historic and forecast minimum *Growth Plan* population forecast for 2051 is shown below in Table 1.

Table 1

City of Hamilton Historic and Forecast Population

Components of Population	2001	2011	2021	2031	2041	2051
Total Population (with undercount)	510,140	535,000	584,000	652,000	733,000	820,000
Growth last 20 years (2001-2021)			73,860			
Growth next 20 years (2021-2041)					149,000	
Growth next 30 years (2021-2051)						236,000

Source: Hemson Consulting Ltd. based on Statistics Canada Census data and *Growth Plan* Schedule 3 forecasts for 2051. Figures for 2001, 2011, 2021, 2031 and 2041 are from the base forecast models used by Hemson Consulting Ltd. to prepare the report: *Greater Golden Horseshoe: Growth Forecasts to 2051* (the "Hemson forecast report", August 2020). Figures include the Census undercount: i.e. those people that are missed in the Census, or counted twice, or otherwise should not have been counted.

As shown in Table 1, under the *Growth Plan* the City of Hamilton is forecast to achieve a total population of 820,000 in 2051. This forecast is for a significant amount of growth relative to the past: **twice as much over the next 20 years** than the last 20 years, and beyond to 2051. The reason is that, from a regional planning perspective, the *Growth Plan* anticipates an expanded economic and demographic role for the City of Hamilton over time, along with other priority centres in the western GGH.

As described in the updated *Growth Plan* forecast report, the **long-term growth outlook remains positive** notwithstanding the impacts of the COVID-19 Pandemic. In general, both the GTHA and Outer Ring are anticipated to experience rates of long-term economic growth sufficient to absorb the expanding labour force created through migration. This expectation is consistent with the Ministry of Finance's *Ontario's Long Term Report on the Economy* (2017) which remains a sound economic outlook.

Section 2: Growth Context to 2051

Forecast translates into significant new housing units

The *Growth Plan* population forecast translates into significant demand for new housing units, as shown in Table 2 below. In accordance with the mandated method, the housing forecast is based on applying household formation rates to the forecast of population growth by age cohorts as well as age-specific propensities to occupy different housing unit types. The overall housing forecast associated with the *Growth Plan* population forecast to 2051 is shown below in Table 2.

Table 2

City of Hamilton Historic and Forecast Housing Growth

Components of Housing	2001	2011	2021	2031	2041	2051
Occupied Housing Units	188,140	203,800	222,540	258,100	295,170	332,860
Growth last 20 years (2001-2021)			34,400			
Growth next 20 years (2021-2041)					72,630	
Growth next 30 years (2021-2051)						110,320

Source: Hemson Consulting Ltd. based on Statistics Canada Census data and *Growth Plan* Schedule 3 forecasts for 2051. Figures for 2001, 2011, 2021, 2031, 2041 and 2051 are from the base forecast models used by Hemson Consulting Ltd. to prepare the report: *Greater Golden Horseshoe: Growth Forecasts to 2051* (August 2020). Figures are units occupied by usual residents, which is different than the "undercount" noted in Table 1 and distinct from "Total Private Dwellings" reported by the Census that includes vacant units, seasonal and recreational units and/or units occupied by students that report themselves as living elsewhere.

As shown in Table 2, and similar to population, the housing forecast is for a significant amount of growth relative to the past. Under the *Growth Plan*, the City of Hamilton is forecast to grow to a total of 332,860 housing units in 2051. This forecast translates into more than **twice the number of new units** over the next 20 years than were completed in the last 20 years, and beyond to 2051. Again, this outlook reflects *Growth Plan* expectations for an expanded economic and demographic role for the City of Hamilton over the planning horizon. More specifically, the *Growth Plan* forecasts are structured as a share of the GGH housing market taking into account land supply, especially in southern Halton and Peel regions where rapid growth continues. Over time, as the supply of available development lands in these locations becomes increasingly constrained, Hamilton will be effectively drawn 'closer' to these established communities in the GTA-west and demand for housing will increase considerably.

Section 2: Growth Context to 2051

Outlook for residential intensification is bright

Housing Market has Shifted to Smaller and More Affordable Options

As described in more detail in the *Residential Intensification Market Demand Analysis* report (December 2020) some important shifts have occurred in the pattern of housing demand across the GGH, especially related to demand by unit type. A combination of market, pricing and policy-based factors has led to serious affordability challenges and, in turn, a shift to denser and more affordable housing forms within the GTHA combined with increased demand for new housing in less expensive markets in the Outer Ring and beyond.

Large-Scale Intensification is Emerging in other GTHA Municipalities

The shift towards more affordable housing forms, combined with emerging trends in lifestyle and employer preferences, among other factors, is one of the major reasons for the well-documented surge of new development in central Toronto. Consistent with long-standing demographic patterns, the City of Toronto will continue to play a major role in accommodating apartments: however, it is no longer the only part of the market. Large-scale intensification has started to emerge outside Toronto in more urbanized areas such as southern York and Halton Regions and the City of Hamilton.

Growth Plan Target Represents a Rapid and Substantial Increase in Intensification

As noted, under the *Growth Plan*, municipalities in the GGH are required to plan for a minimum proportion of future growth through intensification: 50% of new housing units in the case of the City of Hamilton and other major urban centres in the GGH such as the Cities of Barrie, Brantford and Guelph.

There is no question that recent housing market trends point to a strong future for intensification. And it is also clear that the City of Hamilton is in an attractive position to shift historic patterns of growth towards denser and more urban forms. However, it is important to understand that the *Growth Plan* target embodies a major shift in the nature of housing demand that will be a challenge for most municipalities to achieve, including Hamilton. So although characterized as "minimum", the *Growth Plan* target is at the **high end of the range of demand** from a market perspective. For the City of Hamilton it represents a rapid and significant increase in the amount of growth to occur through intensification and a substantial change to the profile of future housing demand in favour of apartments.

Section 2: Growth Context to 2051

Long-term economic outlook is positive

Notwithstanding the current COVID-19 Pandemic situation the broad economic outlook for the GGH remains positive. As described in the updated *Growth Plan* forecast report, overall growth is anticipated to return to pre-pandemic expectations within three years along with associated growth in employment and income. The employment forecast for the City of Hamilton within this context is shown below in Table 3.

Table 3

City of Hamilton Historic and Forecast Employment

Components of Employment	2001	2011	2021	2031	2041	2051
Total Employment	205,100	216,900	238,000	271,000	310,000	360,000
Growth last 20 years (2001-2021)			32,900			
Growth next 20 years (2021-2041)					72,000	
Growth next 30 years (2021-2051)						122,000

Source: Hemson Consulting Ltd. based on Statistics Canada Census data and *Growth Plan* Schedule 3 forecasts for 2051. Figures for 2001, 2011, 2021, 2031 and forecast to 2051 are from the base forecast models used by Hemson Consulting Ltd. to prepare the report: *Greater Golden Horseshoe: Growth Forecasts to 2051* (August 2020). Employment includes usual place of work, work at home and no fixed place of work employment.

As discussed in the *Residential Intensification Market Demand Analysis* report (December 2020) the prior *Growth Plan* forecasts prepared in 2012 overestimated population and employment growth in Hamilton as well as all other upper and single-tier municipalities, except the City of Toronto. The main reason for the shortfall in growth is that the forecasts prepared for 2011 to 2016 did not anticipate the degree of out-migration to western Canada from Ontario or Ontario's decline in its national share of immigration.

In the post-2016 period, however, migration patterns had returned to historic averages and growth was accelerating until the COVID-19 Pandemic began in early 2020. For Hamilton, the employment forecast is for **a total of 360,000 jobs in 2051**. The growth outlook is predicated on continued diversification of the local economy, the revitalization of central City employment areas and the emergence of small major office clusters supported by well-located and extensive employment areas throughout the City.

Section 2: Growth Context to 2051

Outlook structured by major land use planning types

The approach taken to forecasting employment growth for the purposes of the LNA is based on four land use planning-based types: population-related, major office, employment land and rural-based employment. The four employment types are described below.

<p>Population-Related Employment</p> <p>Jobs that exist primarily to serve the resident population, including retail, education, health care, local government and work-at-home employment, the vast majority of which are located in community areas.</p>	<p>Major Office Employment</p> <p>Jobs contained within free-standing buildings more than 20,000 net square feet (1,858 m2) in size. This definition differs from the size threshold of 4,000 m2 used in <i>Growth Plan</i> policy for other planning purposes.</p>	<p>Employment Land Employment</p> <p>Jobs accommodated primarily in industrial-type buildings. The vast majority are located within business parks and industrial areas. However, some jobs can be found in older community areas and rural locations.</p>	<p>Rural-based Employment</p> <p>Jobs scattered throughout rural lands that typically include agriculture-related uses, small manufacturing or construction businesses run from rural properties and some associated retail, service or commercial uses.</p>
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From an employment perspective, most of the lands required to accommodate growth will be for employment land employment. The **LNA term "Employment Area" is different**, and refers to the geographic areas typically planned to be occupied by, but not necessarily used exclusively for, employment land employment. Employment Areas tend to be where most employment land employment (i.e. jobs in industrial-type buildings) are located but also contain limited major offices, in some cases, and population-related employment, particularly those providing services to the designated Employment Area.

Population-related employment tends to be accommodated in existing locations (such as the Downtown and other nodes) and through the normal course of secondary planning for new residential communities. Major office employment occurs under a unique market dynamic and at extremely high densities, so requires very little urban lands. Rural-based employment, while an important part of the City's economy, is a relatively small part of the employment base and forecast to grow marginally over the planning horizon.

Section 2: Growth Context to 2051

Land and building space requirements are evolving

From a land needs perspective, there have been some relevant trends in the recent pattern of land use and real estate development, especially for major office and industrial-type buildings. Some of these trends have been accelerated by the COVID-19 Pandemic in the short-term, however the extent to which these represent a permanent shift remains unclear.

Market Shift for Major Office Development to Downtown Toronto

One of the key features of recent growth in the GTHA has been the surge of major office development in downtown Toronto. This concentration of offices generally had the effect of reducing new space demand in other parts of the GTHA. Notwithstanding current COVID-19 effects, the short-term attraction of downtown Toronto is likely to remain. Over the longer term, however, the major office market is expected to cycle back to a more even balance between Toronto and established suburban nodes in southern York, Peel and Halton regions as well as emerging markets in Durham and Hamilton.

Office Work Increasingly Occupying Non-Office Forms

Partly in response to the recent concentration (and rising cost) of major office space, an emerging trend in many communities outside the City of Toronto has been a broadening of the built forms in which office uses are choosing to locate, including co-working, flex space and industrial multiples. The prevalence of this type of space has become more widespread across the GTHA, including Hamilton, and may be accelerated by the COVID-situation as users explore new office models. This trend along with the attraction of suburban office markets from a real estate cost perspective bodes well for the future of office growth.

Pattern of Change in Employment Areas More Complex

Trends in the locational preference of office use are 'blurring' the lines between traditional industrial and major office uses, with resulting impacts on density and land needs. While densities in some areas may increase as a result of the growing integration of different functions, this effect is being tempered by more land-extensive development elsewhere, particularly in newer employment areas focussed on the fulfilment and distribution of e-commerce activity. For the City of Hamilton, the overall density impacts depend on the nature of the individual area and types of economic activities being carried out.

Section 2: Growth Context to 2051

Demand for Employment Areas will remain strong

Notwithstanding recent shifts in the pattern of development, significant growth is still anticipated for the range of economic activities typically accommodated in Employment Areas. And although the structure of employment in the GTHA and City of Hamilton continues to shift gradually away from traditional economic sectors, Employment Areas are still required to accommodate new development.

Grown in 'E-commerce' Driving Demand for Warehousing and Distribution Facilities

Growth in e-commerce has driven a surge in demand for warehouse, distribution and logistics space. There is no evidence this pattern will change and has been accelerated by the COVID-19 Pandemic. These trends are driving demand for increasingly larger, land-extensive and low-density facilities in greenfield locations (sometimes referred to as "Big Bomber" warehouses). Although the LNA anticipates some greater success in accommodating employment land growth through intensification, the availability of large sites with good transportation access, especially 400-series highways, will remain the primary driver of demand.

Many Service Sector Uses Also Occupy Industrial Space

Contrary to popular perception, not all Employment Areas are dominated by the goods-producing sector. Recent years in the GTHA have seen significant growth in service-type activities within Employment Areas, reflected in part by the rise of the 'flex' space market and adaptive re-use in older more mature industrial areas. As these sectors grow there will be continued demand for space in Employment Areas beyond the 'traditional' manufacturing and distribution typically associated with industrial buildings.

Manufacturing will Continue to Play a Role

In our view, manufacturing will continue to play a role in new building space requirements, although the overall amounts are unclear. Some sectors have the potential to outpace expectations, especially as rates of technology adoption and the economics of small-scale local production improve. Two of the more likely outcomes arising out of the COVID-19 Pandemic are: first, a reshoring of some industries (medical supplies for instance); and second, increased automation to lower production costs and limit vulnerability to health risks. The outlook for the goods producing sector is more positive under this scenario, but likely with fewer employees (and therefore at lower densities) relative to the past.

Section 3: Community Area Land Need

Overview of mandated steps in the analysis

This section summarizes the results of Community Area land need analysis, within the broad growth context described in Section 2. The analysis is undertaken according to the mandated components of the Provincial method, shown again below for convenience. Key data sources and inputs to the analysis are summarized at right, with additional notes and commentary provided for the tables that follow.

Key Data Sources and Inputs

1. 2016 base population and household information are from Statistics Canada, including net under-coverage and non-household population rates. Total 2051 population is the *Growth Plan* forecast (2020).
2. Estimated 2021 housing units and population and forecast total housing units to 2051 are provided by Hemson Consulting Ltd. based on Statistics Canada and Canada Mortgage and Housing Corporation (CMHC) housing market information.
3. The allocation of housing units by *Growth Plan* policy area is based on a typical housing mix inside and outside the built-up area and the specific intensification target applied to the analysis.
4. Housing supply potential is based on information from the City of Hamilton Geographic Information System (GIS), land use and building permit tracking systems.
5. The housing unit shortfall within the DGA is determined based on a comparison of housing supply (R4) to forecast housing demand (R3) by unit type.
6. Community Area land need is determined by applying appropriate density factors to the unit shortfall by type and taking into account population-related employment, in accordance with the mandated method for analysis. Total DGA density is estimated based on PPU factors from the 2019 Development Charge (DC) Background Study prepared by Watson & Associates.

R1	Forecast Population Growth Over the Planning Horizon
R2	Forecast Housing Need by Dwelling type to Accommodate Population
R3	Allocate Housing Units by <i>Growth Plan</i> Policy Area
R4	Determine Housing Supply Potential by Policy Areas
R5	Determine Housing Unit Shortfall within the Designated Greenfield Area
R6	Establish Community Area Land Need Including Community Area Jobs

Section 3: Community Area Land Need

R1

Step R1 Forecast population growth over the planning horizon

The first component in the assessment of Community Area Land Need is the forecast of population over the period to 2051, shown previously in Table 1. In accordance with the *Growth Plan* Schedule 3 forecasts (2020) Hamilton is forecast to achieve a **2051 population of 820,000** including the Census net undercoverage.

Step R2 Forecast Housing Need by Dwelling Type

R2

The *Growth Plan* population forecast translates into demand for approximately **110,320 new housing units** over the 2021-2051 period, shown previously in Table 2. In accordance with the mandated method, the housing forecast is based on applying household formation rates to the forecast of population growth by age cohorts as well as age-specific propensities to occupy the four main housing unit types established in the updated *Growth Plan* forecasts: single and semi detached, rowhouse, accessory and apartment units. The result is a **market-based housing need forecast by dwelling type** shown below in Table 4, with single-family dwellings (single and semi detached) the predominate form at 50% of the forecast growth.

Table 4

City of Hamilton Market-Based Housing Unit Need by Dwelling Type

Census Year	Single and Semi	Rows	Accessory Units	Apartment Building	Total
2021	135,360	29,370	3,940	53,880	222,540
2031	154,120	37,780	4,750	61,450	258,100
2041	173,180	47,110	5,680	69,200	295,170
2051	191,370	56,970	6,700	77,820	332,860
Growth 2021-2051	56,020	27,600	2,760	23,940	110,320
Share	50%	25%	3%	22%	100%

Source: Hemson Consulting Ltd. based on Statistics Canada Census, Annual Demographic Estimates and the *Growth Plan* Schedule 3 forecasts for 2051. "Single and Semi" includes single detached and semi detached houses as well as movable dwellings as defined by Statistics Canada. Rows are rowhouses as defined for the Census. Accessory units are apartment units added to an existing single or semi-detached house, either attached or not to the existing dwelling. Apartments comprise all apartment buildings whether greater than or less than 5 storeys in height.

R2

Section 3: Community Area Land Need

Step R2 Forecast Housing Need by Dwelling Type

As shown in Table 4, the market-based mix of housing is characterized largely by ground-related units; defined as single and semi-detached units and rowhouses. As summarized in Table 5 below, roughly three quarters of the forecast housing growth is for ground-related versus apartment units. Accessory units are apartments added to an existing single, semi-detached or rowhouse rather than duplex units as defined by the Census. This change was introduced in the updated *Growth Plan* forecasts to more accurately reflect how these units are treated from a land use planning perspective.

Table 5

City of Hamilton Ground-Related versus Apartment Unit Growth

Census Year	Ground-Related	Accessory Units	Apartment Building	Total
2021	164,730	3,940	53,880	222,540
2051	248,340	6,700	77,820	332,860
Growth 2021-2051	83,610	2,760	23,940	110,320
Unit Mix 2021-2051	75%	3%	22%	100%

Source: Hemson Consulting Ltd. based on Statistics Canada Census, Annual Demographic Estimates and *Growth Plan* Schedule 3 forecasts for 2051. Figures may not add due to rounding. Forecast housing mix by dwelling type varies slightly from the *Greater Golden Horseshoe: Growth Forecasts to 2051* report, the basis for the 2020 Schedule 3 to the *Growth Plan*.

As noted, the *Growth Plan* mandates the minimum target for intensification to be 50% of new units inside the built boundary over the period to 2051. The 'market-based' unit mix shown in Table 4 and Table 5, however, is not consistent with *Growth Plan* objectives to encourage a shift to higher density forms. As a result, the forecast **housing mix needs to be adjusted** to reflect *Growth Plan* objectives and allocate the forecast housing units by *Growth Plan* policy areas. This adjustment and allocation of housing units to the *Growth Plan* policy areas is undertaken in step three of the analysis (Step R3).

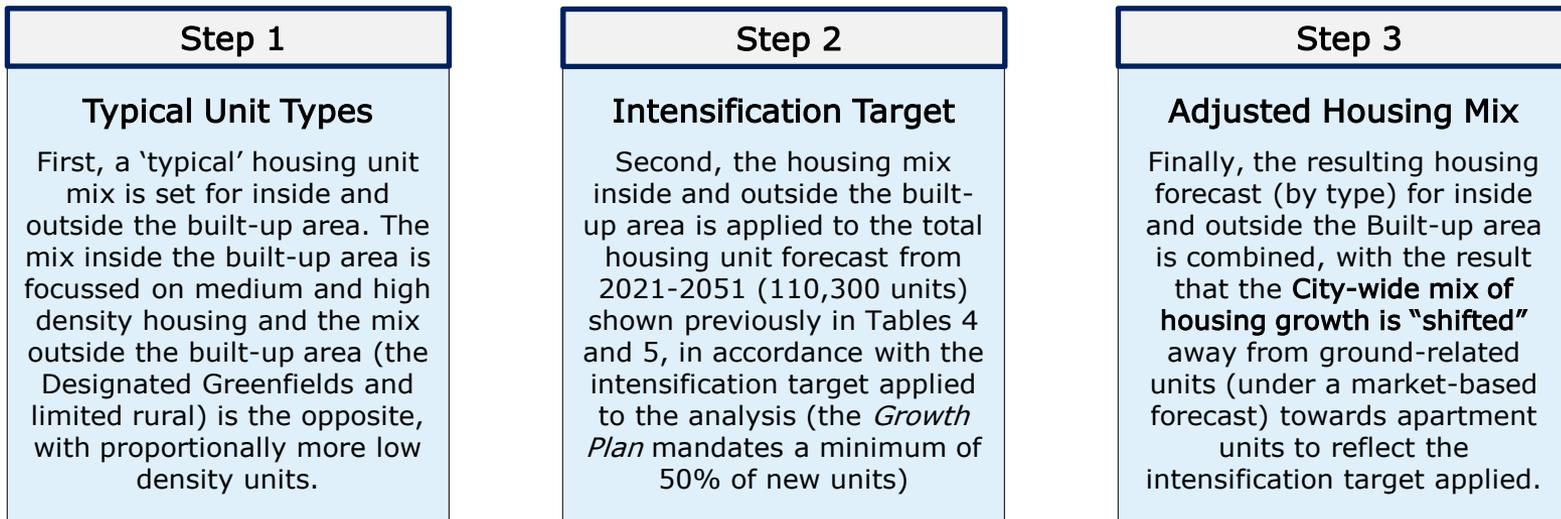
R3

Section 3: Community Area Land Need

Step R3 Allocate housing units by *Growth Plan* policy area

The third step in the analysis is to assess how the housing growth projected in Step R2 will be allocated to address *Growth Plan* requirements to direct specific shares of housing growth between the delineated built-up area, rural area and the DGA. The analysis is undertaken from an estimated 2021 base to incorporate the most recent available information and serve as the effective date of the MCR completion.

Of particular relevance is the allocation to the DGA, which forms the basis for the comparison of supply and demand (Step R4) to determine housing unit shortfalls by unit type (Step R5) and, ultimately, Community Area land need (Step R6). As described in the *Residential Intensification Market Demand Analysis* report (December 2020), the vacant land supply for ground-related housing within the City’s Built-up Area is almost fully developed. As a result, there are not enough sites to accommodate the full range of housing growth. Accordingly, **demand must be redistributed to higher density apartment unit and row housing forms** that can be accommodated through intensification. There are three steps to the redistribution:



R3

Section 3: Community Area Land Need

Step R3 Allocate housing units by *Growth Plan* policy area

The effect of the housing mix adjustment is to “shift” housing units out of the ground-related category to apartment units to achieve *Growth Plan* policy goals, specifically the intensification target. The degree of the shift depends on the intensification target applied to the scenarios: with lower targets requiring a less dramatic shift than higher targets. For example, the shift and resulting allocation of housing units for the *Growth Plan Minimum* scenario is illustrated below in Table 6.

Table 6

City of Hamilton Allocation of Housing Units by *Growth Plan* Policy Area

Housing Mix by Policy Area – <i>Growth Plan Minimum</i> Scenario (50% Intensification)	Ground-Related	Accessory Units	Apartment Building	Total
Mix Inside the Built-up Area	20%	4%	76%	100%
Mix in DGA and Rural	94%	1.5%	4.5%	100%
Units – Inside the Built-up Area (50% of growth)	11,030	2,210	41,920	55,160
Units - DGA and Rural (50% of growth)	51,850	830	2,480	55,160
Policy-based Growth 2021 – 2051	62,880	3,030	44,400	110,320
Market-Based Growth (from Table 5)	83,610	2,760	23,940	110,320
Policy-based Growth (above)	62,880	3,030	44,400	110,300
Difference Market vs. Policy-based	(20,730)	+270	+20,460	0
“Shifted” Share of Market-Based Growth (from Table 5)	25%	10%	85%	0

Source: Hemson Consulting Ltd. forecast models. May not add due to rounding.

As shown shaded in Table 6, to achieve an intensification rate of 50% approximately 20,730 new households that would otherwise occupy ground-related housing units are ‘shifted’ to apartments. This represents a share of about 25% of the ground-related housing growth from 2021-2051 of approximately 83,610 units under the market based forecast as shown previously in Table 5.

Section 3: Community Area Land Need

Step R3 Allocate housing units by *Growth Plan* policy area

R3

For context, the shift to apartments is lower under a "Current Trends" analysis, as described in more detail in the *Residential Intensification Market Demand Analysis* report (December 2020). The Current Trends forecast still embodies a shift in housing demand towards apartments though to a lesser extent than the *Growth Plan Minimum* scenario. The shift and resulting allocation of housing units for the *Current Trends* scenario is illustrated below in below in Table 7.

Table 7

City of Hamilton Allocation of Housing Units by *Growth Plan* Policy Area

Housing Mix by Policy Area – <i>Current Trends</i> Scenario (40% Intensification)	Ground-Related	Accessory Units	Apartment Building	Total
Mix Inside the Built-up Area	20%	4%	76%	100%
Mix in DGA and Rural	94%	1.5%	4.5%	100%
Units – Inside the Built-up Area (40% of growth)	8,830	1,760	33,540	44,130
Units - DGA and Rural (60% of growth)	62,220	990	2,980	66,190
Policy-based Growth 2021 – 2051	71,050	2,760	36,520	110,320
Market-Based Growth (from Table 5)	83,610	2,760	23,940	110,320
Policy-based Growth (above)	71,050	2,800	36,520	110,320
Difference Market vs. Policy-based	(12,570)	-	12,570	0
"Shifted" Share of Market-Based Growth (from Table 5)	15%	0	53%	0

Source: Hemson Consulting Ltd. forecast models. May not add due to rounding.

As shown shaded in Table 7, to achieve an intensification rate of 40% approximately 12,570 new households that would otherwise occupy ground-related housing units are 'shifted' to apartments. This represents a share of about 15% of the ground-related housing growth from 2021-2051 of approximately 83,610 units under the market based forecast as shown previously in Table 5.

Section 3: Community Area Land Need

Step R3 Allocate housing units by *Growth Plan* policy area

R3

The required shift in demand to apartments is greater, however, under the *Increased Targets* and *Ambitious Density* scenarios because they are based on higher rates of intensification. The resulting allocation and City-wide unit mix for the three main scenarios is summarized below in Table 8.

Table 8

City of Hamilton Allocation of Housing Units by *Growth Plan* Policy Area

Housing Mix by Policy Area – <i>Allocation of units by Land Need Scenario</i>	Ground-Related	Accessory Units	Apartment Building	Total
<i>Growth Plan Minimum</i> (50% Intensification)				
Units – Inside the Built-up Area	11,030	2,210	41,920	55,160
Units - DGA and Rural	51,850	830	2,480	55,160
Growth 2021 – 2051	62,880	3,030	44,400	110,320
Unit Mix 2021-2051	57%	3%	40%	100%
<i>Increased Targets</i> (50%/55%/60% Intensification)				
Units – Inside the Built-up Area	12,140	2,430	46,120	60,680
Units - DGA and Rural	46,660	750	2,230	49,640
Growth 2021 – 2051	58,800	3,170	48,350	110,320
Unit Mix 2021-2051	53%	3%	44%	100%
<i>Ambitious Density</i> (50%/60%/70% Intensification)				
Units – Inside the Built-up Area	13,240	2,650	50,300	66,190
Units - DGA and Rural	41,480	660	1,990	44,130
Growth 2021 – 2051	54,720	3,310	52,290	110,320
Unit Mix 2021-2051	50%	3%	47%	100%

Source: Hemson Consulting Ltd. base forecast models. May not add due to rounding.

R4

Section 3: Community Area Land Need

Step R4 Determine Housing Supply Potential

After determining the allocation of housing units by *Growth Plan* policy area, the next step is to determine the supply potential to accommodate forecast growth. Of particular relevance to the LNA is the supply potential in the DGA since this provides the basis for determining housing unit shortfalls by unit type in the next step (R5), and ultimately Community Area land need in the final step of the analysis. The City’s year-end 2019 housing supply potential within the DGA is summarized below in Table 9.

Table 9

City of Hamilton Designated Greenfield Area Housing Unit Potential

Local Community Data for Year-end 2019	Single and Semi	Rows	Apartment Building	Total
Ancaster	646	406	260	1,312
Dundas	1	0	0	1
Flamborough	1,051	599	3,215	4,865
Glanbrook	1,826	1,864	125	3,815
Hamilton	1,213	689	461	2,363
Stoney Creek	499	1,373	3,135	5,007
Fruitland-Winona	1,012	3,157	1,138	5,307
Total Greenfield Supply Potential	6,248	8,088	8,334	22,670

Source: City of Hamilton Vacant Urban Residential Land (VRL) Inventory for December 2019. Housing supply potential includes all vacant lands subject to registered, draft approved or pending plans of subdivision and estimates of unit potential on lands not yet subject to plan. Virtually all of the DGA supply is subject to active development plans.

City staff have determined that there is an ample supply of potential sites to accommodate intensification within the Built-up Area (see *Residential Intensification Supply Update, 2020*, City of Hamilton). Within the City’s Rural Area, there is a large number of legal lots of record as well as Rural Settlement Areas (RSA) that have the potential for future infill development. However, from an LNA perspective only a very small proportion of growth is allocated to the rural area given *Growth Plan* and City planning policies to direct growth to urban settlement areas with full municipal services.

R4

Section 3: Community Area Land Need

Step R4 Determine Housing Supply Potential

As noted in Step R3, the Community Area LNA is undertaken from an estimated 2021 base to incorporate the most recent available information and serve as the effective date of the MCR completion. The City’s most recent housing supply information, however, is year-end 2019 as shown previously in Table 9. In order to properly compare supply and demand over the 2021-2051 period, the City’s year-end 2019 supply must be adjusted. The adjustment is made by removing a share of known completions for 2020 from CMHC housing market data and an estimate of units that will be completed from year-end 2020 to mid-year 2021. The adjusted DGA unit supply potential is summarized below in Table 10.

Table 10

City of Hamilton Designated Greenfield Area Housing Unit Potential

Components of DGA Housing Unit Supply Potential	Single and Semi	Rows	Apartment Building	Total
DGA Unit Supply Potential, Year-End 2019 (Table 9)	6,248	8,088	8,334	22,670
Estimated Completions Year-end 2019 to mid-year 2021				
City-wide estimated Completions	910	1,220	1,200	3,330
Share Designated Greenfield Area Completions	75%	80%	20%	57%
Estimated DGA Completions to mid-year 2021	680	970	240	1,890
DGA Unit Supply Potential 2021-2051	5,570	7,120	8,090	20,780

Source: Hemson Consulting Ltd., estimates of housing completions by type for the 2016 to 2021 period based on CMHC completed and under construction housing data, City of Hamilton VRL Inventory December 2019 and Geographic Information System (GIS) and Building Permit Tracking system data for residential construction to December 2020. Totals rounded.

The estimated share of DGA completions to mid-year 2021 is based on City of Hamilton building permit data for January to December 2020, which shows a pattern one would expect based on the land supply situation discussed previously. Most of the ground-related housing activity (Singles and Semis and Rows) is occurring in the DGA (roughly 75%) whereas most apartment building activity is occurring inside the Built-up area through redevelopment and intensification. This pattern is continued. The result is an adjusted supply potential for mid-2021 that is approximately 1,900 units less than for year-end 2019.

R5

Section 3: Community Area Land Need

Step R5 Determine Housing Unit Shortfall

The next step is to determine the housing unit shortfalls by comparing housing demand (Step R3) to housing supply potential (Step R4). The demand side of the comparison is the forecast housing unit growth in the DGA over the 2021-2051 period, excluding the **very small share of growth (0.5%) allocated to the Rural Area** to account for limited infill in the RSAs over time. Accessory units are also included in the Apartment Building category for the purposes of the LNA, as shown below in Table 11.

Table 11

City of Hamilton Designated Greenfield Area Housing Demand

Land Need Scenario – Housing Demand for DGA Only (no Rural units)	Single and Semi	Rows	Apartment Building	Total
<i>Current Trends (40% Intensification)</i>				
Unit Growth 2021-2051 DGA	41,030	20,980	3,970	65,980
Housing Mix of Growth	62%	32%	6%	100%
<i>Growth Plan Minimum (50% Intensification)</i>				
Unit Growth 2021-2051 DGA	32,350	19,320	3,310	54,980
Housing Mix of Growth	59%	35%	6%	100%
<i>Increased Targets (50%/55%/60%)</i>				
Unit Growth 2021-2051 DGA	28,010	18,500	2,980	49,490
Housing Mix of Growth	57%	37%	6%	100%
<i>Ambitious Density (50%/60%/70%)</i>				
Unit Growth 2021-2051 DGA	23,670	17,670	2,650	43,990
Housing Mix of Growth	54%	40%	6%	100%

Source: Hemson Consulting Ltd. base forecast models. May not add due to rounding. A very small share (0.5%) of the City-wide demand for single and semi-detached units is allocated to the rural area. No growth in apartments or rows are allocated to the rural area. DGA housing demand for each scenario translates to approximately 99.7% of the total DGA and Rural demand from Table 8.

Section 3: Community Area Land Need

Step R5 Determine Housing Unit Shortfall

R5

The comparison of supply (from Table 10) to demand (from Table 11) indicates a housing unit shortfall in the DGA for only ground-related units as shown in Table 12 below. There is a surplus of apartment unit supply so this category is shown as not applicable ("n/a") in terms of housing unit shortfall.

Table 12

City of Hamilton Designated Greenfield Area Housing Unit Shortfall

Land Need Scenario – Calculation of Housing Unit Shortfall or Surplus	Single and Semi	Rows	Apartment Building	Total
<i>Current Trends (40% Intensification)</i>				
Unit Growth 2021-2051 DGA (Table 11)	41,030	20,980	3,970	65,980
DGA Unit Supply Potential (Table 10)	5,570	7,120	8,090	20,780
Unit (Shortfall) or Surplus	(35,460)	(13,860)	n/a	n/a
<i>Growth Plan Minimum (50% Intensification)</i>				
Unit Growth 2021-2051 DGA (Table 11)	32,350	19,320	3,310	54,980
DGA Unit Supply Potential (Table 10)	5,570	7,120	8,090	20,780
Unit (Shortfall) or Surplus	(26,780)	(12,200)	n/a	n/a
<i>Increased Targets (50%/55%/60%)</i>				
Unit Growth 2021-2051 DGA (Table 11)	28,010	18,500	2,980	49,490
DGA Unit Supply Potential (Table 10)	5,570	7,120	8,090	20,780
Unit (Shortfall) or Surplus	(22,440)	(11,380)	n/a	n/a
<i>Ambitious Density (50%/60%/70%)</i>				
Unit Growth 2021-2051 DGA (Table 11)	23,670	17,670	2,650	43,990
DGA Unit Supply Potential (Table 10)	5,570	7,120	8,090	20,780
Unit (Shortfall) or Surplus	(18,110)	(10,550)	n/a	n/a

Source: Lorius and Associates based on information from Hemson Consulting Ltd. May not add due to rounding.

R5

Section 3: Community Area Land Need

Step R5 Determine Housing Unit Shortfall

A summary is provided in Table 13 below. As can be seen, there is a shortage of ground-related housing supply for all scenarios. The largest shortage is shown for the *Current Trends* scenario because it has the lowest intensification target and associated shift in ground-related demand to apartment units. The housing unit shortfall is progressively reduced in the other land need scenarios as the intensification target is increased. There is no shortage of Apartment Building supply under any scenario.

Table 13

City of Hamilton Designated Greenfield Area Housing Unit Shortfall

Land Need Scenario – Summary DGA Supply Shortfall 2021-2051	Single and Semi	Rows	Apartment Building	Total
<i>Current Trends</i> (40% Intensification)				
Unit (Shortfall) or Surplus	(35,460)	(13,860)	n/a	n/a
<i>Growth Plan Minimum</i> (50% Intensification)				
Unit (Shortfall) or Surplus	(26,780)	(12,200)	n/a	n/a
<i>Increased Targets</i> (50%/55%/60%)				
Unit (Shortfall) or Surplus	(22,440)	(11,380)	n/a	n/a
<i>Ambitious Density</i> (50%/60%/70%)				
Unit (Shortfall) or Surplus	(18,110)	(10,550)	n/a	n/a

Source: Lorus and Associates based on information from Hemson Consulting Ltd. May not add due to rounding.

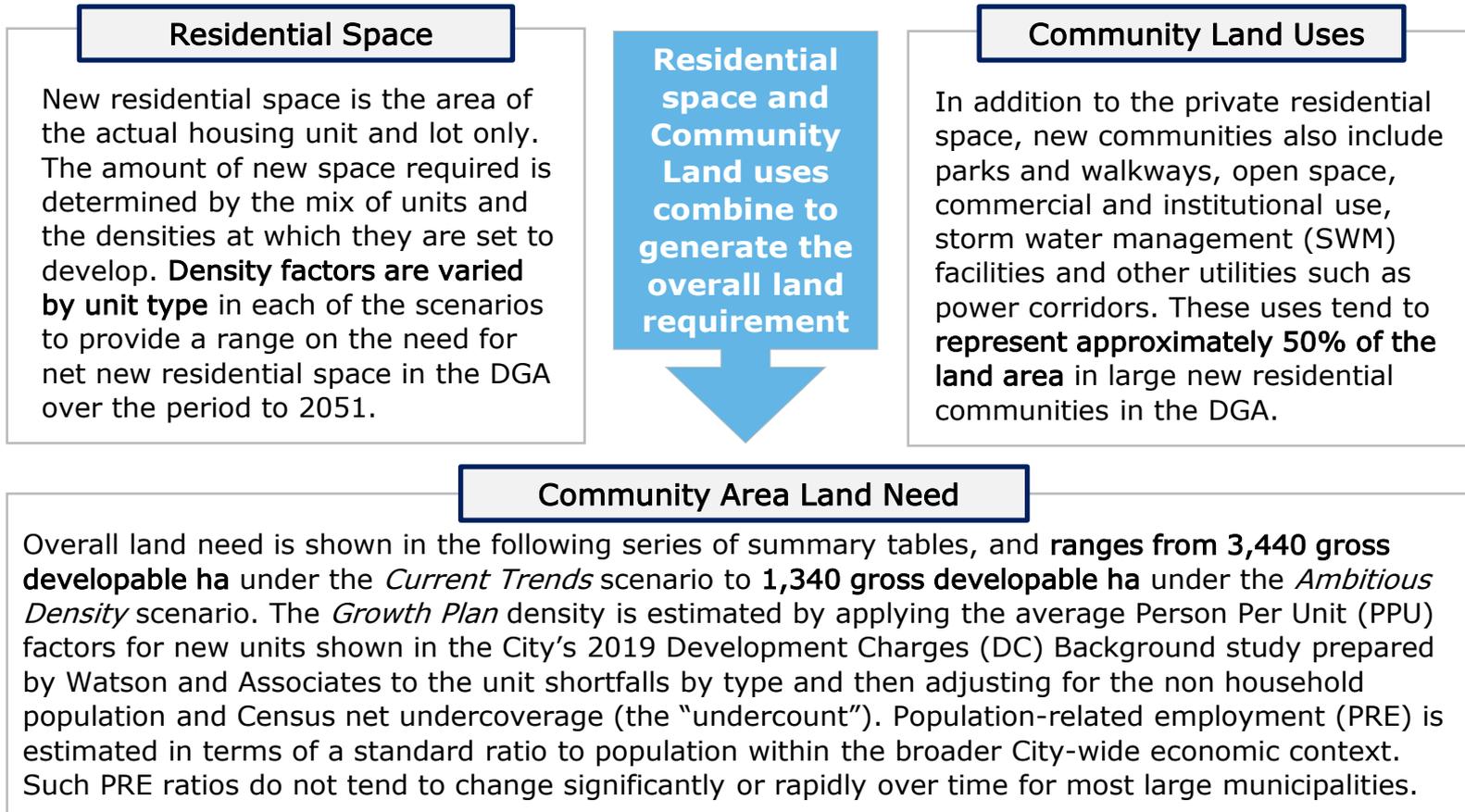
The shortfalls shown above represent the additional housing units that are required beyond the existing supply. In accordance with the new Provincial LNA method, these **additional units are to be provided through settlement area expansion**. The additional housing demand by type is converted to a land requirement in the final Step (R6) by applying density factors and taking into account population-related employment and other community land uses such as roads, schools, open space and utilities.

R6

Section 3: Community Area Land Need

Step R6 Establish Community Area land need

The final step in the Community Area LNA is to convert the housing unit shortfall into a land requirement. In the DGA, Community Area land requirements comprise two components: the private residential space (the net area of the actual housing unit and lot): and supporting community land uses such as open space, walkways, commercial and institutional use, roads and local infrastructure. The need for residential space and supporting community land uses combine to generate the overall land requirement.



R6

Section 3: Community Area Land Need

Step R6 Community Area land need – *Current Trends*

A summary of Community Area land need for the *Current Trends* scenario is shown below in Table 14. The housing unit shortfall translates into a net residential land need of approximately 1,720 net ha. Accounting for additional Community Land uses at a typical rate of 50% (i.e. 50% of the total new lands required are in non-residential use) results in a **total land need of 3,440 gross ha**. Estimated *Growth Plan* density is approximately **53 residents and jobs combined per ha**.

Table 14

City of Hamilton Community Area Land Need to 2051

Scenario Summary LNA Results	Single and Semi	Rows	Apartment Building	Total
<i>Current Trends (40% Intensification)</i>				
<i>Ground-Related</i>				
Unit (Shortfall) or Surplus (Table 13)	(35,460)	(13,860)	n/a	(49,320)
Density Factors (Units per net ha)	25	46	n/a	29
Land Need for Residential Space (net ha)	1,420	300	n/a	1,720
Factor to account for Community Land Use				50%
Community Area Land Need (gross ha)				3,440 ha
<i>Growth Plan</i> density (residents+jobs per ha)				53 rjha

Source: Lorus and Associates based on information from Hemson Consulting Ltd. and City of Hamilton. *Growth Plan* density estimated by applying PPU factors for new units from the 2019 DC Background Study to the DGA shortfall (3.405 for Low Density and 2.437 for Medium Density) and adjusting for the non-household population (at a rate of 1.67%) and undercount (at a rate of 2.8%) based on 2016 Census information. Population-related employment is estimated at a rate of 1 job per 8.0 new residents. For LNA purposes apartments are not included with the result that net and *Growth Plan* density are somewhat understated.

The density factors applied to the ground-related housing unit shortfall under the *Current Trends* scenario are measured from a sample of residential subdivisions from 2017-2020 in the Hamilton DGA. The density for single and semi-detached units (**25 units per net ha**) represents, on average, between a 45 ft. and 50 ft. lot frontage. Similarly, the density for rows (**46 units per net ha**) is based on a sample of developments from 2017-2020 including traditional "street" or block townhouses and higher density forms such as back-to-back townhouses. "Stacked" townhouses are considered apartment units as defined for the Census.

R6

Section 3: Community Area Land Need

Step R6 Community Area land need – Growth Plan Minimum

A summary of Community Area land need for the *Growth Plan Minimum* scenario is shown below in Table 15. The housing unit shortfall translates into a net residential land need of approximately 1,095 net ha. Accounting for additional Community Land uses at a typical rate of 50% results in a **total land need of 2,190 gross ha**. The estimated *Growth Plan* density is approximately **65 residents and jobs combined** per ha.

Table 15

City of Hamilton Community Area Land Need to 2051

Scenario Summary LNA Results	Single and Semi	Rows	Apartment Building	Total
<i>Growth Plan Minimum</i> (50% Intensification)				
<i>Ground-Related</i>				
Unit (Shortfall) or Surplus (Table 13)	(26,780)	(12,200)	n/a	(38,980)
Density Factors (Units per net ha)	30	60	n/a	36
Land Need for Residential Space (net ha)	890	205	n/a	1,095
Factor to account for Community Land Use				50%
Community Area Land Need (gross ha)				2,190 ha
<i>Growth Plan</i> density (residents+jobs per ha)				65 rjha

Source: Lorus and Associates based on information from Hemson Consulting Ltd. and City of Hamilton. *Growth Plan* density estimated by applying PPU factors for new units from the 2019 DC Background Study to the DGA shortfall (3.405 for Low Density and 2.437 for Medium Density) and adjusting for the non-household population (at a rate of 1.67%) and undercount (at a rate of 2.8%) based on 2016 Census information. Population-related employment is estimated at a rate of 1 job per 8.0 new residents. For LNA purposes apartments are not included with the result that net and *Growth Plan* density are somewhat understated.

The density factors applied to the ground-related housing unit shortfall under the *Growth Plan Minimum* scenario reflect a smaller lot pattern of development. The density for single and semi-detached units (**30 units per net ha**) represents a 40ft. lot frontage on average. The density for Rows (**60 units per net ha**) represents newer block towns with a 20 ft. lot frontage. Higher density rows, such as smaller lot street towns (15 to 18 ft. lot frontage) and back-to-back units, are introduced into the mix for the *Increased Targets* and *Ambitious Density* scenarios at an average of 80 units per net ha.

R6

Section 3: Community Area Land Need

Step R6 Community Area land need – *Increased Targets*

A summary of Community Area land need for the *Increased Targets* scenario is shown below in Table 16. The housing unit shortfall translates into a net residential land need of approximately 815 net ha. Accounting for additional Community Land uses at a typical rate of 50% results in a **total land need of 1,630 gross ha**. The estimated *Growth Plan* density is approximately **75 residents and jobs combined** per ha.

Table 16

City of Hamilton Community Area Land Need to 2051

Scenario Summary LNA Results	Single and Semi	Rows	Apartment Building	Total
<i>Increased Targets (50%/55%/60%)</i>				
<i>Ground-Related</i>				
Unit (Shortfall) or Surplus (Table 13)	(22,440)	(11,380)	n/a	(33,820)
Density Factors (Units per net ha)	35	65	n/a	41
Land Need for Residential Space (net ha)	640	175	n/a	815
Factor to account for Community Land Use				50%
Community Area Land Need (gross ha)				1,630 ha
<i>Growth Plan</i> density (residents+jobs per ha)				75 rjha

Source: Lorus and Associates based on information from Hemson Consulting Ltd. and City of Hamilton. *Growth Plan* density estimated by applying PPU factors for new units from the 2019 DC Background Study to the DGA shortfall (3.405 for Low Density and 2.437 for Medium Density) and adjusting for the non-household population (at a rate of 1.67%) and undercount (at a rate of 2.8%) based on 2016 Census information. Population-related employment is estimated at a rate of 1 job per 8.0 new residents. For LNA purposes apartments are not included with the result that net and *Growth Plan* density are somewhat understated.

The density factors applied to the ground-related housing unit shortfall under the *Increased Targets* scenario are increased further. The density for single and semi-detached units (**35 units per net ha**) represents still smaller lot units (on average a 36 ft. lot frontage). The density for Rows (**65 units per net ha**) represents a blended rate of 80% "street" or traditional block towns with a 20 ft. lot frontage (as per the *Growth Plan Minimum* scenario) and 20% higher density rows at an average of 80 units per net ha. For the *Ambitious Density* scenario, the share of higher density rows is increased further within the housing mix.

R6

Section 3: Community Area Land Need

Step R6 Community Area land need – *Ambitious Density*

A summary of Community Area land need for the *Ambitious Density* scenario is shown below in Table 17. The housing unit shortfall translates into a net residential land need of approximately 665 net ha. Accounting for additional Community Land uses at a typical rate of 50% results in a **total land need of 1,340 gross ha**. The estimated *Growth Plan* density is approximately **77 residents and jobs combined** per ha.

Table 17

City of Hamilton Community Area Land Need to 2051

Scenario Summary LNA Results	Single and Semi	Rows	Apartment Building	Total
<i>Ambitious Density</i> (50%/60%/70%)				
<i>Ground-Related</i>				
Unit (Shortfall) or Surplus (Table 13)	(18,110)	(10,550)	n/a	(28,660)
Density Factors (Units per net ha)	35	70	n/a	43
Land Need for Residential Space (net ha)	520	150	n/a	670
Factor to account for Community Land Use				50%
Community Area Land Need (gross ha)				1,340 ha
<i>Growth Plan</i> density (residents+jobs per ha)				77 rjha

Source: Lorus and Associates based on information from Hemson Consulting Ltd. and City of Hamilton. *Growth Plan* density estimated by applying PPU factors for new units from the 2019 DC Background Study to the DGA shortfall (3.405 for Low Density and 2.437 for Medium Density) and adjusting for the non-household population (at a rate of 1.67%) and undercount (at a rate of 2.8%) based on 2016 Census information. Population-related employment is estimated at a rate of 1 job per 8.0 new residents. For LNA purposes apartments are not included with the result that net and *Growth Plan* density are somewhat understated.

The density factors applied to the ground-related housing unit shortfall under the *Ambitious Density* scenario are increased still further. The density for single and semi-detached units (**35 units per net ha**) is maintained to represent small lot units (a 36 ft. lot frontage on average). However, the density for rows (**70 units per net ha**) is increased to a blended rate 50% "street" or traditional block towns with a 20 ft. lot frontage at an average of 60 units per net ha and 50% higher density rows at an average density of 80 units per net ha.

R6

Section 3: Community Area Land Need

Step R6 Community Area land need Scenario Summary

A summary is provided in Table 18 below. As shown, Community Area land need is greatest for the *Current Trends* scenario because it has the lowest intensification target and associated densities of ground-related housing development. Land need is reduced as the intensification target is increased and a steadily 'denser' pattern of ground-related housing development is incorporated into the analysis. These results are also reflected in the estimated *Growth Plan* density, which increases in a similar fashion.

Table 18

City of Hamilton Community Area Land Need to 2051

Summary of results 2021-2051 by Land Need Scenario	Community Area	<i>Growth Plan</i> Density
<i>Current Trends</i> (40% Intensification)	3,440 ha	53 rjha
<i>Growth Plan Minimum</i> (50% Intensification)	2,190 ha	65 rjha
<i>Increased Targets</i> (50%/55%/60%)	1,630 ha	75 rjha
<i>Ambitious Density</i> (50%/60%/70%)	1,340 ha	77 rjha

Source: Lorus and Associates based on information from Hemson Consulting Ltd. and City of Hamilton

As shown above, the *Growth Plan* density target of 50 residents and jobs per ha is achieved for all land need scenarios. From a market perspective, achieving both the *Increased Targets* and *Ambitious Density* scenarios may be a challenge, but only towards the end of the planning horizon to 2051 as the available greenfield supply becomes constrained. As noted in the *Residential Intensification Market Demand Analysis* report (December 2020) Hamilton is in an attractive position to shift the historic pattern of growth towards denser and more compact urban forms: but there are limits to the level of change that can be reasonably achieved. As such, careful monitoring and reporting on progress would be required to ensure a balanced land supply is available to accommodate growth under the higher-density land need scenarios.

R6

Section 3: Community Area Land Need

Step R6 Community Area land need Scenario Summary

The City’s analysis of greenfield density confirms that the existing DGA also exceeds the required *Growth Plan* density of 50 residents and jobs per ha, as summarized below in Table 19. Accordingly, all Community Area land need scenarios conform to the *Growth Plan* density requirements. As noted however, the *Current Trends* scenario would require that the City request an alternative intensification target.

Table 19

City of Hamilton Density of Existing and New DGA at Build-Out

Component of Calculation	Results
Total Population (including Census net undercoverage)	114,710
Total Employment (not including designated Employment Areas)	13,270
Total DGA Capacity (residents + jobs) at Build-out	127,980
Ratio of Total DGA Employment to Population (1 job per 8.6 residents)	8.6
Total Designated Greenfield Area (all figures in ha)	4,231
Less Natural Features area (<i>Growth Plan</i> definition)	305
Less Applicable Infrastructure Rights of Way	0
Less designated Employment Areas	1,780
Less Cemeteries	5
Existing Designated Greenfield Area (in ha) net of allowable take-outs	2,141
Density in Residents + Jobs per ha of Existing DGA at Build-out	60 rjha
Density in Residents + Jobs per ha of LNA Scenarios to 2051	53 rjha to 77 rjha

Source: City of Hamilton information from *Existing Designated Greenfield Density Analysis* (December 2020).

The next component of the LNA is **Employment Areas**: where most employment land employment (employment in industrial-type buildings) is accommodated as well as a limited amount of major office and population-related jobs, particularly those providing services to the employment area. The Employment Area land needs analysis is described in the next section, beginning with an overview of the approach taken to the analysis.

Section 4: Employment Area Land Need

Overview of mandated steps in the analysis

This section summarizes the results of Employment Area land need analysis, within the broad growth context described in Section 2. The analysis is undertaken according to the mandated components of the Provincial method, shown again below for convenience. Key data sources and inputs to the analysis are summarized at right, with additional notes and commentary provided for the tables that follow.

E1	Calculate Total Employment Growth to <i>Growth Plan</i> Horizon
E2	Categorize Employment Growth into the Major Land Use Planning Types
E3	Allocate Growth to the <i>Growth Plan</i> Policy Area
E4	Calculate Capacity of Employment Areas to Accommodate Growth
E5	Establish Employment Area Land Need

Key Data Sources and Inputs

1. Total employment is based on data from the 2016 Census and includes usual place of work, work at home and no usual place of work, in accordance with the *Growth Plan* Schedule 3 forecast definition.
2. Employment growth by type is based on 2016 Census employment by economic sector (NAICS), data from the City's employment survey and available information on the inventory of major office buildings. Population-related employment is based on a ratio to population. Such ratios do not tend to shift rapidly for most communities and have proven to be a sound basis for forecasting.
3. Allocation of employment is based on an analysis of rural employment including rural population-related employment, the Hamilton International Airport (HIA) facility and other City and Census information on the distribution of employment by economic sector.
4. The capacity of existing Employment Areas is based on current density factors derived from the City's GIS system and other data sources to inform expectations about the pattern of future economic activity.
5. Land need (E5) is calculated as the difference between the current employment area capacity and forecast employment at 2051.

Section 4: Employment Area Land Need



Step E1 Calculate total employment growth to *Growth Plan* horizon

Similar to the Community Area component of the LNA, the first step in the assessment of Employment Area land need involves the calculation of employment growth to the *Growth Plan* horizon (2051). In accordance with the *Growth Plan* Schedule 3 forecasts (2020) Hamilton is forecast to achieve a **2051 employment of 360,000**. Total employment includes usual place of work, work at home and no usual place of work (often called “no fixed” place of work). The five-year growth from a **2016 base** to the estimated 2021 employment and forecast for the periods to 2031 and 2051 is shown in Table 20 below.

Table 20

City of Hamilton 2016, 2021 and Forecast 2051 Employment

Component of Census Employment	2016	2021	2031	2051
Usual Place of Work	187,540	194,600	221,600	294,300
Work at Home	15,790	16,400	18,600	24,800
No Fixed Place of Work	26,040	27,000	30,800	40,900
Total Employment	229,370	238,000	271,000	360,000
Growth by Census Period		8,630	33,000	89,000

Source: 2016 Usual Place of Work and Work at Home employment is from Statistics Canada. No Fixed Place of Work employment is from Hemson Consulting Ltd., based on the redistribution of this component in similar economic sectors within a common labour market area. Forecast 2021, 2031 and 2051 are from the *Greater Golden Horseshoe: Growth Forecasts to 2051* (August 2020). For illustrative purposes, employment by Census component for the estimated 2021 and forecast 2031 and 2051 employment totals is maintained at shares calculated from the 2016 Census figures.

The *Growth Plan* employment forecast for Hamilton takes into account the City’s growing role in the regional metropolitan area and the evolving regional land supply situation, especially in southern Halton and Peel Regions where employment has been growing steadily for decades. Similar to housing, as the supply of development lands in these locations is increasingly constrained, the City of Hamilton will be effectively drawn ‘closer’ to established communities in the GTA-west and demand for employment area lands will increase.

Section 4: Employment Area Land Need

Step E2 Categorize employment growth by major type

The total Census employment and *Growth Plan* Schedule 3 forecasts to 2051 must then be categorized into the major land use planning-based types discussed in Section 2. The four employment types are: **Major Office, Employment Land, Population-Related and other Rural-based employment**. The approach taken to categorizing current employment and forecast growth to the *Growth Plan* horizon is summarized below.

Analysis of Rural Employment

An analysis of rural employment is undertaken to assess the total number of jobs and composition of rural economic activity. This analysis is required to inform the estimate of the amount and location of job growth by major type and location on a City-wide basis. An estimate of employment at the Hamilton International Airport (HIA) facility is included. Although in the rural area, the HIA facility accommodates economic activity that is considered employment land employment, so must be taken into account in the LNA.

Analysis of 2016 Census Employment by Sector

An analysis of 2016 Census employment by North American Industry Classification System (NAICS) sector is undertaken to prepare a preliminary distribution of employment to the major planning types. The results are then "reality checked" iteratively with other available information such as the inventory of major office space, employment land densities and ratios of population-related employment. Adjustments are made to ensure the final distribution is reasonable and supportable within a broader City-wide context.

Categorization of Growth Over the Period to 2051

The forecast to 2051 is prepared by assigning shares of employment growth by type to the *Growth Plan* policy areas including the designated Employment Areas, Community Area and Rural area. The shares of growth are based on the types of economic activity anticipated over the *Growth Plan* horizon, their likely location within the community and, in the case of the designated Employment Areas, the approximate densities at which they are anticipated to develop. The City of Hamilton's well-documented resurgence as a significant economic and cultural centre within the GGH provides much of the longer-term context for this analysis: particularly its expanding role in research and development, technology and creative industry sectors.



Section 4: Employment Area Land Need

Step E2 Categorize employment growth by major type

The categorization of Census 2016 employment into the major land use types is shown below in Table 21. The largest share is population-related (55%) followed by employment land (28%) and major office jobs (15%). Other rural-based employment is a small part of the City-wide employment base.

Table 21

City of Hamilton 2016 Employment by Type

Employment Type	2016	Share
Major Office (jobs in freestanding buildings more than 20,000 sq.ft.)	33,700	15%
Population-Related (jobs that serve the resident population)	126,500	55%
Employment Land (jobs in industrial and business park developments)	63,570	28%
Other Rural-based (primary, recreation and rural employment land-type jobs)	5,600	2%
Total Employment	229,370	100%

Source: Statistics Canada NAICS data, City of Hamilton Employment Survey and information on the major office inventory provided by Costar, Blair Blanchard Stapleton Limited and City staff. Other Rural-Based employment, by type, does not include population-related or urban employment land-type uses: these jobs are allocated to the Rural area later in the analysis.

For the purposes of **City-wide employment by major type**, "Other Rural-based" employment includes agriculture, aggregates, recreation-based and other scattered uses that might typically be found in urban employment areas, but are located on rural employment lands. Population-related and urban employment land jobs (the HIA facility) are allocated to the Rural area in a later step to estimate total rural employment.

Major Office employment is based on an analysis of the economic sectors that tend to occupy office space, cross-referenced with an estimate of employment in the City's occupied office space. Similarly, 2016 population-related employment is an estimate of retail, education, health care and public administration, as well as 'work at home' employment, cross-referenced with the ratios in other comparable communities in the GGH. Employment land employment is calculated as the residual of the other types, adjusted iteratively for consistency with the City's 2016 land supply and employment survey information for the designated employment areas.



Section 4: Employment Area Land Need

Step E2 Categorize employment growth by major type

The City-wide categorization of the 2016 and forecast 2051 employment by type is shown below in Table 22. Growth is forecast for all the major types, except for the "Other Rural-based" category. Population-related employment accounts for the most (52%) of total 2051 employment, reflecting the significant population growth forecast under the *Growth Plan* (2020) as discussed in Sections 2 and 3.

Table 22

City of Hamilton 2016 and Forecast 2051 Employment by Type

Employment Type	2016	Share	2051	Share
Major Office (s)	33,700	15%	68,400	19%
Population-Related	126,500	55%	187,810	52%
Employment Land	63,570	28%	98,190	27%
Other Rural-based	5,600	2%	5,600	<2%
Total Employment	229,370	100%	360,000	100%

Source: Statistics Canada Census data, City of Hamilton Employment Survey and information on the major office inventory provided by Costar, Blair Blanchard Stapleton Limited and other information from the City of Hamilton.

Growth in employment land employment will be the key driver of demand for new employment areas, along with limited growth in major office and population-related employment. Employment land employment includes growth associated with the Hamilton International Airport (HIA) facility (approximately 2,000 jobs to 2051). It is important to note that this is not an allocation of employment to the Airport Employment Growth District (AEGD), but rather an expectation of growth at the HIA facility itself.

Other Rural-based employment is stable to 2051: including scattered employment land-type activities that might typically be found in urban employment areas, but are located in rural areas. Employment that exists in response to the resident population (population-related employment) as well as urban employment land jobs (in this case, the HIA facility) are both allocated to the rural area in a later step (E3) of the analysis.



Section 4: Employment Area Land Need

Step E2 Categorize employment growth by major type

A summary of growth by type to 2051 is provided in Table 23 below. As noted, the analysis is undertaken from a 2016 base. This approach is different that the calculation of Community Area land needs, which is based on the growth increment over the 2021-2051 period. A 2016 base is suitable for estimating Employment Area land needs because the analysis is focussed on total employment at the *Growth Plan* horizon (2051) rather than the growth increment over the period from 2021 to 2051.

Table 23

City of Hamilton Forecast Employment Growth By Major Type

Period	Major Office	Population Related	Employment Land	Other Rural Based	Total
2016 Census	33,700	126,500	63,570	5,600	229,370
2016-2051 Growth	34,700	61,310	34,620	0	130,630
2051 total	68,400	187,810	98,190	5,600	360,000

Source: Statistics Canada Census data, City of Hamilton Employment Survey information, *John C. Munro Hamilton International Airport Economic Impact Analysis* (2014 and 2018 reports) and *Growth Plan* Schedule 3 forecasts. May not add due to rounding.

The analysis is also undertaken from a 2016 base because the **estimated distribution of employment by type can be based on known information** regarding economic conditions at that time including the 2016 Census employment, City of Hamilton employment survey and other data sources. Although shifts among the various land use-based categories do not tend to occur quickly, the 2016 distribution is nevertheless considered to be more reliable as a foundation for analysis than 2021 estimates, especially in light of the substantial and **complex economic impacts caused by the COVID-19 Pandemic**. This situation is unlike the 2021 housing and population figures, discussed previously in Section 3, which are much better known because they are estimated from actual unit completions and units under construction since Census day 2016.

Section 4: Employment Area Land Need

Step E2 Categorize employment growth by major type

The outlook for the three other major employment types is based on recent and emerging growth trends, in particular the City's well-documented resurgence as a significant cultural and economic centre within the GGH. Notwithstanding the short-term impacts of the COVID-19 Pandemic, the City has become a much more attractive location for investment, including business park and industrial-type uses and new office space. The burgeoning innovation, technology-related and creative industry sectors are of particular note in this latter regard.

Major Office Employment

As shown in Table 22, the outlook is for an increase in share from 15% to 19% of the total employment, which may seem modest. However, the associated employment growth and space demand is substantial. At a rate of 230 sq.ft. per worker (Hemson forecast report, 2020, GFA basis) 34,700 major office jobs translates into **nearly 8 million sq. ft. of new office space**. Some of this space has already been built as part of recent heritage adaptive reuse projects in downtown Hamilton since 2016. For context, the forecast demand to 2051 is approaching triple the size of the current office inventory of the City of Burlington: approximately 3.2 million sq. ft..

Population-related Employment

As noted, population-related employment is forecast in terms of a ratio to population. The estimated employment for 2016 shown in Table 21 translates into a ratio of roughly 1 job for every 4.4 residents, **consistent with other central places** such as the City of Toronto, Barrie and Brantford that provide services to a surrounding regional area. For the LNA, 2051 population-related employment is based on maintaining the 2016 rate of 4.4 residents per job to reflect the City's continued growth and economic role as a regional service centre.

Employment Land Employment

Similar to the 2016 base, growth in employment land employment is calculated as the residual of the other types within the context of broader growth trends. In our view, the outlook remains positive. Demand for large-scale distribution and logistics facilities shows no signs of slowing rapidly or significantly. Manufacturing will continue to play a role in new space demand, just with **fewer workers (and more automation)** relative to the past. Industrial-type buildings will also accommodate a portion of the professional service and technology-related activities that are anticipated to grow strongly over the period to 2051.



Section 4: Employment Area Land Need

Step E3 Allocate employment growth to *Growth Plan* policy areas

With the outlook for employment established, the next step is to allocate growth by major land-use category to the applicable *Growth Plan* policy areas: the Community Area, Employment Area and areas outside settlement areas (the Rural area). The allocation is required primarily to determine how many jobs will be located in the designated Employment Areas, but also how many jobs will be accommodated in the Community Area and included in the *Growth Plan* density requirement. A brief summary of the expectations for employment by *Growth Plan* policy area is provided below and discussed in more detail in the following sections.

Rural Area	Employment Area	Community Area
<ul style="list-style-type: none"> • No major office employment exists or expected to 2051. • Marginal population-related employment growth due to limited infill and population growth in the RSAs. • Some growth in employment land employment allocated to the Airport facility (HIA) to account for its role in City-wide employment. • Employment in other rural-based agriculture, aggregates, recreation and scattered employment land-type uses set to remain stable. 	<ul style="list-style-type: none"> • Stable share of major office growth, reflecting the current market and policy objectives to focus offices in transit-supportive locations such as the downtown UGC. • Some growth in population-related employment as older employment areas age and accommodate a wider range of economic use. • All of the employment land employment growth, due to the locational and built form requirements of industrial-type development. 	<ul style="list-style-type: none"> • Most of the major office growth, in accordance with market expectations and City policy objectives. • Most of the population-related employment growth, reflecting the role of the downtown, major retail centres, health care and post-secondary education institutions. • Gradual decline in the limited amount of scattered older industrial-type uses through economic change or residential intensification to 2051.



Section 4: Employment Area Land Need

Step E3 Allocate employment growth to Rural Area

The analysis of rural employment indicates a total of 15,110 jobs for 2016, as shown below in Table 24. The allocation of growth by type is based on City and Statistics Canada data for the Rural Area and expected ratios of jobs to population within the control total of the 2016 Census rural employment.

Table 24

City of Hamilton Allocation of Employment by Type – Rural area

Period	Major Office	Share of City total	Pop-Related	Share of City total	Emp Land	Share of City total	Other Rural	Share of City total	Area Total	Share of City total
2016 Base	0	0%	7,590	6.0%	1,920	3%	5,600	100%	15,110	7%
2016-2051 Growth	0	0%	860	1.5%	2,010	6%	0	100%	2,870	2%
2051 total	0	0%	8,450	4.5%	3,930	4%	5,600	100%	17,980	5%

Source: Statistics Canada Census data, City of Hamilton Employment Survey, information on the major office inventory provided by Costar, Blair Blanchard Stapleton Limited, and *John C. Munro Hamilton International Airport Economic Impact Analysis* (2014 and 2018 reports) and *Growth Plan* Schedule 3 forecasts. May not add due to rounding. Includes employment at the HIA facility.

There are no major offices (buildings greater than 1,858 m² in size) currently or anticipated in the Rural Area. 2016 Population-related employment is estimated at approximately 7,590 jobs and forecast to grow marginally to 2051. As discussed in Section 2, only a very small share of population growth (and therefore population-related employment) is allocated to the Rural Area. Similarly, other Rural-Based employment (mainly primary industry, recreation and scattered employment land-type uses) is anticipated to remain stable.

Employment at the Hamilton International Airport (HIA) facility is estimated to be approximately 2,000 jobs in 2016 and forecast to roughly double over the period to 2051. This expectation is based on the historic rates of employment growth at the airport facility shown in the economic impact studies noted above and other sources. It should also be reiterated that this is not an allocation of growth to the Airport Employment Growth District (AEGD), nor a detailed forecast of airport economic activity, but rather a small allocation of urban employment land employment to the HIA facility for the purposes of the LNA.



Section 4: Employment Area Land Need

Step E3 Allocate employment growth to Employment Areas

The allocation of employment growth by major type to the Employment Areas is shown below in Table 25. As discussed previously, these are the geographic areas in Hamilton planned to be predominantly occupied by, but not exclusively used for, employment land employment.

Table 25

City of Hamilton Allocation of Employment by Type – Employment Area

Period	Major Office	Share of City total	Pop-Related	Share of City total	Emp Land	Share of City total	Other Rural	Share of City total	Area Total	Share of City total
2016 Base	4,040	12%	6,960	5.5%	54,350	86%	0	0%	65,350	28%
2016-2051 Growth	4,170	12%	8,070	13%	34,510	100%	0	0%	46,740	36%
2051 total	8,210	12%	15,030	8.0%	88,860	91%	0	0%	112,090	31%

Source: Statistics Canada Census data, City of Hamilton Employment Survey information and information on the major office inventory provided by Costar, Blair Blanchard Stapleton Limited and *Growth Plan* Schedule 3 forecasts. May not add due to rounding.

Employment Land Employment comprises most (86%) of the City-wide 2016 total, with a limited amount in the Rural Area (3% at the HIA facility) and the balance scattered throughout the Community Area as discussed in a subsequent step. All of the net future Employment Land Employment growth (100%) is allocated to the urban Employment Areas. The share of major office employment in 2016 is estimated based on available information on office space in the Employment Areas and held constant over the forecast period. The result is only a limited allocation of growth in major office jobs to the designated Employment Areas to 2051.

Population-related employment is estimated from the City’s 2016 Employment Survey, which shows a total of approximately 7,000 jobs in the retail, healthcare, education, arts and accommodation and food sectors. These jobs are expected to gradually increase over time. This growth, however, is not anticipated to be “major retail” employment, but rather smaller-scale retail, personal services and restaurants catering to the existing business park employees. Many of these functions are already being provided within the City’s older employment areas in central locations proximate to existing concentrations of jobs and residents.



Section 4: Employment Area Land Need

Step E3 Allocate employment growth to the Community Area

The allocation of employment growth by major type to the Community Area is shown below in Table 26. As described in Section 1, Community areas include delineated built-up areas and the Designated Greenfield Area (excluding employment areas). A component of Community Area population-related employment growth is allocated to the DGA as the 'jobs' in the 'jobs + residents' figure shown in Table 18.

Table 26

City of Hamilton Allocation of Employment by Type – Community Area

Period	Major Office	Share of City total	Pop-Related	Share of City total	Emp Land	Share of City total	Other Rural	Share of City total	Area Total	Share of City total
2016 Base	29,660	88%	111,950	88.5%	7,300	11%	0	0%	148,910	65%
2016-2051 Growth	30,540	88%	52,390	85.5%	(1,900)	(6%)	0	0%	81,020	62%
2051 total	60,190	88%	164,340	87.5%	5,400	5%	0	0%	229,930	64%

Source: Statistics Canada Census data, City of Hamilton Employment Survey information and information on the major office inventory provided by Costar, Blair Blanchard Stapleton Limited and Growth Plan Schedule 3 forecasts. May not add due to rounding.

The majority of current and future major office employment (88%) is allocated to the Community Area. This outlook is based on maintaining the current market and policy focus of the City's office market in the Urban Growth Centre (UGC). Population-related employment growth is also concentrated in the Community Area, reflecting the role of the downtown, major retail centres, health care and post-secondary education institutions in providing goods and services to both local and broader regional market areas.

There is also a small amount of scattered employment land-type uses. According to the City's 2016 Employment Survey, there are 7,400 jobs in the construction, manufacturing, wholesale trade and transportation sectors outside the UGC and designated Employment Areas. These jobs are in the form of older industrial uses in more mature parts of the Community Area. The amount is anticipated to gradually decline over time, as a result of economic change and/or redevelopment to non-employment uses. This expectation is consistent with the pattern of change observed in other GTHA communities.



Section 4: Employment Area Land Need

Step E4 Calculate capacity of existing Employment Areas

Steps E1 to E3 so far in the analysis have: calculated total employment growth to 2051, growth by major land use type to the *Growth Plan* horizon and allocated the forecast growth – by type – to the *Growth Plan* policy areas. To summarize, Employment Areas are forecast to accommodate a total of **112,090 jobs in 2051**, as shown previously (outlined 2051 total) in Table 25.

The next step is to assess the capacity of existing Employment Areas to accommodate this growth forecast and, in turn, the need for additional lands over the planning horizon. The assessment of land supply is organized into three major categories; Built Employment Areas, Newly Developing Employment Areas and Employment Areas outside the current settlement area boundary.

<h3>Built Employment Areas</h3> <p>Employment Areas that are fully developed, or almost fully developed, inside the current settlement area including the Bayfront Industrial Area and other central employment areas</p>	<h3>Newly Developing Areas</h3> <p>Employment Areas that are unbuilt or largely unbuilt, inside the current settlement area, including the AEGD, Red Hill, Ancaster and Flamborough Employment Areas</p>	<h3>Outside Settlement Areas</h3> <p>Existing areas located outside the settlement areas, in this case the HIA facility. While not a 'designated employment area' within the meaning of the UHOP, it must be taken into account.</p>
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The purpose of this step is to estimate the total jobs that can be accommodated in existing Employment Areas at the *Growth Plan* horizon. For the City of Hamilton, these areas are designated "Employment Area" within the Urban Hamilton Official Plan (UHOP) and include the Bayfront Industrial Area and other central industrial areas as well as greenfield business parks such as the AEGD, Red Hill north and south and the Ancaster and Flamborough Employment Areas. The estimated capacity of these areas to accommodate growth provides the basis for determining Employment Area land need in a subsequent step of the analysis. Based on preliminary analysis, approximately 40 ha of employment area lands are identified for conversion as part of the City's draft Employment Land Review. This amount does not materially affect the results of the LNA. However if the amount of conversion sites increases, there may be a need to offset this loss by providing additional lands to ensure the City's ability to accommodate growth to 2051.

Section 4: Employment Area Land Need

Step E4 Calculate capacity of existing Employment Areas



The City of Hamilton’s Employment Area supply is made up of a system of industrial and business park lands including developed industrial areas along the waterfront and vacant greenfield business parks to the south. To reflect variations in the age and character of the different areas, the land supply is further distinguished into five sub-areas:

1. The **HIA Airport facility**, which is located in the Rural Area, outside the designated settlement area. Although not a designated Employment Area within the UHOP, it accommodates employment land employment that must be accounted for;
2. The **Bayfront Industrial Area**, which is treated as a special case given its unique economic base, very low density and potential to distort City-wide averages if not addressed independently;
3. Other **Central Urban Areas**, that are built or largely built including the Stoney Creek Business Park, the East Hamilton, Dundas and Hester Industrial areas and West Hamilton Innovation District (WHID);
4. The **Developing Greenfield Areas**, including the Red Hill, Ancaster and Flamborough Business Parks; and
5. The **Airport Employment Growth District (AEGD)**; which is the City’s major greenfield growth area. It is expected to develop at relatively low employment densities given the strong demand for logistics and distribution facilities. Although the AEGD may have been constrained by servicing to date, strategies to resolve this challenge have been put in place. As an ideal business park location, and with the servicing issues resolved, the AEGD is expected to grow much more rapidly that it has in the past.

HIA Airport Facility
 Outside settlement area

Bayfront Industrial Area
 Large, very low density

Central Urban Areas
 Established and building out

Developing Greenfields
 Established and growing

AEGD
 The City’s major new greenfield growth area

The developed industrial areas play a significant role in Hamilton’s economic base, especially the Steel Cluster and associated manufacturing activity. The vacant business park locations in Red Hill, the AEGD and other growing greenfield areas will accommodate the bulk of new industrial development over the planning horizon. The approach to estimating the capacity of these areas to accommodate growth is described next, followed by a series of tables setting out the results of the analysis.

Section 4: Employment Area Land Need

Step E4 Calculate capacity of existing Employment Areas

E4

The capacity of existing Employment Areas is estimated by first establishing the 2016 employment base as well as the vacant and occupied land supply available to accommodate growth. The outlook for growth, by area, is determined through a combination of economic analysis and *Growth Plan* policy direction to make more efficient use of vacant and underutilized employment lands. The result is an estimate of the total amount of employment that can be accommodated in existing areas at 2051, which is then compared to the forecast jobs to determine land need. This approach is explained in more detail below.

Five-Step Approach to Estimating Capacity of Existing Employment Areas

- 1. Estimate 2016 Employment.** Employment in the City's Employment Areas for 2016 is estimated based on information from the City's employment survey, adjusted to align with the 2016 Census employment total and City-wide estimates of employment by type. As discussed, the categorization of employment by type and allocation to *Growth Plan* policy areas is an iterative process.
- 2. Determine Land Supply.** The occupied and vacant land supply for each Employment Area is estimated based on information from the City's GIS database. The occupied land supply is required to calculate the 2016 employment area density. The vacant land supply is where most of the designated Employment Area growth will occur, especially in the City's developing greenfield areas and the AEGD. Figures are shown in terms of the **net land area**, based on the City's GIS parcel fabric.
- 3. Calculate Current Density.** The net density for each Employment Area is calculated from the 2016 land supply and employment estimated in the previous steps (Table 25);
- 4. Establish Growth Outlook.** For built areas (the Bayfront and other central Urban Areas) density is set to increase in accordance with *Growth Plan* policy directions. For newly developing areas (the developing greenfield areas and AEGD) density is set to reflect the types of economic activity anticipated over the horizon to 2051. Growth at the HIA is an allocation to the facility itself, not to the AEGD.
- 5. Determine Employment Capacity.** Employment capacity is calculated by applying the density factors in 2051 to the net vacant and occupied land supply. The density of employment area job growth over the 2016 to 2051 period is an output of this calculation.

The results are summarized in the data tables in the following pages.



Section 4: Employment Area Land Need

Step E4 Calculate capacity of existing Employment Areas

The estimated 2016 employment by area and LNA category is shown in Table 27 below.

Table 27

Step 1: Estimated 2016 Employment by Area

LNA Category		Employment	Share
1. Outside Settlement Area	<i>Airport Facility (HIA)</i>	2,000	3%
2. Bayfront Industrial Area	<i>Bayfront Industrial Area</i>	20,430	31%
3. Central Urban Areas	East Hamilton Industrial Area	5,500	8%
	Stoney Creek Business Park	15,640	24%
	West Hamilton Innovation District (WHID)	2,920	4%
	Dundas Industrial Area	770	1%
	Hester Industrial Area	130	<1%
	<i>Total Central Urban Areas</i>	24,960	38%
4. Developing Greenfield Areas	Ancaster Business Park	4,620	7%
	Flamborough Business Park	1,700	3%
	Red Hill North Business Park	8,150	12%
	Red Hill South Business Park	2,470	4%
	<i>Total Developing Areas</i>	16,940	26%
5. Airport Emp. Growth District	<i>AEGD Employment Area</i>	1,030	2%
Employment Areas Total	City-wide Total from Table 25 (2016 Base)	65,350	100%
	City-wide Urban Total excluding HIA facility	63,350	97%

Source: Lorus and Associates estimate, based on City of Hamilton 2016 Employment Survey information for designated Employment Areas and Statistics Canada information on employment by NAICS sector. Employment Area totals are adjusted upwards to a 2016 Census base to account for existing businesses that are 'missed' by the survey. A small additional adjustment is made to account for private contractors (mainly truck drivers and construction workers). May not add due to rounding.

Section 4: Employment Area Land Need

Step E4 Calculate capacity of existing Employment Areas



The estimated 2016 land supply is shown in Table 28 below. The 2016 supply for the Bayfront Industrial area does not include intensification potential on the Stelco lands, which is added in the next step.

Table 28

Step 2: Estimated 2016 Land Supply by Area (Net ha)

LNA Category	All figures in net ha	Occupied	Vacant	Total	%Built
1. Outside Settlement Area	<i>Airport Facility (HIA)</i>	560	n/a	560	n/a
2. Bayfront Industrial Area	<i>Bayfront Industrial Area</i>	1,340	40	1,380	97%
3. Central Urban Areas	East Hamilton Industrial Area	150	10	160	95%
	Stoney Creek Business Park	515	85	600	86%
	WHID	35	10	45	79%
	Dundas Industrial Area	20	0	20	100%
	Hester Industrial Area	5	0	5	100%
	<i>Total Central Urban Areas</i>	725	105	830	88%
4. Developing Greenfield Areas	Ancaster Business Park	100	105	205	48%
	Flamborough Business Park	65	70	135	48%
	Red Hill North Business Park	150	70	220	69%
	Red Hill South Business Park	105	175	280	37%
	<i>Total Developing Areas</i>	420	420	840	50%
5. Airport Emp. Growth District	AEGD Employment Area	125	725	850	15%
Employment Areas Total	City-wide total	3,160	1,290	4,460	n/a
	City-wide Urban excluding HIA	2,600	1,290	3,900	67%

Source: Lorus and Associates estimate, based on City of Hamilton GIS Parcel fabric. Occupied supply is net parcel area. Vacant land supply is adjusted (the "gross-to-net adjustment") at 92.5% for Developing Greenfield Areas and 80% for the AEGD Employment Area. No adjustment is applied to the Bayfront or Central Urban Areas vacant supply (100% parcel).



Section 4: Employment Area Land Need

Step E4 Calculate capacity of existing Employment Areas

The estimated 2016 employment density is shown in Table 29 below. The 2016 density for the Bayfront Industrial area does not include intensification potential on the Stelco lands, which is added in the next step.

Table 29

Step 3: Estimated 2016 Employment Density by Area

LNA Category		Occupied ha (Table 28)	Employment (Table 27)	Density (jobs/ha)
1. Outside Settlement Area	<i>Airport Facility (HIA)</i>	560	2,000	3.6
2. Bayfront Industrial Area	<i>Bayfront Industrial Area</i>	1,340	20,430	15.3
3. Central Urban Areas	East Hamilton Industrial Area	150	5,500	37
	Stoney Creek Business Park	515	15,640	30
	WHID	35	2,920	82
	Dundas Industrial Area	20	770	45
	Hester Industrial Area	5	130	23
	<i>Total Central Urban Areas</i>	725	24,960	34.6
4. Developing Greenfield Areas	Ancaster Business Park	100	4,620	47
	Flamborough Business Park	65	1,700	26
	Red Hill North Business Park	150	8,150	54
	Red Hill South Business Park	105	2,470	24
	<i>Total Developing Areas</i>	420	16,940	40.5
5. Airport Emp. Growth District	AEGD Employment Area	125	1,030	8.1
Employment Areas Total	City-wide total	3,160	65,350	n/a
	City-wide total excluding HIA	2,600	63,350	24.3

Source: Lorus and Associates estimate, based on City of Hamilton 2016 Employment Survey information for designated Employment Areas and Statistics Canada information on employment by NAICS sector. May not add due to rounding.

Section 4: Employment Area Land Need

Step E4 Calculate capacity of existing Employment Areas

The next step in the analysis is to forecast growth for the Employment Areas by LNA category, as summarized below. The outlook is based on *Growth Plan* policy directions to increase the density of existing built areas and an expectation of the types of economic activity anticipated in the newly developing areas to 2051. The broad outlook for each of the LNA Employment Area categories is provided below.

Outlook Based on *Growth Plan* Policy and Expectations of Future Economic Activity

- 1. Airport Facility (HIA).** Employment at the HIA facility (which is separate from the AEGD) is anticipated to double from roughly 2,000 jobs in 2016 to 4,000 jobs in 2051 for the purposes of the LNA. These jobs are not included in the assessment of urban employment area land needs.
- 2. Bayfront Industrial Area.** The outlook for the Bayfront area includes the intensification potential of the nearly 800 acre (310 ha) Stelco lands for a mix of new employment, continued growth at the Port of Hamilton facility and the evolution of the existing economic base. Total employment is forecast to increase (on a net basis) by approximately 5,000 jobs to 2051.
- 3. Central Urban Areas.** As shown in Table 28, the Central Urban employment areas are nearly fully built-out at 88% occupied. Overall density is set to increase slightly over the forecast period as these areas age and accommodate a wider range of use, and in accordance with *Growth Plan* policy directions to make more efficient use of existing employment areas and increase employment densities;
- 4. Developing Greenfield Areas.** The developing greenfield areas are anticipated to build-out at current levels of density, reflecting continued demand for the range and profile of new industrial-type use and economic activities shown by the existing pattern of development. The pattern of new development varies from the redevelopment or reuse of space in older employment areas, which is more complex.
- 5. Airport Employment Growth District (AEGD).** The AEGD is anticipated to develop at relatively low densities in a City-wide context over the period to 2051, informed by input from the City's economic development team on recent development activity. The outlook is based on the expectation of demand for increasingly larger and land-extensive goods movement facilities to support the needs of e-commerce, as well as new manufacturing jobs: but with more automation and fewer workers compared to the past.

The results for the LNA categories are discussed in more detail in the sections that follow.

Section 4: Employment Area Land Need

Step E4 Calculate capacity of existing Employment Areas



The current and forecast density factors are summarized below in Table 30. As shown, overall City-wide density increases from an estimated 24.3 jobs/ha in 2016 to 29.4 jobs/ha in 2051.

Table 30

Estimated 2016 and Forecast 2051 Employment Area Density

LNA Category (density figures in jobs per net ha)	2016	2016-2051	2051
1. Employment Areas Outside Settlement Area (HIA)	3.6	n/a	7.2
2. Bayfront Industrial Area	15.3	n/a	18.4
3. Central Urban Areas	34.6	38.0	35.0
4. Developing Greenfield Areas	40.5	41.5	41.0
5. Airport Employment Growth District	8.1	33.8	30.0
City-Wide Employment Area Total (excluding HIA)	24.3	39.5	29.4

Source: City of Hamilton 2016 Employment Survey and land supply information. Density figures shown for the 2016-2051 reflect density of growth on new lands so are not shown for the HIA or Bayfront, where growth is all intensification.

Density for the Bayfront Industrial area increases from 15.3 jobs/ha to 18.4 jobs/ha as a result of the nearly **5,000 net new jobs added** to reflect the potential for redevelopment on the Stelco lands and continued growth at the Port of Hamilton. The density of the Central Urban Areas is set to increase, in accordance with *Growth Plan* directions for employment intensification. The density of Developing Greenfield Areas is set to remain essentially stable, increasingly marginally over the period to 2051.

The density for the AEGD reflects a pattern of development characterized by large distribution and logistics facilities along with some manufacturing uses. A density of 30 jobs/ha translates into an average of 140m² per employee at between 35-40% site coverage, with very limited office and population-related employment. This distribution is in accordance with the AEGD Secondary Plan policy directions to support the downtown UGC as the City’s pre-eminent centre for commercial and office development. A lower average space per employee rate (i.e. higher density) is used for the City’s 2019 DC work (1,200 sq.ft. or 110m² per employee) because it includes all types of industrial employment on a City-wide basis.



Section 4: Employment Area Land Need

Step E4 Calculate capacity of existing Employment Areas

The resulting capacity estimates for the existing Employment Areas are shown in Table 31 below. On a City-wide basis, the current land **supply can support approximately 114,420 jobs at full built-out** (excluding the HIA facility). No long-term vacancy factor has been explicitly incorporated into the analysis.

Table 31

Estimated 2051 Capacity of Existing Employment Areas

LNA Category	2016	2016-2051	2051
1. Employment Areas Outside Settlement Area	2,000	2,000	4,000
2. Bayfront Industrial Area	20,430	4,960	25,390
3. Central Urban Areas	24,960	3,910	28,870
4. Developing Greenfield Areas	16,940	17,640	34,570
5. Airport Employment Growth District	1,030	24,560	25,590
City-Wide Employment Area Total (2016 base from Table 25)	65,350	53,070	118,420
City-wide total excluding HIA	63,350	51,070	114,420

Source: Lorus and Associates estimate, based on City of Hamilton 2016 Employment Survey information for designated Employment Areas and Statistics Canada information on employment by NAICS sector. May not add due to rounding. Employment for areas outside settlement areas is rounded and shown for illustrative purposes only.

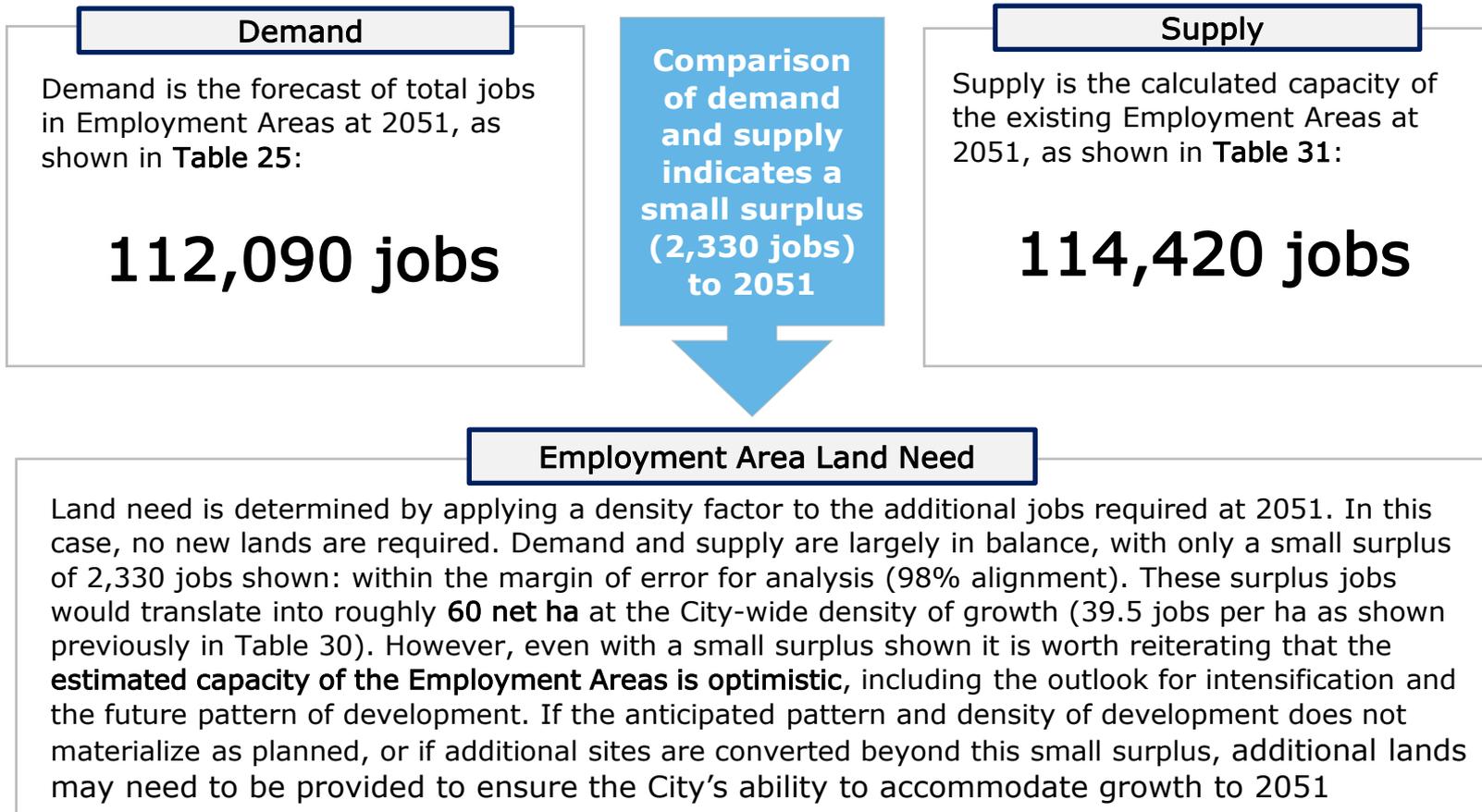
The estimated capacity of existing Employment Areas shown above is optimistic. The outlook for the Bayfront anticipates net new job growth after accounting for declines in the existing base. The almost fully-developed Central Urban Areas are set to grow in employment whereas the experience of most other communities (except the City of Toronto) has been one of stability to decline over time. New jobs are added, but others are lost due to economic change and redevelopment to non-employment uses. As such, the analysis implicitly incorporates a certain amount of employment intensification. The analysis also assumes the full use of the designated land supply: 100% development, which is aggressive from a market perspective. As such, the above analysis anticipates a very efficient use of the employment area land and building supply over time, in accordance with the broad economic outlook and *Growth Plan* policy directions to increase employment densities.

E5

Section 4: Employment Area Land Need

Step E5 Establish Employment Area land need

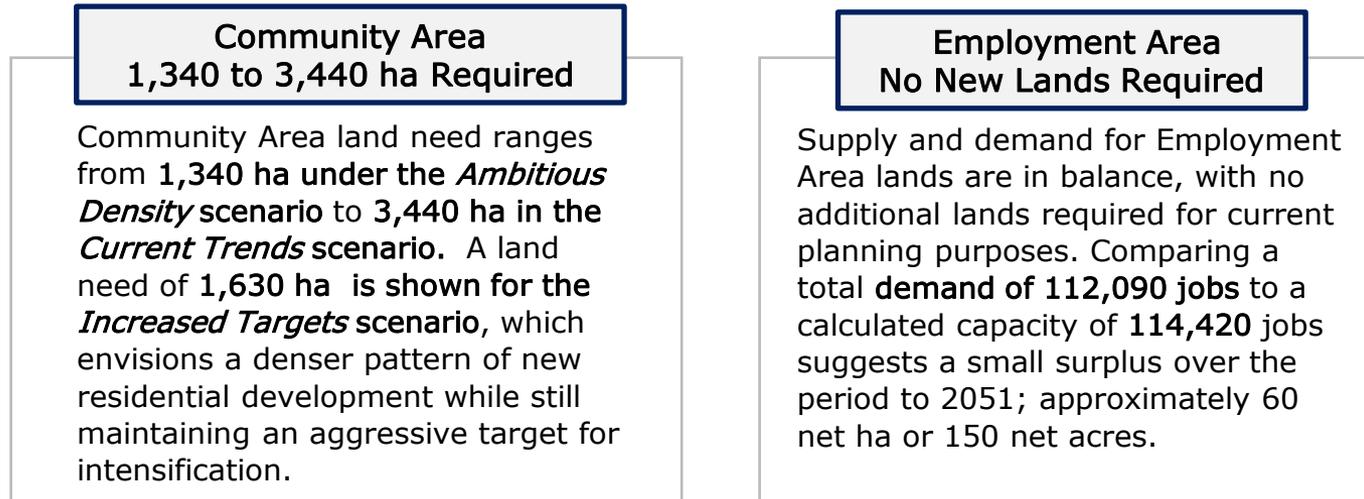
Similar to Community Area land need, forecast demand and calculated supply are brought together in the final step of the analysis for Employment Area land needs. The output is a conclusion as to whether there is a sufficient amount of land in settlement areas to accommodate forecast growth to the *Growth Plan* horizon at 2051. In this case, supply and demand are in balance over the period to 2051.



Section 5: Conclusions

Reconciling results of the analysis

As discussed in Section 3, the Community Area analysis shows a range of land need depending on the intensification target and density factors applied to the scenarios. Land need is highest under the *Current Trends* and *Growth Plan Minimum* scenarios and land need is lower under the *Increased Targets* and *Ambitious Density* scenarios. As discussed in Section 4, the Employment Area analysis shows that supply and demand are in balance over the period to 2051, with only a small surplus shown.



These results are best estimates based on available information and the mandated method for the LNA set out by the Province. The results could change based on new information or a different approach to the analysis. And, as noted in the introduction, the City of Hamilton continues to engage with Provincial staff to review the results of the GRIDS 2 update. A process of public consultation will also be undertaken as part of the approval process for the MCR and implementing OPA(s). As a result, the results of the LNA summarized in this Technical Working paper may be subject to revision depending on the feedback received through the process of public consultation and Provincial review. In particular, the results may need to be revisited at the MCR OPA stage to update for new information such as building permits, housing completions or other economic factors that may have changed. However, under any of the land need scenarios, some level of greenfield expansion will be required to 2051.

Section 5: Conclusions

Consultation, review and next steps

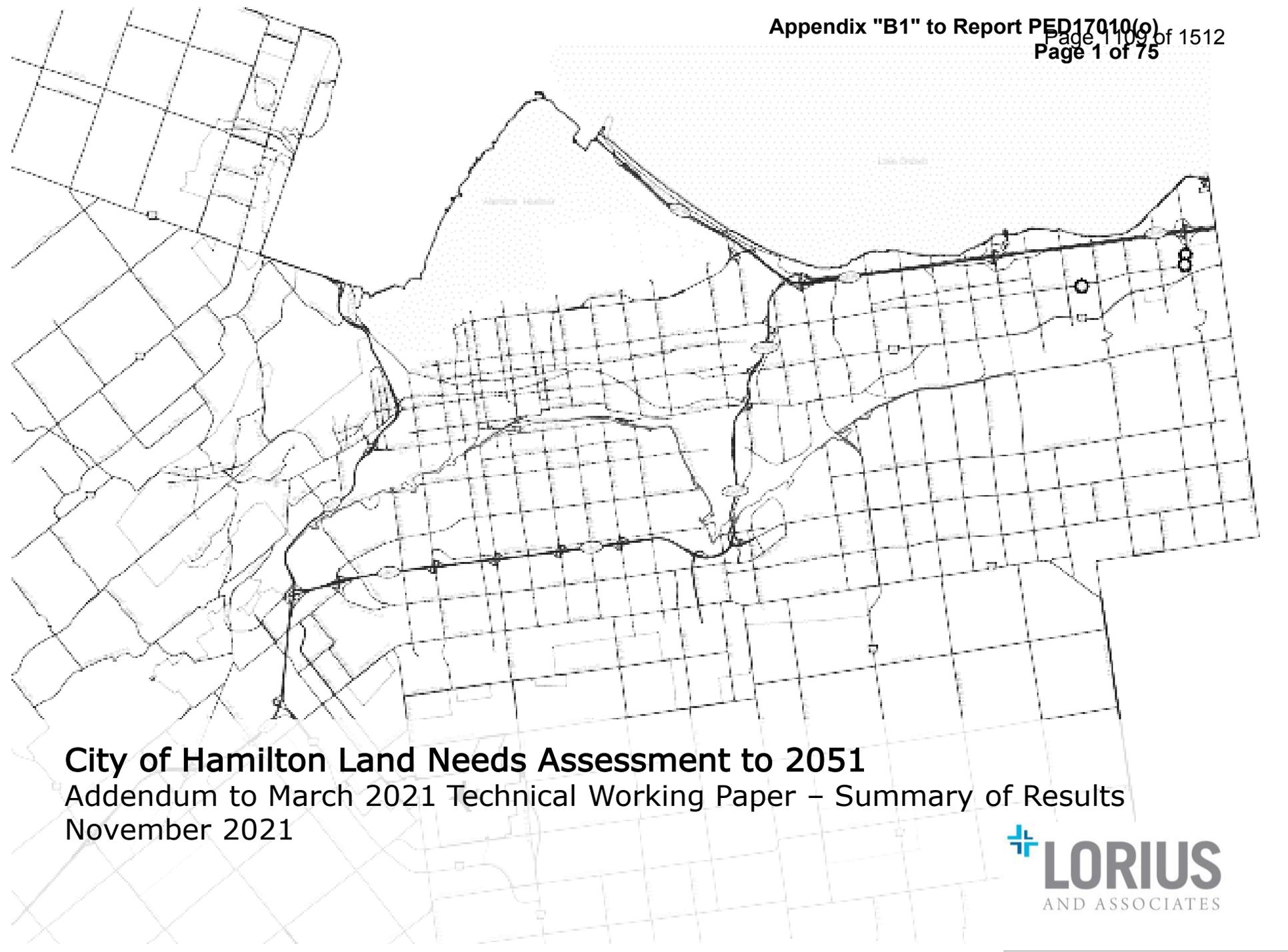
The purpose of this Technical Working Paper is to provide the results of our assessment of urban land needs over the period to 2051. The analysis has been undertaken in accordance with the *Growth Plan* (2019, as amended) and mandated Provincial method for completing the analysis. Depending on the scenario that is ultimately endorsed by Council, further analysis will need to be undertaken by the City to implement the associated greenfield density and intensification figures.

The *Increased Targets* and *Ambitious Density* scenarios, in particular, are based on elevated intensification targets (beyond the minimum *Growth Plan* requirement) and a progressively denser pattern of ground-related housing over the planning horizon. From a market perspective, both scenarios may be a challenge to achieve towards the end of the period to 2051 as the supply of greenfield lands become increasingly constrained. As such, careful monitoring and reporting on progress will be required to ensure a balanced housing supply is made available to accommodate all housing market segments.

Further analysis will also be required from an employment perspective, especially in light of the conclusion that no additional lands are required. Rather than determining the preferred location of a new employment area, the strategic objective under these circumstances is to encourage the most efficient use of the existing land base. To encourage the most efficient use of the occupied supply, intensification must be facilitated especially in the developed central urban employment areas. To encourage an efficient use of the vacant land supply, higher intensity employment uses must be encouraged through a combination of land use planning permissions and incentives for new users to adopt high quality building standards. This objective will be a particular challenge to achieve in the AEGD, where demand is expected to be strong for relatively low-density goods movement and logistics facilities, along with some new manufacturing uses.

Through the upcoming process of review and consultation, it is also likely that additional questions will arise and further information requests will be made regarding the LNA and its implications for the MCR and GRIDS2. The City will have the opportunity to address these and other land needs-related matters as it moves forward with the process of consultation and Provincial review.





City of Hamilton Land Needs Assessment to 2051
Addendum to March 2021 Technical Working Paper – Summary of Results
November 2021



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Section 1: Introduction and Purpose of Report

Context for Analysis

The City of Hamilton Land Needs Assessment (LNA) has been undertaken to support the update of the Growth Related Integrated Development Strategy (the GRIDS2 update) and Municipal Comprehensive Review (MCR) for the period to 2051. The Final LNA and related reports were considered by Council at the March 29, 2021 meeting of the General Issues Committee (GIC).

The current LNA study process has been **underway since 2017 and continues a long history of work** on housing, economic development and urban land needs beginning with the original GRIDS study process in 2003. Amongst the more recent materials that inform the current LNA are:

- The 2021 *Residential Intensification Market Demand Study* and 2016 *Residential Land Needs Analysis* Technical Working Paper;
- Phase 1 of the Bayfront Industrial Area Strategy, the 2016 *Market Opportunities Study – A Strategy for Renewal*;
- The 2014 *Current and Future State of Hamilton’s Advanced Manufacturing Sector* and 2015 *Foreign Direct Investment (FDI)* Economic Development strategies;
- The 2009 *Employment Area Land Budget Update* and revisions for the Ontario Municipal Board (OMB) proceedings for the *Airport Employment Growth District (AEGD)* in 2012 and 2013;
- The 2008 *City of Hamilton Employment Land Conversion Analysis*, 2006 *Comprehensive Employment Study* and associated 2007 Peer Review Report; and
- Staff documents including analyses of greenfield density and intensification potential, Employment Land conversion, vacant land inventories and others.

A more complete list of background materials and documentation is provided in the Attachments to this report. This body of work has consistently concluded that Hamilton has great economic potential and is very well-suited to compete for new investment. Rapid population and employment growth remains the expectation based on the City’s urban structure, strategic location, transportation connections and the availability of large, competitive employment areas throughout the community.

Section 1: Introduction and Purpose of Report

Council Direction on the LNA Results

By way of brief review, the draft LNA results were presented to Council (GIC) in December 2020. Three main scenarios were identified based on varying rates of intensification within the Built-up Area (shown by the map on the following page) and greenfield density targets:

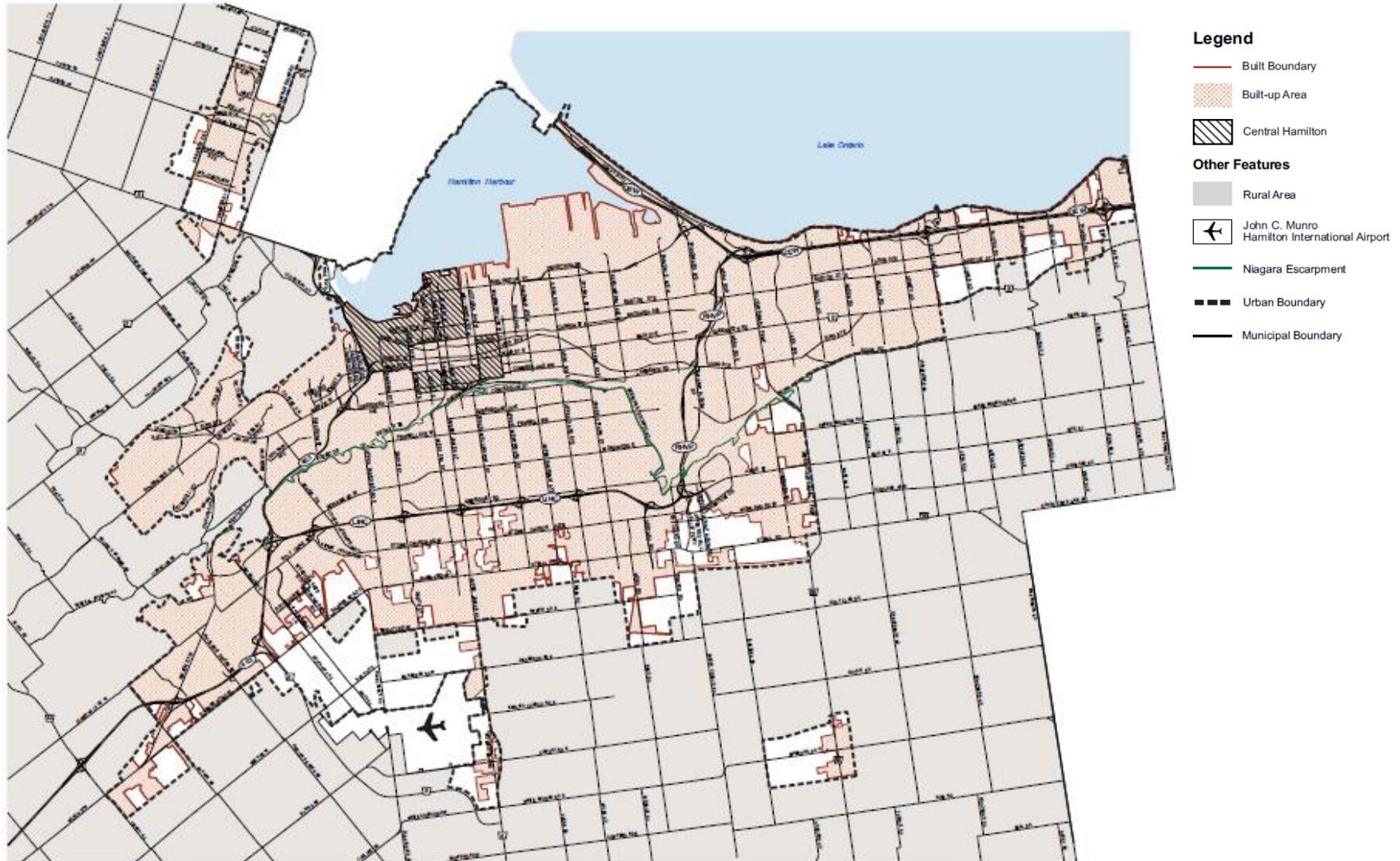
- The *Growth Plan Minimum Scenario*: which is based on the minimum level of City policy intervention, a target of 50% of new units inside the Built-up Area and a density of 65 residents and jobs combined in new greenfield areas that results in a **land need of 2,190 gross ha**;
- The *Increased Targets Scenario*: which is based on higher targets of 55% of new units inside the Built-up Area and a density of 75 residents and jobs combined in new greenfield areas that **lowers the land need to 1,630 gross ha**; and
- The *Ambitious Density Scenario*: which is based on still higher targets for intensification (an average of 60% of new units) and density in new greenfield areas (77 residents and jobs combined per ha) that **lowers land need further to 1,340 gross ha**.

Final LNA results were presented to the City's GIC on March 29th, 2021. City staff recommended that Council adopt the *Ambitious Density scenario*, which represents an aggressive approach to growth management from a planning perspective. The LNA has also identified that the supply and demand for Employment Area lands are in balance with no new land required for current purposes; a conclusion also predicated on a very efficient use of the existing land and building supply.

At the March 2021 GIC meeting, Council tabled the staff recommendation to adopt the *Ambitious Density scenario*. Council also directed that additional public consultation be completed and that staff model and evaluate the No Urban Boundary Expansion (NUBE) scenario and report back on the results. In May 2021, Council adopted new zoning regulations to encourage Secondary Dwelling Units (SDU) across the City, which has implications for the LNA results. In June 2021, Council also directed a Peer Review of the LNA to confirm the method and approach meets applicable Provincial planning policy requirements, with the findings to be provided as part of the report back at the GIC meeting in October 2021.

Section 1: Introduction and Purpose of Report

The Built-Up Area



Source: Urban Hamilton Official Plan Appendix G - Boundaries Map

Section 1: Introduction and Purpose of Report

Purpose and Structure of This Report

The purpose of this Addendum Report is to document the changes that have taken place and information that has arisen since March 2021 and describe how it affects the LNA conclusions. Further discussion is also provided on issues raised in the Peer Review related to the notion of "Market" vs. "Policy-based" or "Target-based" analyses and implications of a No Urban Boundary Expansion Scenario from a Provincial planning policy perspective. The report is structured into five summary sections:

- **Section 1** sets out the background and context for analysis, recent Council direction on the LNA and the purpose of this report;
- **Section 2** provides an overview of the method and approach taken to the LNA including the mandated Provincial methodology and planning policy requirements and the very strong growth management principles embodied in the *Ambitious Density* scenario;
- **Section 3** summarizes the results of the Peer Review undertaken by Watson and Associates including the key areas of the LNA that could benefit from further explanation and issues raised about the "Policy-Based" approach taken to the analysis;
- **Section 4** summarizes the updated Community Area LNA, including the outlook for Secondary Dwelling Units (SDU) including detached SDUs such as "Laneway Houses" and "Garden Suites", updates to the unit distribution inside the Built-up Area and implications of the no expansion scenario; and
- **Section 5** provides a discussion of Employment Area land need, including additional clarification on the approach taken and the potential for land need to be higher based on less optimistic employment density and capacity expectations. The need for the City to closely monitor land supply is also discussed in light of the potential for further employment land conversion or changes to other economic or market factors that could shift the current balance into a shortage position.

A series of Attachments (1 through 5) provide additional background information as well as other technical updates that have been made since the March 2021 LNA was completed.

Section 2: Method and Approach to the LNA Analysis Undertaken According to Mandated Method

Following the March 29th GIC meeting, the City has received considerable feedback on the interpretation of the mandated Provincial method for land needs assessment: in particular the 'subjective' nature of the inputs. While it may be correct that the method inputs are open to some interpretation, they must nevertheless be based on sound evidence and data that are transparent and defensible to satisfy Provincial requirements. For Community Area (residential) land needs in particular:

- The method requires the preparation of a housing forecast by type (single and semi-detached, rowhouse and apartment) that cannot be avoided. To forecast housing by type, the analysis must consider current and future **trends in household formation and occupancy patterns** as a basis for the outlook.
- It must also be recognized that **household formation is fundamentally a social construct**: driven by long-standing demographic patterns that show little sign of change. Across the broader population, people are still choosing to live together, get married, have children, buy houses with backyards and – in some cases – downsize after divorce, widowhood or in response to other economic factors.
- Evidence shows that this lifecycle-driven demand for housing by type is **remarkably consistent and predictable over time**, along with the age structure of the larger population including international migration. The housing market shifts that have occurred over the last 10-15 years (notably towards higher density forms such as rows and apartment units) are taken into account in the 'market-based' forecast of housing by type (Table 4 of the March 2021 LNA) that is the starting point for analysis.

The Provincial method requires that municipalities balance the need for a 'market-based' supply of housing to accommodate all market segments and avoid land shortages, while still conforming to the intensification and density targets of the *Growth Plan for the Greater Golden Horseshoe (A Place to Grow)*. It is recognized that striking this balance may involve adjustments to the forecast housing mix "to the extent possible" while still planning for the Schedule 3 forecasts. These adjustments are reflected – to varying degrees – in the three main scenarios prepared for the LNA.



Section 2: Method and Approach to the LNA

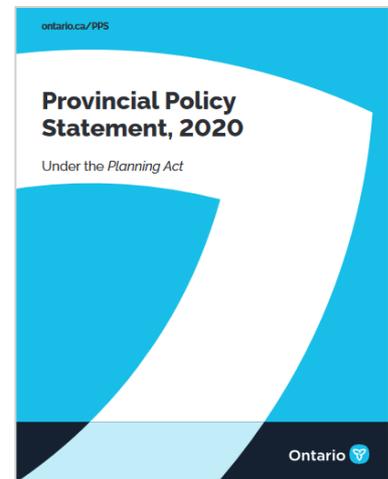
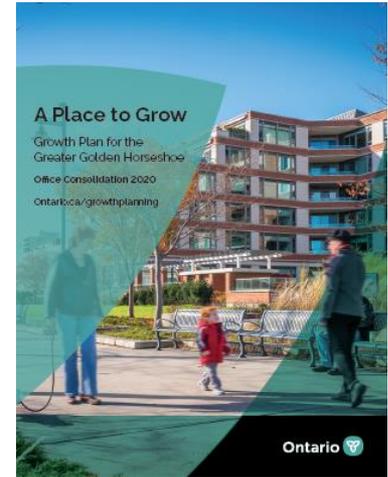
Approach Guided by Provincial Planning Policy Requirements

Within the context of the Provincial method, the approach to the City's LNA is guided by Provincial planning policy requirements in particular *A Place to Grow* but also the new *Provincial Policy Statement* (PPS, 2020) that speaks to satisfying market demand for housing and, among other matters, directs municipalities to maintain the ability to accommodate residential growth for a minimum of 15 years.

A primary objective of *A Place to Grow* is to **optimize the use of the existing urban land supply** to avoid over designating lands for future urban development. This objective is to be achieved with an "Intensification First" approach to limit the number of new housing units allocated to the Designated Greenfield Area (DGA). Both the PPS and *A Place to Grow* encourage municipalities to go beyond the minimum standards and targets set out in the Provincial policy and plan.

Municipalities are also directed to make more efficient use of existing employment areas and increase employment density, as described in Section 2.2.5 *Employment*, while ensuring the availability of sufficient land to meet the market requirements of all types of industry. Major Office and Institutional uses are directed to the Urban Growth Centres (UGC) and the conversion of employment lands to non-employment uses is to be carefully controlled.

Within this context, it is important to point out that "**market-based**" does not mean **development unconstrained** by planning policy. The market is shaped by policy and vice versa: the policy is shaped by what people want. The planning **challenge is to maximize the tolerance of the market** to be influenced by policy without jeopardizing the Schedule 3 forecasts, which would not meet Provincial requirements. All three of the main LNA scenarios represent varying degrees of policy intervention to achieve City and Provincial planning goals for density and intensification.



Section 2: Method and Approach to the LNA

Ambitious Density Scenario Embodies Strong Growth Management Principles

From a planning perspective, it should be noted that all LNA scenarios embody some degree of policy intervention. No purely 'market-based' scenario is likely to have the unit mix required to meet the 50% minimum intensification target. For the *Ambitious Density* scenario, a particularly aggressive shift in unit mix is envisioned:

- A substantial increase in total residential intensification and **shift to higher-density apartment forms** is envisioned, which has the effect of substantially reducing the amount of new urban expansion lands required.
- Achieving the necessary shifts in housing mix will be a challenge from a market and demographic perspective. The City has been removing regulatory barriers that will help capture market opportunities but cannot increase overall demand.
- Investment in the City's Light Rail Transit (LRT) system is expected to strengthen demand for apartments in the downtown, however the **downtown market will only deliver about half of the total** intensification units required;
- Similarly, the density factors for new greenfield areas represent a **considerable increase from past market trends**. From a residential perspective, net residential densities are set nearly as high as possible without generating a need for greenfield apartment unit construction, which would undermine efforts to focus intensification within the Built-up Area; and
- Expectations for **employment are also optimistic**, both in terms of "Population-related Employment (PRE)" in new greenfield areas and within the designated Employment Areas, where further intensification is envisioned.

Therefore, the *Ambitious Density* Scenario is **not a pure "market-based" approach** to the LNA, but rather embodies a high level of policy intervention to optimize the use of the existing urban land supply and avoid over-designating land for future urban development while still planning to achieve the Schedule 3 forecasts. The Peer Review confirms that the LNA method and approach is generally an appropriate application of *A Place to Grow* and Provincial LNA methodology, although some areas of the analysis could benefit from further clarification.

Significant Increase in Intensification

Intensification increases from 17,700 units in the 2021-2031 period to 22,200 (2031-2041) and 26,300 units in the 2041-2051 period.

Significant Increase in DGA Density

Density of new areas is substantially higher than in the current existing or planned DGA, and represents an extremely compact urban form

Optimistic Expectation for Employment

Driven by increased levels of remote work arising from COVID and a very efficient use of the existing land and building supply within designated Employment Areas

Section 3: Summary of Peer Review Results

LNA Generally Supports Provincial Policy Requirements

As noted previously, in June 2021 Council directed staff to retain a consultant with the appropriate experience in land economics to undertake a review of the approach and methodology used for the March 2021 *City of Hamilton Land Needs to 2051 Technical Working Paper – Summary of Results* and companion report: the *Residential Intensification Market Demand Study* (the "Intensification Study"). Watson and Associates Economists Ltd. was retained to complete the assignment.

The scope was to assess the study approach and methodology and determine whether it meets the requirements of all applicable provincial policies and is an appropriate application of applicable provincial policies with respect to determining the City's land needs to 2051. Council further directed that the consultant prepare a memorandum summarizing their findings and staff include this memorandum as part of the GRIDS2 report back at the Special GIC meeting on October 25, 2021. The Peer Review has been completed and the report is provided in Attachment 2.

The key conclusion of the Peer Review is that the **LNA generally supports Provincial policy requirements**, those primarily being the mandated Provincial LNA method and Growth Plan (*A Place to Grow*). However, reference is also made to the PPS requirement that municipalities provide for an appropriate range and mix of *housing options* and densities required to meet projected requirements of current and future residents of the *regional market area*. Of particular relevance from a LNA and MCR perspective is the PPS requirement that municipalities shall:

"...maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development (PPS 2020 Policy 1.4.1 a)."

From a total housing supply perspective, the City currently has the ability to accommodate growth for the required minimum 15-year period. A substantial supply of potential intensification sites has been identified inside the Built-up Area and there are existing greenfield areas designated and available for residential development. However, to provide an appropriate housing unit mix to accommodate all market segments and avoid shortages over the period to 2051, additional lands are required.

Section 3: Summary of Peer Review Results

Four key Areas Could Benefit from Additional Explanation

Notwithstanding its overall support for the LNA, the Peer Review did identify some areas that could benefit from further explanation. This is not unexpected since the results of the March 2021 analysis were set out in summary form for ease of communication. Four key areas are identified:

<p>1</p> <p><i>Composition of Development Inside the Built-Up Area</i></p>	<p>2</p> <p><i>City-wide DGA Metrics and Change for the LNA Scenarios</i></p>	<p>3</p> <p><i>Suitability of Employment Areas to Accommodate Forecast Growth</i></p>	<p>4</p> <p><i>Employment Density Assumptions</i></p>
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Each area is addressed in turn in the sections that follow, including commentary and responses as required. The Peer Review findings do not fundamentally change our conclusion that a balanced approach is required including both intensification and new greenfield expansion areas. Rather than question this result, the Peer Review suggests that **more greenfield lands could be required** under a less aggressive approach to managing growth; especially for Employment Area lands.

1. Composition of Development Inside the Built-up Area (BUA)

The Peer Review notes in Section 2.2.3 that the Intensification Study would benefit by providing more detail on the composition of development inside the Built-up Area in order to illustrate the amount and share of "pure" intensification relative to 'greenfield lands' inside the Built-up Area.

This issue is addressed generally in Section 3.3 *The Pattern of Intensification*, where it is explained that as the remaining supply of large vacant, underutilized or remnant 'greenfield' sites is developed within the Built-up Area, **the pattern of intensification must shift to apartments** in the nodes and corridors and the downtown UGC. While details on the nature of this shift may be of interest, it is not relevant to conformity with the Provincial intensification target, which refers only to the total number of units without regard to type, location or density, as explained in Section 1.2 *Planning for Intensification*.

Section 3: Summary of Peer Review Results

Four key Areas Could Benefit from Additional Explanation

2. City-Wide DGA Metrics and Change for the LNA Scenarios

The Peer Review notes in Section 2.2.6 that the LNA would benefit from a more fulsome discussion of DGA metrics including average people and jobs over the entire DGA, density trends and the change in overall DGA density for each of the LNA Scenarios. Reference is made to *A Place to Grow* Policy 2.2.7.3 that indicates the minimum **density target is to be measured over the entire DGA**. We would agree that providing such information would be beneficial.

Table 1

City-wide Designated Greenfield Area (DGA) Density

Summary by Land Need Scenario	2021 DGA Density	New DGA Density	2051 DGA Density
<i>Current Trends</i> (40% Intensification)	60 rjha	53 rjha	56 rjha
<i>Growth Plan Minimum</i> (50% Intensification)	60 rjha	65 rjha	62 rjha
<i>Increased Targets</i> (50%/55%/60%)	60 rjha	75 rjha	66 rjha
<i>Ambitious Density</i> (50%/60%/70%)	60 rjha	77 rjha	66 rjha

Source: Lorius and Associates based on information from the City of Hamilton. The 2051 DGA density for the *Increased Targets* and *Ambitious Density* scenarios are nearly identical because of the similarly high net density factors applied to new unit growth. The main difference is in the rate of intensification, which is higher for the *Ambitious Density* scenario.

As shown in Table 1 above, there is an increase in City-wide DGA density for all LNA scenarios except for *Current Trends*. For both the *Increased Targets* and *Ambitious Density* scenarios, a particularly significant increase is envisioned, translating into a **shift towards a much more compact urban form** compared to past 'market-based' trends. Nevertheless, while the scale of increase may be of interest from a growth management perspective, it is not relevant to the Provincial LNA method, which simply requires that conformity with the minimum intensification and DGA density targets be confirmed, or that adjustments to the housing mix are made to achieve *A Place to Grow* conformity "to the extent possible".

Section 3: Summary of Peer Review Results

Four key Areas Could Benefit from Additional Explanation

2. City-Wide DGA Metrics and Change for the LNA Scenarios (continued)

As shown in Table 1, the Peer Review also notes that all scenarios assume a density of 60 rjha for DGA lands currently designated within the City of Hamilton, but apply different densities for the urban lands to be brought into the settlement area and that it would benefit the reader if this assumption was more clearly explained. We agree. For the benefit of the reader here:

- The existing DGA density is held at 60 rjha because there are **few opportunities to achieve further density increases** on the currently designated land supply. The Built-up Area and associated boundary for the DGA was set by the Province in 2008 and does not change over time.
- Most of the existing DGA is already **developed or subject to active development plans** meaning that only a small percentage is true vacant greenfields that provide an opportunity to plan for increased densities (subject to good planning and servicing availability);
- The estimated unit potential in the existing DGA assumes that future **development will proceed at the higher end of the density range** in the applicable Secondary Plan and 'no plan' areas, which is not always the case. New developments are often below the maximum allowed;
- Part of the reason is that **increased density can lead to neighbourhood opposition**, especially in cases where a new development is proposed at a higher density than surrounding lands. While best efforts are made to ensure compatibility when calculating future development potential, there remains the possibility that neighbourhood concerns will impede planned density increases; and
- The planned density calculation also assumes that some larger parcels currently occupied with a single detached dwelling will be **redeveloped at a higher density over the long term**, which is a reasonable expectation but cannot be guaranteed from a planning perspective.

Planning to achieve a density of 60 rjha in the existing DGA is likely to be a challenge and represents an optimistic view of the future. Ensuring that new development occurs at these high densities **will require planning policy support and cooperation** from the development community, staff and council. This issue is discussed in the City's analysis of greenfield density provided as Appendix D to the March 2021 Council package and is also addressed in the July 2021 LNA Technical update Memorandum, which also formed part of the Peer Review materials and is provided in Attachment 4.

Section 3: Summary of Peer Review Results

Four key Areas Could Benefit from Additional Explanation

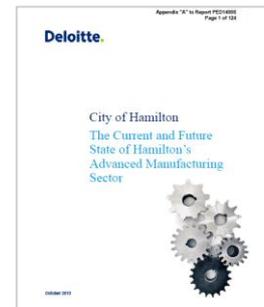
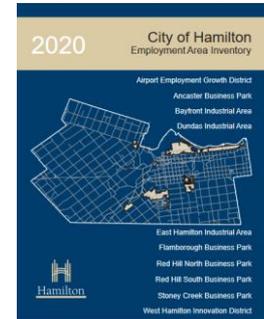
3. Suitability of Employment Area Land Supply to Accommodate Growth

The Peer Review notes in Section 2.3 that more information is required on the suitability of the Employment Areas to accommodate job growth over the planning horizon, including: size of vacant parcels, visibility, access to highways and other major goods movement facilities and infrastructure, serviceable lands and potential servicing constraints that may influence the rate of land absorption to the plan horizon.

The suitability of the City's Employment Area land supply to accommodate job growth has been addressed at length through previous study and staff review:

- Detailed **supply reviews and updates** were prepared as part of the 2008, 2012 and 2013 Employment Area land budget reports noted previously. A detailed inventory of supply on a parcel-by-parcel basis (the Employment Area Inventory) is also maintained by the City, updated regularly and made publically available on the municipal website;
- The **feasibility and competitiveness** of the land supply to attract new business investment is addressed in the employment land conversion analyses noted previously as well as the most recent *Employment Land Review* (2021) prepared by City staff; and
- Several **supporting strategies** have been prepared to encourage new investment and job growth including the Bayfront Strategy for Renewal, and the Advanced Manufacturing and FDI strategy noted previously. As also noted in the LNA, strategies to resolve current servicing constraints for the AEGD have been put in place.

Collectively, these background reports have consistently shown that the Employment Area land supply is made up of an integrated system of industrial and business park lands, each of which plays a distinct and important role in the City's economy. With few exceptions, the entire land supply is competitive and feasible for industrial-type use and must be retained to achieve the Schedule 3 forecasts. It was considered unnecessary to reiterate these long-standing conclusions in the LNA though we do acknowledge that reference to the relevant background documents could have benefited the reader.



Section 3: Summary of Peer Review Results

Four key Areas Could Benefit from Additional Explanation

4. Employment Area Density Assumptions

The Peer Review also raises the issue of employment area density, in particular why the density for the 2016 to 2051 period is assumed to be considerably higher than as observed in 2016: the base year for the analysis. It is further noted that the LNA density assumption is very sensitive: meaning that relatively small changes to the input lead to much greater variability in the overall results.

To illustrate this sensitivity, the Peer Review notes that the density assumption utilized is 39.5 jobs/ha over the 2016 to 2051 period, which supports the conclusion that supply and demand are in balance. If, for example, the City utilized the 2016 density of 24.3 jobs/ha for the analysis, the designated employment area land supply **capacity would decrease by 19,600 jobs**; which at standard industrial densities could translate into a **need for up to 650 ha of additional employment lands**.

While this example is arithmetically correct, it requires clarification. As explained in the LNA, the density of growth over the 2016 to 2051 period is **not an input**: but rather an output of the analysis based on Provincial policy directions to optimize the existing urban land supply to avoid over-designating future urban lands. It would not necessarily be appropriate, in our view, to apply the 2016 City-wide density to future growth because that figure includes the very large and low-density Bayfront Industrial Area, as well as the AEGD, which are treated separately in the analysis given the potential to distort City-wide averages.

The increase in City-wide employment density is largely the result of expectations for the Airport Employment Area Growth District (AEGD), which is beginning to emerge as a major growth area. The density of the Central Urban and Developing Greenfield areas is set to remain essentially stable (increasing marginally) over the period to 2051 reflecting Provincial policy requirements to make more efficient use of existing employment areas and increase employment density.

Density Clarification

City-wide Employment Area density in 2016 is estimated to be **24.3 jobs/ha**, which is relatively low because it includes the very large and low-density Bayfront Industrial Area and AEGD, which has just begun to accommodate significant amounts modern industrial-type development.

The estimated density of the other Employment Areas is in the range of **35 to 40 jobs/ha**, consistent with other similar municipalities within the metropolitan area.

It is important to clarify that the **density of growth over the 2016 to 2051 period is an output of the analysis** based on *A Place to Grow* directions to optimize the existing urban land supply to avoid over-designating lands for future urban development in Section 2.2.5 1. a)

Section 3: Summary of Peer Review Results

Important Issue Raised on "Policy-based" Approach to the LNA

On a broader methodological note, the Peer Review raises an important issue related to the notion of "Market" versus "Target" or "Policy-based" analytical approaches to the LNA. In particular, the Peer Review notes that the LNA would benefit from additional discussion on market-based trends that would lend support to the shifts envisioned for the various LNA scenarios. More specifically:

- For Community Area land needs, reference is made to 'market-based' trends and 'short-term real estate conditions' and the need to explain how factors such as affordability, demographic trends and infrastructure investment (among others) are expected to support increased DGA density for new areas, or if the increase is "simply just a planning policy shift";
- It is noted that the people and jobs density input is very sensitive, and the density input "can be perceived as subjective" without market consideration; and
- Similarly, it is noted that the Intensification Study would benefit from a discussion of how recent and planned investments in higher order transit is anticipated to support and "rationalize the shift towards higher intensification" under the *Increased Targets* and *Ambitious Density Scenario*. Likewise for Employment Areas, it is noted that additional information on recent development activity and absorption which "supports the increasing Employment Area density trend" would be beneficial.

The Peer Review is correct to note that the LNA should balance market-based trends and Provincial planning policy objectives. However, it is worth reiterating that the general intent of *A Place to Grow* is to **cause a shift away from historic market-based trends** in development towards more intense and compact urban forms. With few exceptions, a substantial shift to denser forms of housing such as row houses and apartments as well as increased employment density must be assumed in order to achieve MCR conformity. It is then to each of the local municipalities – though their planning instruments, infrastructure investment and other tools – to manage growth in a manner that achieves the necessary policy shifts.

Accordingly, the **LNA does not attempt to forecast different 'market-based' trends** for each scenario, but rather the required outcomes of increasingly aggressive intensification and density targets to achieve key City and Provincial planning objectives. Or to put it somewhat more plainly: the **LNA is setting the stage for the future policy-based market and not the market of yesterday.**

Section 4: Updated Community Area Land Needs

Forecast of Detached Secondary Dwelling Units

Following the adoption of the new zoning regulations to encourage Secondary Dwelling Units (SDU) across the City, additional analysis was undertaken to clarify the approach taken to SDUs in the LNA, in particular detached SDUs such as "Laneway" housing, "Garden Suites" and other stand-alone secondary housing forms.

As an initial point of clarification, the "Accessory Unit" category in the 2020 *Growth Plan* forecasts and 2021 LNA are apartments added to an existing single-detached or semi-detached house (e.g., basement suites) and **do not include detached SDUs** such as Laneway Houses. Detached SDUs are considered single-detached units, as explained in the April 2021 memorandum provided in Attachment 3.

The issue of detached SDUs is not explicitly addressed in the LNA. However, these units were generally anticipated to form part of the ground-related intensification that will need to occur within the Built-up Area to achieve the aggressive policy-based targets in the *Ambitious Density Scenario*. An allowance for detached SDUs was not incorporated into the forecast for the DGA and Rural areas in the LNA.

To address this issue, a forecast of detached SDUs was prepared based on the City of Vancouver experience and recent analyses of the occupancy profile and distribution of secondary units. Overall, the outlook for detached SDUs is anticipated to be relatively limited – **approximately 80 units per year** – and focussed largely within the Built-up Area reflecting the attraction of urban locations for this type of development and limits on their development potential within the DGA.

For the *Ambitious Density Scenario*, the result is that overall land need is reduced by approximately 30 gross (buildable) ha: from a total of **1,340 ha to 1,310 ha** over the period to 2051. The detached SDU forecast is explained in the June 2021 Technical Update Memorandum that is provided in Attachment 4.

Laneway Housing Examples



Smaller – 500 sq.ft



Mid– 1,000 sq.ft



Larger – 1,500 sq.ft

Section 4: Updated Community Area Land Needs

Updates to Unit Distribution Inside the Built-up Area

As described in the LNA, to achieve the *Ambitious Density* Scenario the City will need to accommodate **66,190 units through intensification** – mostly in the form of mid- and high-rise apartment buildings. However, some ground-related housing units are also required: 3,310 Singles/Semis and **9,930 rowhouses**: as shown in Table 5 to the Final LNA Staff Report provided as part of the March 2021 Council package.

Within the Built-up Area, ground-related housing is allocated largely to rows (75% of the total) because a greater proportion of row houses and other multiples tend to be achieved through intensification than Singles or Semis, which mostly take the form of replacements of existing homes. The expectation for both types is for intensification to occur beyond the identified vacant residential land supply:

- For Singles/Semis, the estimated 2021 vacant supply is approximately 900 units. Comparing this supply to growth of 3,310 units indicates a shortage of roughly 2,400 units that will need to occur through intensification, including detached SDUs such as Laneway Houses and Garden Suites; and
- Similarly, for rows the vacant supply is not sufficient. However, the expectation is that additional small-scale development sites will arise over time including: non-residential lots, schools or Place of Worship sites that become available for infill and other current or future surplus public lands not yet known.

Following the March 2021 meeting, City staff have undertaken more detailed analysis in regards to the anticipated breakdown of intensification units (by type) within the Built-up Area as input to future growth and infrastructure modelling exercises. Based on the results, the rowhouse allocation within the Built-up Area has been reduced to better reflect the updated supply potential. The **update affects unit distribution inside the Built-up Area** and shifts the overall City-wide housing mix of growth marginally towards Apartments but does not change DGA land need.

Row House Adjustment

In the March 2021 LNA, a **typical housing mix** of was set for inside the Built-up Area: 80% Apartments and 20% ground-related units (Singles/Semi and Row).

Most of the growth in the ground-related category is allocated to rowhouses, resulting in a **total of 9,930 units** over the planning period to 2051.

A somewhat lower potential has been shown through updated analysis, **roughly 7,600 units** that includes the current vacant land supply, redevelopment sites and a 15% contingency for future infill projects that cannot be identified in advance.

The **rowhouse allocation has been reduced** accordingly, which changes the City-wide mix of growth but does not affect DGA land need.

Section 4: Updated Community Area Land Needs

The "No Urban Boundary Expansion" Scenario

1. Preliminary Modeling Indicates a Shortfall of 59,300 Units

As noted, three main scenarios were prepared in 2020: the *Growth Plan Minimum*, *Increased Targets* and *Ambitious Density* scenarios. The "No Urban Boundary Expansion" (NUBE) Scenario was not modelled at the time but is now being considered as a growth option in accordance with Council direction arising out of the March 2021 GIC meeting. Preliminary modeling of the NUBE Scenario indicates **a shortfall of nearly 60,000 ground-related units** that would need to be 'shifted' into family-sized apartment units in order to achieve the Schedule 3 forecasts, as shown in Table 2 below.

Table 2

Ground-Related Housing Shifts Required by LNA Scenario

LNA Scenario	Intensification Target	Ground-Related Shift to Apts.	Ground-Related Share of Growth
<i>Market Based</i> (Table 4, March 2021 LNA)	n/a	0	75%
<i>Growth Plan Minimum</i> (50% Intensification)	50%	20,730	57%
<i>Increased Targets</i> (50%/55%/60%)	55%	24,800	53%
<i>Ambitious Density</i> (50%/60%/70%)	60%	28,900	50%
<i>No Urban Boundary Expansion</i> (NUBE)	n/a	59,300	22%

Source: Lorus and Associates based on March 2021 LNA report, forecasts and other information from Hemson Consulting Ltd., and City of Hamilton staff, 2021.

A supply-based approach is taken to the analysis that is different than the March 2021 LNA that is based on increasing rates of intensification over time. The result is varying degrees of market shifts required to achieve *A Place to Grow* policy goals: in particular the shift of ground-related forms into apartment units by LNA scenario. Under the approach taken here, the forecast of 'market-based' demand is compared to the total available supply, including both VRLI supply and identified intensification potential, to illustrate the unit shortfalls. The "no expansion" scenario is addressed in more detail in the June 2021 Technical Update memorandum that is provided in Attachment 4.

Section 4: Updated Community Area Land Needs

The "No Urban Boundary Expansion" Scenario

2. Scenario Does Not Meet Provincial Planning Policy Requirements

As discussed at the December 2020 and March 2021 GIC meetings, the NUBE scenario was not modelled in the LNA because it did not meet Provincial planning policy requirements and was not considered to be good planning. We remain of this view for reasons summarized below:

- Since its inception in 2006, the Provincial growth plan has **consistently envisioned an expanded economic and demographic role** for Hamilton and other priority centres to the west. By virtually any measure, the forecast is for significantly more growth to 2051 compared to the past;
- Population growth will be driven by much higher levels of in-migration with employment growth supported by the City's burgeoning "Creative Industries" sector and a system of large, integrated and competitive Employment Areas. A **higher forecast is not suitable** in the context of long-standing forecast expectations and constraints on the available residential land supply;
- As shown in Table 2, the NUBE scenario results in a significant shortfall of ground-related units that would need to be 'shifted' into apartments. The **shift is not a simple "1 for 1" transfer** but rather an increase in the number of larger family-sized households that must choose to live in apartment units. The provision of new **'family-friendly' apartments remains limited** for most municipalities, including Hamilton;
- Speculation at the urban fringe could lead to poorly planned, incremental expansions into the rural area, which is not good planning. Over time, rather than 'shift' into apartments the **ground-related market would likely migrate** to locations outside of Hamilton in the southwest GGH;
- Such a dispersal would have the effect of **redirecting growth to locations less able to manage** it and cause a regional misalignment of the Schedule 3 forecasts. It would also have the effect of planning for a lower growth forecast in Hamilton, which is **prohibited under the Provincial LNA Method**.
- Current **infrastructure constraints compound these challenges**, in particular the need to upgrade water and wastewater servicing capacity to support near-term intensification in the downtown UGC.

Recent correspondence from the Ministry is provided in Attachment 5 that confirms a no expansion option may not conform to Provincial policy requirements. Of particular concern is the risk of **negative regional impacts on Prime Agricultural areas** in the Outer Ring communities with lower intensification and density targets that would likely receive the additional growth pressure.

Section 5: Implications for Employment Area Land Need

Capacity-based Approach Taken to the Analysis

It is important to clarify that Employment Area land needs are based on a comparison of long-term demand to the capacity of the land supply at the forecast horizon in 2051. This is different than the approach taken to Community Area land needs that is based on the growth **increment** over the period to 2051.

Taking this approach means that current trends (in and of themselves) and expected absorption rates do not affect the result in terms of land need because the **analysis is based on capacity at the forecast horizon** without regard to intervening events since the forecast was adopted in *A Place to Grow* (2020). It is also important to note that underlying the Employment Area LNA is a **City-wide forecast of employment by type**, which has a strong bearing on the results:

- As explained in the LNA, most of the lands required to accommodate the forecast employment in 2051 are for "Employment Land" employment, i.e. jobs primarily in large, modern industrial-type buildings;
- Population-related employment tends to be accommodated in existing locations (such as the Downtown, major retail centres and other nodes) and through the normal course of secondary planning for new residential communities; and
- Major office employment occurs under a unique market dynamic and at extremely high densities, so requires very little urban lands.

For the Major Office category in particular, the LNA incorporates a more optimistic outlook than past analyses, supported by the City's recent resurgence as a major economic and cultural centre within the Greater Golden Horseshoe (GGH). Because major offices develop at such high densities, overall land need is reduced as more offices are included in the mix. For the Employment Areas in particular, the analysis anticipates a very efficient use of the existing supply in accordance with the economic outlook and Provincial policy directions to increase density.

Office Market Expectations

The Employment Area LNA begins with a forecast of employment by type, which underpins the conclusion that no new lands are required.

The outlook for Major Office employment has a **strong bearing on results** because population-related jobs tend to grow at consistent ratios to population and rural-based employment is set to remain stable over the period.

The outlook for Major Offices is for employment to increase from 15% to 19% of total employment, translating into **nearly 8 million sq. ft. of new space** including new builds and adaptive reuse projects in the downtown.

Should the major office market not perform as well as expected, **additional Employment Area lands may be required** to accommodate the forecast employment growth to 2051.

Section 5: Implications for Employment Area Land Needs

Density Assumptions are in Accordance with Provincial Policy

The employment density assumptions in the LNA are in accordance with *A Place to Grow* Section 2.2.5 that directs municipalities to make more efficient use of existing employment areas and vacant and underutilized lands and to increase employment densities, while ensuring the availability of sufficient land in appropriate locations to accommodate growth. Under this approach, there is no question that the **estimated capacity of existing areas is optimistic:**

- The almost fully developed Central Urban Areas are set to grow in employment whereas the experience of most other communities **tends to be one of stability or decline**. New jobs are added, but others are lost over time due to economic change or conversion to non-employment use;
- Similarly, the density of Developing Greenfield Areas increases overall, with the result that the analysis implicitly incorporates a certain amount of employment intensification in accordance with Provincial policy;
- A specific intensification adjustment is made for the Bayfront area to reflect the **unique potential on the Stelco lands** and continued strong growth at the Port of Hamilton, as discussed in the Phase 1 Bayfront *Market Opportunities Study – A Strategy for Renewal* noted previously.

The density input for the AEGD reflects a pattern of development characterized mainly by large distribution and logistics activities with some new manufacturing, similar to other comparable employment areas along the Highway 401 corridor in Peel and Halton regions. Major Office and Population-related Employment is limited, to reflect City and Provincial policy directions to support the downtown UGC as the centre for commercial and institutional employment. Full development of the land supply is also assumed, which is optimistic from a market perspective.

Similar to the major office market expectations, if these policy-based expectations are not achieved, additional employment area lands could be required.

Bayfront Intensification

As explained in the 2016 Strategy for Renewal, the Bayfront area represents a significant **opportunity for employment intensification.**

The biggest opportunity relates to the **potential on the Stelco lands**. As such, a specific adjustment is made for LNA purposes.

The potential is estimated based on **80% development of the 150 ha Phase 1 lands** previously identified at a density of 37.5 jobs/ha, or approximately 4,500 jobs.

Continued growth at the Port of Hamilton is estimated to result in 2,500 new jobs to 2051, based on maintaining the reported on-site growth rate since 2018.

After accounting for declines in the existing employment base of roughly 2,000 jobs, the outlook is for **5,000 net new jobs to 2051.**

Section 5: Implications for Employment Area Land Needs

City will Need to Monitor Land Supply Going Forward

As discussed previously, the Peer Review suggests that Employment Area land need could be higher if lower density inputs were incorporated into the analysis. For example, at a standard industrial density of 37.5 jobs per net ha and "net to gross" factor of 80%: **a shortage of 19,600 jobs would translate into a need for roughly 650 gross ha**, as noted previously. While we would not necessarily support the use of existing 2016 densities within *A Place to Grow* context, it is nevertheless correct that land needs would be higher under a less optimistic policy-based approach to the analysis.

Employment land **conversion also remains a concern**, especially given the direction arising out of the August 4th 2021 GIC meeting to add sites to the list for consideration. Should significant additional conversions be approved, there may be a need to offset this loss by providing additional employment lands to ensure the City's ability to accommodate growth to 2051. Other factors could also shift the current balance into a shortage position, including lower than expected office growth, declines in the density of existing employment areas or delays in the anticipated redevelopment of the Stelco lands, particularly in regards to servicing agreements.

We remain of the view that supply and demand are in balance to 2051 but further conversions or other economic and market factors could change that balance. Accordingly, the City will need to closely monitor the land supply going forward and, if necessary, undertake a re-evaluation at the time of the next MCR. Given the very large potential supply of Employment Area lands, and unlike Community Area lands, there is no need to provide additional supply for current planning purposes.

However, as explained in the LNA, **actions will need to be taken to encourage efficient use of the land base** on both vacant and occupied lands. Employment intensification will need to be actively facilitated, especially in developed central urban employment areas, and higher intensity employment uses must be encouraged in developing greenfield areas. A combination of land use planning permissions and financial and other incentives are required for new users to adopt high quality building standards. This objective will be a particular challenge to achieve in the AEGD, where strongest demand is expected for relatively low-density goods movement and logistics facilities.

Attachment 1

Background Reports to the March 2021 LNA

Background Documents to the March 2021 LNA

The March 2021 LNA relies on information from a number of background documents and other City materials. The relevant documents are summarized below.

- *Residential Intensification Market Demand Study*, Lorus and Associates in association with Hemson Consulting Ltd, March 2021
- *Residential Intensification Supply Update*, City of Hamilton, March 2021
- *Existing Designated Greenfield Area Density Analysis*, City of Hamilton, March 2021
- *Employment Land Review*, City of Hamilton, August 2021
- *GRIDS2 Growth Summary 2006 – 2016*, City of Hamilton, August 2017
- *Foreign Direct Investment Economic Development Strategy*, Deloitte, January 2016
- *Residential Land Needs Analysis Technical Working Paper*, Deloitte, November 2016
- *Bayfront Industrial Area: A Strategy for Renewal*, Deloitte, August 2015
- *The Current and Future State of Hamilton's Advanced Manufacturing Sector*, Deloitte, October 2013
- *Employment Area Land Budget Update*, Hemson Consulting Ltd., September 2009 and subsequent updates and revisions undertaken as part of the Ontario Municipal Board (OMB) proceedings for the *Airport Employment Growth District* (AEGD) in 2012 and 2013;
- *Employment Land Conversion Analysis*, Hemson Consulting Ltd., February 2008
- *Comprehensive Employment Study* (CES), Hemson Consulting Ltd., 2008 and associated Peer Review prepared by Metropolitan Knowledge International (MKI), September 2007

In addition to the background documents above, the LNA makes use of information provided by:

- The *Vacant Urban Residential Land Inventory* (VRLI) that provides information on the supply of vacant land for residential development within the urban area by community, structure type and development status
- The *Employment Area Inventory* that provides a parcel-by-parcel listing of land supply in the Business Park and Industrial Areas, including site size, location and servicing status
- The *Annual Employment Survey* (2016-2019) that documents business growth by sector and key trends in the nature and location of employment and land use across the City

Attachment 2

Watson Peer Review Report



City of Hamilton
Land Needs Assessment
Peer Review

City of Hamilton

Final Report

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List of Acronyms and Abbreviations

BUA	Built-up Area
DGA	Designated Greenfield Area
GGH	Greater Golden Horseshoe
LNA	Land Needs Assessment

Chapter 1

Introduction

1. Introduction

1.1 Terms of Reference

Watson & Associates Economists Ltd. (Watson) was retained in July 2021 by the City of Hamilton to undertake a Peer Review of the following reports prepared by Lorus & Associates:

- City of Hamilton Land Needs Assessment to 2051 Technical Working Paper – Summary of Results, March 2021; and
- City of Hamilton Residential Intensification Market Demand Analysis, March 2021.

The first document listed above focuses on the City's urban land needs, while the second document listed provides further information regarding market demand for residential intensification within the City of Hamilton. These documents are hereinafter referred to as the "City's LNA Documents" when referred to collectively.

Upon our review of the City's LNA documents, Watson prepared a list of questions and comments that were discussed with Lorus & Associates on August 5, 2021.

Subsequent to this meeting Lorus & Associates provided supplemental background information to Watson. The supplemental background information was also reviewed by Watson, in addition to the City's LNA Documents referenced above.

1.2 Scope of Peer Review

This peer review includes an assessment of the overall study approach and application of the requirements by component of the Provincial Land Needs Assessment (LNA) Methodology for the Greater Golden Horseshoe (GGH), 2020, hereafter referred to as the Provincial LNA Methodology.¹ The Provincial LNA methodology requires a series of inputs and analyses for each component. Each of these inputs should be tested to validate assumptions and their sensitivity within the framework of the Provincial LNA Methodology, which emphasizes providing a market-based supply of housing while conforming to the Growth Plan for the Greater Golden Horseshoe (GGH), 2020,

¹ A Place to Grow: Growth Plan for the Greater Golden Horseshoe. Land Needs Assessment Methodology for the Greater Golden Horseshoe (GGH), 2020. Ontario.

hereafter, referred to as the Growth Plan.² Watson has reviewed the data and analysis provided in the City's LNA documents to confirm if the assumptions and analysis logically support the conclusions regarding the City's long-term Land Need Scenarios, including: 1) Growth Plan Minimum, 2) Increased Targets and 3) Ambitious Density. Further, our peer review identifies potential gaps that the City's consulting team should potentially explore to strengthen the City's LNA analysis and conclusions.

Based on the aforementioned, our review of the City's LNA Documents includes the following:

- A high-level examination of the methodology adopted in the City's LNA Documents, including underlying assumptions and overall empirical design;
- A review of key inputs and supporting analysis related to required Growth Plan targets, including: percentage housing intensification, Designated Greenfield Area (DGA) density, and Employment Area density;
- An examination of the overall conclusions provided in the City's LNA documents; and
- Recommendations to strengthen the City's LNA Documents.
- It is important to note that as part of our review, Watson has not undertaken comprehensive original research or data compilation related to the City's LNA.

² A Place to Grow: Growth Plan for Greater Golden Horseshoe (GGH). Office Consolidation, 2020. Ontario.

Chapter 2

Summary of Key Findings

2. Summary of Key Findings

In accordance with the findings of our review, it is our opinion that the overall approach and methodology utilized in the City's LNA Documents prepared by Lorus & Associates is generally an appropriate application of the Growth Plan and the Provincial LNA Methodology. Notwithstanding, we have identified key areas of the LNA documents that would benefit from further clarification and additional supporting analysis, which are discussed below.

2.1 Review of Land Needs Assessment Scenarios

Three scenarios are contemplated in the City's LNA Documents, including:

- 1) Growth Plan Minimum: 50% intensification, Community Area density of 65 people and jobs/ha in new greenfield areas.
 - 2) Increase Target: 50% Intensification to 2031, 55% to 2041, 60% to 2051 and Community Area density of 75 people and jobs/ha on new greenfield lands.
 - 3) Ambitious Target: 50% Intensification to 2031, 60% to 2041, 70% to 2051, Community Area density of 77 people and jobs/ha on new greenfield lands.
- While not specifically noted in the City's LNA Documents, it is our understanding that that the Ambitious Density Scenario had been selected by staff as the preferred scenario. This scenario is premised on the following:
 - A transitional housing intensification target starting at 50% of total City-wide housing growth to 2031, followed by 60% to 2041 and 70% to 2051;
 - 60 people and jobs per ha in the existing designated area of the DGA;
 - Community Area density of 77 people and jobs/ha on new DGA expansion lands;
 - Community Area land need of 1,340 gross ha; and
 - A small surplus (60 net ha) of Employment Area land to 2051.
 - All scenarios adopt the Growth Plan, Schedule 3 population and housing forecasts to 2051 for the City of Hamilton.

- The housing forecast by structure type utilized for the Growth Plan Minimum Scenario has been derived from a report, entitled, "Technical Report: Greater Golden Horseshoe Forecast to 2051", hereafter referred to as the Technical Report to the Growth Plan.³
- All scenarios assume the same density assumptions for Employment Areas.

As further background to the City's LNA Documents, a memorandum prepared by Lorus & Associates, entitled, "City of Hamilton Land Needs Assessment (LNA) Technical Update", prepared as of July 31, 2021, was reviewed as part of our review. This memo provides the following supplemental information with respect to the City's LNA Documents and the corresponding long-term Land Need Scenarios:

- An illustrative Current Trends scenario was prepared to show the results of a lower intensification target (40% of new units). It was noted that this scenario is not considered suitable given the potential for Hamilton to shift the pattern of development towards denser urban forms.
- It was noted that a "No Urban Expansion Option" was not modelled, as such an option does not meet Provincial planning policy requirements and is not considered good planning. It was suggested that a No Urban Expansion Option would result in the City not meeting its Schedule 3 minimum forecasts, as growth would be directed elsewhere.
- The density assumption under the Ambitious Density scenario, for new greenfield housing is very high: on average 35 units per net ha for single and semi-detached units and 70 units per net ha for row houses. It is further noted, while there may be some site-specific examples of such units at higher densities, on a community-wide basis the Ambitious Density Scenario represent an extremely compact urban form.
- The Ambitious Density Scenario is not a pure "market-based" approach to the LNA, but rather embodies deliberate policy intervention to optimize the use of the existing urban land supply and avoid over-designating land for future urban

³ Greater Golden Horseshoe: Growth Forecast to 2051, August 26, 2020. Technical Report. Hemson Consulting Ltd.

development while still planning to achieve the Schedule 3 Growth Plan forecasts. Given the level of policy intervention involved, the Ambitious Density Scenario requires careful monitoring and reporting on progress to ensure a balanced supply of housing types to 2051, in accordance with the mandated LNA method.

Comments:

- It should be noted that the Growth Plan minimum for the City of Hamilton is 50% residential intensification and an average of 50 people and jobs/ha across the entire DGA, as per Growth Plan, policy 2.2.7.2. It is recommended that the description of the Growth Plan Minimum Land Needs Scenario should be modified accordingly to avoid confusion.
- As summarized in Table 19 of the City of Hamilton LNA to 2051 Technical Working Paper, we understand that the average density subject to policy 2.2.7.3 under the Ambitious Density Scenario is 60 people and jobs/ha with a higher density of 77 people and jobs assumed for Community Area expansion lands. The descriptions of the Land Needs Scenarios should include metrics on average people and jobs density over the entire DGA including both occupied and vacant lands. As per Growth Plan policy 2.2.7.3: “the minimum density target will be measured over the entire designated greenfield area.”
- All three Land Needs Scenarios assume 60 people and jobs/ha for DGA lands currently designated within the City of Hamilton. The Land Needs Scenarios apply different densities for the urban lands to be brought into the settlement areas, but do not alter the average density on existing DGA lands. It would benefit the reader if this assumption was more clearly explained in Section 1 of the City of Hamilton LNA to 2051 Technical Working Paper when the Land Needs Scenarios are first introduced. It would also be helpful to understand the impact of the adjusted densities related to the settlement boundary expansion lands on the total DGA density (existing plus future lands) under each Land Need Scenario. It is important that this distinction is made in the City’s LNA documents when addressing DGA density variation between the three Land Needs Scenarios.

- The City's LNA Documents would benefit from additional background analysis which describes existing conditions regarding average DGA density. It is unclear how much average DGA levels are expected to rise relative to existing conditions, and what the near-term real estate conditions are to support such a rise in average DGA density. It is recommended that DGA lands within registered unbuilt, drafted approved, proposed development applications, and lands with no development applications are identified and categorized. This would help to determine how much average the density on DGA lands in active plans are likely to increase relative to existing conditions, and what weight this represents when considering the City's total DGA land supply. It is recommended that further information is provided regarding the housing supply assumptions in Table 9 of the City of Hamilton LNA to 2051 Technical Working Paper by development approval status.
- Further context should be provided to explain why a higher DGA density (and/or a shift with a greater share of high-density) is assumed for the new Community Area lands (those in the whitebelt to be brought into the settlement areas) versus the existing DGA under each Land Needs Scenario. This should include a discussion which addresses if this proposed shift reflects anticipated market trends influenced by housing affordability, major infrastructure investment (i.e. high-order transit), demographics and planning policy, or simply just a planning policy shift. Further, it would be beneficial to discuss how a higher density assumption in the DGA would not undermine efforts to direct high density development in the BUA.

2.2 Review of City of Hamilton LNA Components – Community Area

2.2.1 Component 1 – Population Forecast

This LNA component requires that municipalities review the 2051 population forecast contained in the Growth Plan Schedule 3. It is important to note that the growth forecasts in Schedule 3 of the Growth Plan are considered minimums and municipalities may prepare alternative forecast scenarios that are higher, provided that such forecasts provide a range of housing options as well as providing additional labour opportunities for the GGH labour market.

Comments:

- Section 2 of the City of Hamilton LNA to 2051 Technical Working Paper provides a brief explanation to support the utilization of the Growth Plan Schedule 3 forecast - the minimum growth forecast. It is noted in the City's LNA documents that the forecast to 2051 is a significant amount of growth relative to the past: twice as much over the next 20 years than the last 20 years.⁴ It is further noted that the long-term growth outlook for Hamilton is positive and that this is consistent with the expectation of the Ministry of Finance Ontario's Long-Term Report on the Economy (2017).
- It is recommended that the City consider adding more context regarding the magnitude of growth anticipated to 2051, such as:
 - historical versus forecast annual City-wide population and employment growth rates;
 - a review of the City's share of historical/forecast population and employment growth for the City of Hamilton relative to the remaining GTA; and
 - the amount of forecast net migration required to achieve the minimum forecast relative to historical trends.
- Building on the above analysis, a statement should be provided that explains why that a higher growth forecast is not appropriate for the City of Hamilton.

2.2.2 Component 2 – Housing Need by Structure Type

This LNA component requires that GGH municipalities demonstrate that the housing forecast allows for sufficient choice to meet market demand and the projected needs of current and future residents. Further, an analysis of housing by structure type is required based on a forecast of age-specific housing propensity by type.

Comments:

⁴ City of Hamilton Land Needs Assessment to 2051 Technical Working Paper, p.10.

- Watson has reviewed the housing forecasts by structure type generated in the City's LNA Documents to assess whether the forecasts are supported by the analysis in the City's LNA Documents regarding future market-based trends. Ultimately, the City's analysis must demonstrate that the housing forecast which supports the preferred Land Needs Scenario offers a suitable range of housing choice reflecting anticipated demographic trends (i.e. trends in population age structure) and socio-economic trends (i.e. housing affordability) as well as lifestyle and other factors.
- As previously discussed, the City of Hamilton LNA to 2051 Technical Working Paper, places considerable emphasis on the Technical Report to the Growth Plan, as the baseline for its "Current Trends" forecast, with some modifications for accessory units.
- The City's LNA Document would benefit from additional analysis which describes recent trends in housing by structure across the City. Page 22 of the City of Hamilton LNA Technical Working Paper describes the required shift from the "Current Trends", to achieve the "Policy-Based" outcome. While it is implied in the City's LNA Documents it should be explicitly stated that a key objective of the City's LNA is to balance "future market-based" trends and Provincial policy over the 2021 to 2051 planning horizon, not simply shift "Current Trends" as a result of required planning policy objectives. As a starting point, the City of Hamilton LNA to 2051 Technical Working Paper would benefit by comparing the "Current Trends" housing forecast over 2016 to 2021 period with actual residential building permit activity (for new dwellings) or residential completion data between 2016 to 2020 for the City of Hamilton. The review would help show that "Current Trends" have already shifted further towards high-density housing over the past few years relative to the base analysis relied on using the Technical Report to the Growth Plan (a high-level review of recent housing trend has been prepared by Watson and is summarized in Appendix A). Further analysis could then be provided regarding the housing mix associated within active development applications to indicate were near-term trends in housing by structure type appear to be heading over the next decade.
- Ultimately, the housing mix and housing intensification target associated with the preferred Land Needs Scenario should strike a balance between delivering a future housing supply which reflects an appropriate shift in housing by structure

type reflective of anticipated market trends and required policy objectives. Without the background information suggested above, it is difficult to fully assess the reasonableness of the housing forecast by structure type associated with each of the Land Needs Scenarios.

2.2.3 Component 3 – Housing Allocations by Policy Area

This component requires an allocation of housing by type and by policy area, including DGA, built-up area (BUA) and Rural Area with consideration of servicing, affordability, market demand and urban structure.

Comments:

- Watson has reviewed the allocations between BUA and DGA to ensure that the City has allocated housing demand to support market choice of housing and policy direction. We have no significant concerns regarding the allocation of growth by policy area under the Growth Plan Minimum and Increased Target Land Needs Scenarios. Notwithstanding, the City of Hamilton Residential Intensification Analysis Market Demand Analysis report would benefit by providing more detail to demonstrate the composition of housing development within the BUA since 2006 by structure type. This would help illustrate the amount and percentage of “true” intensification as opposed to greenfield lands captured within the BUA which have since developed during the post-2006 period.
- The City of Hamilton Residential Intensification Analysis Market Demand Analysis Report would also benefit by providing additional commentary which supports how recent and planning high-order transit infrastructure investment is anticipated to support the planned shift towards higher housing intensification as set out in the Increased Target and Ambitious Land Needs Scenario. Recent experiences in Hamilton, as well as across other GTA municipalities, such as York and Peel Region, associated with major infrastructure investments and the corresponding market strength for housing intensification would help to rationalize the forecast shift proposed in the intensification forecast under the Increased Target and Ambitious Land Needs Scenario.
- While not a requirement of the Provincial LNA methodology, an allocation of the preferred Land Needs Scenario by urban settlement (e.g., Ancaster, Dundas,

Hamilton, etc.) would further illustrate local influences which are anticipated to inform key targets related to residential density intensification as well as Community Area and Employment Area density. The analysis at this geographic level is important in understanding potential imbalances of supply and demand across the municipality, as well as infrastructure phasing. It would also assist in developing planning policies and other planning/financial tools where larger gaps may exist between market demand and long-term policy objectives.

2.2.4 Component 4 – Housing Supply

This LNA component requires an extensive analysis of housing supply opportunities and available land to accommodate anticipated housing. A key task of this component is an intensification supply analysis that supports the intensification target, as informed by anticipated real estate market trends, as well as policy objectives of the Growth Plan (e.g., building complete communities and supporting transit).

Comments:

- Watson has reviewed the housing supply summarized in the City's LNA Documents. As previously discussed, it is recommended that the City consider providing supplementary information on the housing supply by structure type by status, e.g., draft approved, registered unbuilt and remaining vacant lands. This information would provide insights regarding the housing supply by structure type anticipated in the short and medium-term. Further, a commentary should be provided whether the City can accommodate Provincial Policy Statement (PPS), 2020, policy 1.4.1 (a) and (b):

"...maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and

maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans."

2.2.5 Component 5 – Community Area Jobs

This LNA component requires that municipalities review opportunities to accommodate employment within the Community Area, as part of the Employment Analysis. This analysis is required for the people and jobs density target and ultimately the Community Area land needs analysis. Further, understanding the amount of non-residential growth within the Community Area is important when planning for complete Community Areas and ensuring an adequate mix of designated lands (e.g., commercial, residential and institutional).

Comments:

- It is noted on Table 17, page 33 of the City of Hamilton LNA to 2051 Technical Working Paper that a ratio of 1 job for every 8 residents is applied in Community Areas, however, this contradicts with the commentary on page 42 of the same report, which notes 1 Community Area job for every 4 residents. Perhaps the difference has to do with a different ratio assumed for the DGA versus the City-wide total, however this is unclear and should be explained.

2.2.6 Component 6 – Need for Additional Community Area Land

This LNA component requires the calculation of land demand in the DGA in accordance with the Growth Plan policy 2.2.7.3. The City's total DGA land supply, which was previously discussed in Component 4, is then compared against forecast total DGA land demand to arrive at a Community Area land need by 2051.

The Provincial LNA Methodology allows municipalities to explore adjustments to the LNA analysis, where necessary, such as provisions to account for housing vacancy rates and land vacancy (i.e. lands which are not anticipated for sale or development over the long-term planning horizon), as well as exclusions for lands that may not be developed over the planning horizon due to additional infrastructure requirements which consume land but do not generate a local population or employment yield (e.g. transit stations, highways). These adjustments are to be used, where necessary, to ensure that the municipalities plan for a range of market choice of housing.

Comments:

- The people and jobs density input is very sensitive. Without adequate supporting analysis, the density input can be perceived as subjective without market consideration. As previously discussed, the Hamilton LNA would benefit from a more fulsome discussion on DGA density metrics, including:
 - What is the current DGA density and associated housing mix on developed lands as of today?
 - What is the potential DGA density on lands that have been approved and draft approved for development?
 - How does a higher DGA density support a wider range of housing options and address housing affordability?
 - How does population-related employment impact the people and jobs density?

2.3 Review of City of Hamilton LNA Components – Employment Area

2.3.1 Components 1 and 2 – Employment Forecasts and Allocations

Consistent with the approach to forecast population, the Provincial LNA Methodology requires municipalities to review Schedule 3 of the Growth Plan and assess whether a higher forecast is required for employment. Further, municipalities are required to understand their current employment base and future employment opportunities by type (Employment Lands Employment, Population-Related Employment and Rural Employment) and location (Employment Area, Community Area and Rural Area). A key emphasis in the Provincial LNA Methodology is an understanding of how macro economic trends and regional drivers are anticipated to influence the amount, type and location of employment growth.

Comments:

Watson has reviewed the employment analysis prepared as part of the Hamilton LNA, including consideration of key disruptive forces and labour market trends. The City's

LNA documents provide an adequate discussion of current employment disruptors and labour market trends, however, no discussion is provided on recent local employment trends since 2016. It would be beneficial to include a commentary and any supporting analysis on development trends in established Employment Areas across the City. Most notably, how much and what type of development activity has occurred across the City's Employment Areas in recent years (i.e. past five to ten years).

Based on our discussion with Lorus & Associates, it is our understanding that the port lands in Hamilton have experienced strong growth over the past few years. The City of Hamilton Residential Intensification Market Demand Analysis document provides a brief discussion of the redevelopment potential of the port lands. It would benefit the City of Hamilton Land Needs Assessment to 2051 Technical Working Paper if additional background discussion of the port lands was included to support whether the Stelco lands are likely to develop at this density from a market perspective.

2.3.2 Components 3 and 4 – Employment Supply and Additional Land Required

Ensuring an adequate supply of designated lands for employment growth is critical for the long-term prosperity of the City of Hamilton. The Employment Area land supply is an important component of the LNA and should include insights on the characteristics of the land supply and its alignment with demand.

Comments:

Watson has reviewed the Employment Land Needs analysis provided in the City of Hamilton LNA to 2051 Technical Working Paper. The conclusions of the Employment Area LNA is that there is a surplus of 60 net ha by 2051. It is important to recognize that the Employment Area density assumption is a very sensitive input. The Employment Area density assumption utilized is 39.5 jobs over the 2016 to 2051 period. If the City utilized its Employment Area density as of 2016 of 24.3 jobs/ha, the City Employment Area capacity would decrease by approximately 19,600 employees.⁵

The City's Employment Area LNA uses 2016 as base year. It is recommended that the City consider providing more supporting analysis regarding the density assumption utilized and why the density is assumed to be considerably higher than what was

⁵ Based on vacant employment land supply of 1,290 ha.

observed as of 2016. This could include a sample analysis of recent development that has occurred on employment lands in recent years which supports the increasing Employment Area density trend.

The Provincial LNA Methodology document stresses that municipalities are to review the Employment Area land supply to ensure sufficient quantity to meet the overall employment demand and that they include lands that meet the attributes that are important to businesses. As part of this analysis, municipalities are required to consider the following in addition to the quantum of land needed to support employment growth:

- Servicing (either existing or near-term potential);
- Visibility, access to highways, proximity to other major goods movement facilities and corridors;
- A range and size of available sites to meet market choice, including:
 - vacancy factors to account for lands that may not develop to the Plan horizon;
 - a sufficient supply of large parcels to accommodate extensive uses; and
 - strategic investment sites to attract investment that may otherwise choose to locate outside of Ontario;
- Proximity to sensitive uses; and
- Other factors that reflect the changing need of businesses.⁶

It is our opinion that more is needed to explain how the City's Employment Area land supply is sufficient to accommodate employment growth over the short and long-term planning horizon. This should include a more detailed description of the supply characteristics of the City's Employment Areas, such as size of vacant parcels, serviced versus serviceable lands and potential servicing constraints that may influence the rate of land absorption in Employment Areas over the planning horizon.

⁶Provincial Land Needs Assessment Methodology for the Greater Golden Horseshoe (2020) document, p. 18.

In addition, City's LNA document would be strengthened by providing more background information to support the intensification assumptions regarding the Stelco redevelopment site. The potential of 5,000 jobs is very significant and warrants a discussion of the types of uses anticipated.

Chapter 3

Conclusions

3. Conclusions

As previously discussed, it is our opinion that the approach and methodology utilized in the City's LNA Documents prepared by Lorius & Associates is generally an appropriate application of the Growth Plan and the Provincial LNA Methodology. Notwithstanding, we have identified key areas of the City's LNA documents that would benefit from further clarification and additional supporting analysis, including:

- Greater details to demonstrate the composition of housing development within the BUA since 2006 by structure type. This would help illustrate the amount and percentage of "true" intensification relative to greenfield lands captured within the BUA, which have since developed during the post-2006 period;
- A summary of existing DGA density, density trends in active plans within the DGA and the change in the overall DGA density under each of the Land Needs Scenarios;
- Further characteristics of the Employment Area land supply to support businesses, attract investment accommodate employment growth over the long-term; and
- Justification of the Employment Area land density assumption.

Appendix

Appendix A: City of Hamilton Recent Housing Mix Trends

Figures A-1a and A-1b summarize recent residential building permit activity by housing structure type within the City of Hamilton between 2016 and 2020. As summarized, the housing unit mix has comprised 29% singles/semi-detached, 36% townhouses and 35% apartments. Apartments units have averaged 849 units annually within the City of Hamilton between 2016 and 2020.

Figure A-1a
 City of Hamilton
 Residential Building Permit Activity,
 2016 to 2020

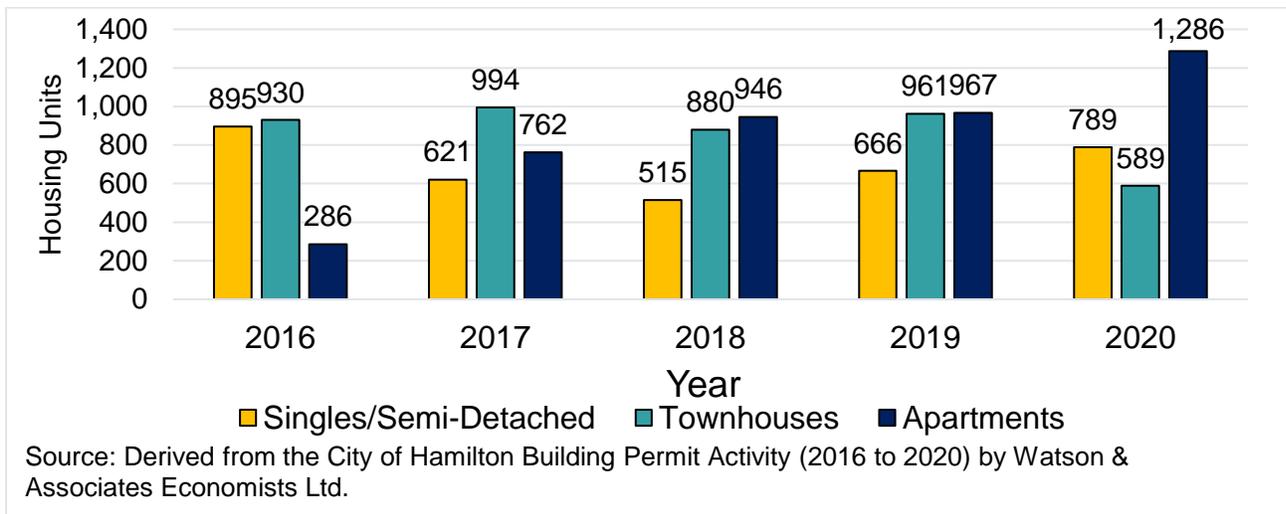


Figure A-1b
 City of Hamilton
 Residential Building Permit Activity,
 2016 to 2020

	Singles/Semi-Detached	Townhouses	Apartments	Total
2016 to 2020	3,486	4,354	4,247	12,087
Share (%)	29%	36%	35%	100%
Annual	697	871	849	2,417

Source: Derived from the City of Hamilton Building Permit Activity (2016 to 2020) by Watson & Associates Economists Ltd.

Figure A-2 summarizes the estimated housing growth between 2016 to 2021 as reported in the City of Hamilton Residential Intensification Market Demand Analysis. This estimate, which is also consistent with the Technical Report to the Growth Plan, was used to update the City’s housing base by structure type to 2021 from the most recent 2016 Statistics Canada Census.⁷ It is noted that the City of Hamilton Residential Intensification Market Demand Analysis estimates a significantly lower share of housing growth in apartments between 2016 and 2021 (320 units annually or 15% of total housing compared to 849 units annually, or 35% of total residential building permits) as summarized in Figure A-1). While it is recognized that long-term trends may not be indicative of recent trends over the past five years, its important to highlight that the City of Hamilton has experienced a greater shift towards higher housing density over the past five years than estimated in the City of Hamilton Residential Intensification Market Demand Analysis report.

Figure A-2
 City of Hamilton
 City of Hamilton Residential Intensification Market Demand Analysis (March 2021)
 Residential Unit Growth, 2016 to 2021

	Singles/Semi-Detached	Townhouses	Accessory Apartments	Apartments	Total
2016 to 2021	4,100	4,500	700	1,600	10,900
Share (%)	38%	41%	6%	15%	100%
Annual	820	900	140	320	2,180

Source: Derived from City of Hamilton Residential Intensification Market Demand Analysis March 2021 reported by Lorious Consulting. Forecasting by Hemson Consulting Ltd.

⁷ Greater Golden Horseshoe: Growth Forecast to 2051, August 26, 2020. Technical Report. Hemson Consulting Ltd.

Attachment 3

April 2021 LNA and Detached SDU Clarification Memorandum

Memorandum

Date:	April 15, 2021
To:	Joanne Hickey-Evans, Manager Steve Robichaud, Chief Planner and Director of Planning Heather Travis, Senior Project Manager, Growth Management Strategy Policy Planning & Zoning By-Law Reform Section, Planning Division
Cc:	Russell Mathew, Hemson Consulting Ltd.
From:	Antony Lorius
Subject:	City of Hamilton Land Needs Assessment (LNA) and Secondary Dwelling Units (SDU) to 2051

Purpose

The purpose of this memorandum is to address questions raised about the treatment of Secondary Dwelling Units (SDU) in the (LNA) to 2051. Of particular interest is the role that detached SDUs will play in accommodating growth including: “Laneway Houses”, “Garden Suites”, “Coach Houses”, “Carriage Houses” and other stand-alone secondary housing forms.

Introduction and Background

The LNA results and staff recommendations were presented to the General Issues Committee (GIC) on March 29th, 2021. Following the March 29th meeting, the City has received a number of questions and other community feedback on the LNA, especially SDUs. Of particular in interest is the treatment of detached SDUs as note above. Three broad issues have been raised:

1. The definition and classification of housing, by type, in the LNA generally;
2. The role that detached SDUs, particular, are expected to play in accommodating forecast growth in Hamilton over the period to 2051; and
3. The large potential supply for SDUs in the City’s “Built-up Area” that is likely to be created by the proposed new Zoning regulations that would create such a large theoretical supply of new detached units that no urban expansion is required to 2051.

These issues are addressed in turn in the sections that follow beginning with relevant definitions and classifications.

1. Definitions and Classifications

The Forecast of Housing by Type

Some questions have been raised regarding the definition of housing by structure type in the *Growth Plan* and the LNA. For clarification: the housing forecasts associated with the *Growth Plan* population forecasts are **based on the physical form of housing**, as defined by Statistics Canada. The nine detailed Statistics Canada categories are aggregated into the four main housing structure types used for land use planning: single-detached, semi-detached, rowhouse and apartment units:

- **Single, semi-detached and rowhouse units** generally follow the common usage definition but with no 'stacking'. Stacked townhouses are counted by the Census as "apartments in a building that has fewer than five storeys". An "apartment or flat in a duplex" is defined as "one of two dwellings located one above the other." In southern Ontario, duplexes are virtually all a single or semi-detached house divided into an upper and a lower unit or a house with an added basement suite. These are counted as two duplex units.
- Also included in the single-detached category are a small number of "mobile homes" and "other movable dwellings." A very small number of "other single-attached" are units that are a house attached to another building, such as a place of worship, a commercial or industrial building or an apartment building. Single detached, semi-detached and rowhouse units are often collectively referred to as "Ground-Related" housing.
- Most references to **apartment units** are all other units, including typical mid- and high-rise buildings and Duplex units, which are strictly defined as two units in what would otherwise be a single or semi-detached house.

Any other ground-related form with an added accessory unit is counted by Statistics Canada as an "Apartment in a building that has fewer than five storeys" – a miscellaneous category that also includes walk-up apartments, units in commercial buildings, stacked townhouses, row forms divided into two or more units and single-detached or semi-detached units divided into three or more units ('Triplexes', Four/Quadplexes and beyond).

Definition of "Accessory Units"

For the preparation of the 2020 forecasts, it was recognized that the Census definition of Duplex units was a poor descriptor of how these units were treated from a planning and land needs perspective. To address the matter, the Census definition of housing types is restated to better account for the creation of accessory units within existing single-detached units.

The Accessory Units category represents units within existing single and semi-detached housing forms; and **mainly basement units**, which have historically been most of this type of housing. Most of the rest are older Victorian two- or three-storey homes divided into a lower (main floor/basement) and upper (2nd/3rd floor) suites. The construction of new, purpose built two-unit dwellings (i.e., Duplexes) is extremely rare. The Accessory Unit category **does not include detached SDUs**. Detached SDUs are entirely separate from the main house on the property, so would be counted in the Census as a second single detached unit on the property.

It is also important to note that a standardized approach to preparing the housing forecast was taken in the 2020 Hemson report. Some refinements were made to the forecasts used in the LNA following the release of the Hemson report, based on more detailed housing market analysis for the City of Hamilton. These and other related technical matters are addressed in more detail in *Appendix G: Response to Technical Comments on the LNA methodology* to the *Final Land Needs Assessment Staff Report*, that was presented at the March 29th, 2021 General Issues Committee:

Categorization of Detached SDUs

Detached SDUs are a specific form of accessory units that are typically located within the rear yard of an existing home that may or may not have laneway access. The detached SDU itself is ‘accessory’ meaning subordinate in scale – i.e., smaller in comparison – to the main dwelling unit. They are almost always rented and not intended to be severed from the main lot.

Detached SDU forms include Laneway Housing, Garden Suites, Backyard Suites, Coach Houses, Carriage Houses and other stand-alone secondary forms. However, most of the new units are laneway houses in Vancouver and Toronto that range between 600 to 1,500 sq.ft. in size. Illustrative examples of new builds in the City of Toronto are shown below.



Since detached SDUs are physically separate from the main dwelling they are **considered to be single detached dwellings** for the purposes of the growth forecasts and LNA to 2051, in accordance with Census definitions by structural dwelling type. However, while detached SDUs may be built physically as a detached unit (similar to greenfield housing) they play a different role in accommodating growth in terms of the types of households choosing to live in them.

2. The Role of Detached SDUs in Accommodating Growth

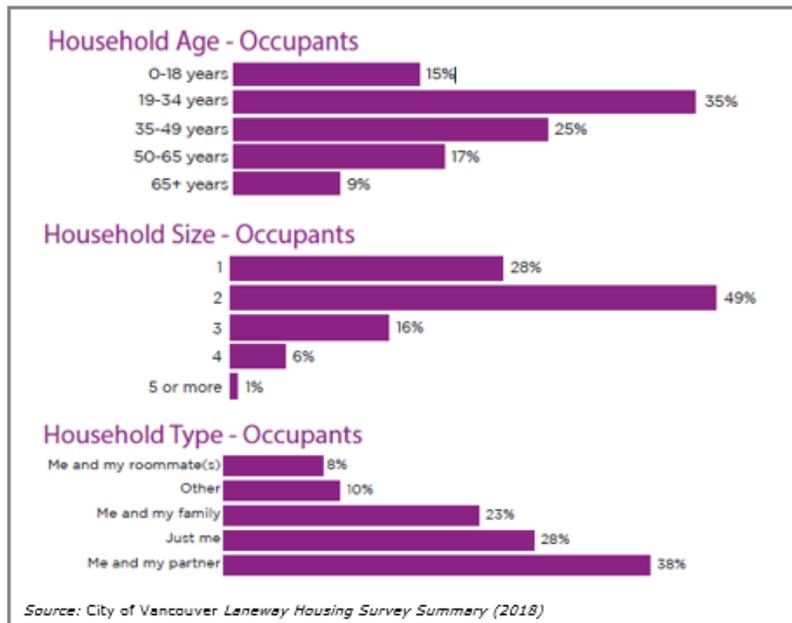
Detached accessory units will play an important role in accommodating the City’s housing needs over the period to 2051. There are many well-documented benefits, especially as part of the “Missing Middle”¹ housing market discussion and the need to address affordability challenges. To date, most new detached SDUs are laneway houses occupied by younger single and two-person households rather than families with children. The total number of units built also tends to be relatively low – in the City of Vancouver, for example, roughly 400 units per year.

¹ The Missing Middle refers to the range of housing types between traditional single-detached homes and high-rise apartments that have gone ‘missing’ from many large cities, including the City of Hamilton.

Occupancy Profile

Part of the community feedback received on the LNA results included reference to the experience of Vancouver’s Laneway House (LWH) Program, which began in 2010 and is now widely considered to be a success story. A strategic review of the program was undertaken in 2018, including a survey of LWH owners and occupants to collect information on laneway house features including who is living in them, and what they’re like as homes².

According to the survey, most of the households that are choosing to live in a laneway house are younger single or two-person households. Virtually all of the units are rented. Less than 25% of households reported as families with three or more people, as illustrated below.



The survey suggests that this occupancy profile is driven by the **generally smaller unit size**. Many of the laneway house occupants reported that more and better-configured space would make living in their unit better, especially more family and storage space.

This preference was also reflected in the top reasons driving the decision to move out of the unit, which also relate to the need for more space and a general preference to live in a larger home. Conversely, locational choice was the key attraction: with respondents reporting that the laneway house gave them an option to live close to work or school and transit, as well as the opportunity to live in a detached housing form in a particular neighbourhood in the city.

² City of Vancouver Laneway Housing Survey Summary (2018) prepared as part of the *Housing Vancouver Strategy 2018-2027* and *3-Year Action Plan 2018-2020*

The Growth Outlook

The outlook for detached SDUs in Hamilton is likely positive. To provide an indication of overall unit potential, in the City of Vancouver approximately 420 laneway housing units have been completed annually since 2010. It is understood that the City of Toronto is currently building approximately 100 units per year and is expected to catch up to Vancouver quickly.

City of Vancouver Laneway Housing Buiding Activity					
Building Permits Issued 2010-January 2021					
Year	<i>Laneway Dwellings</i>		\$ Value	\$ Per Unit	
	Permits	Units			
2021	19	19	\$3,858,743	\$203,092	
2020	384	384	\$74,346,119	\$193,610	
2019	470	470	\$90,744,031	\$193,072	
2018	734	734	\$143,733,479	\$195,822	
2017	589	589	\$112,048,474	\$190,235	
2016	500	500	\$91,758,618	\$183,517	
2015	523	523	\$92,818,870	\$177,474	
2014	377	377	\$60,116,337	\$159,460	
2013	352	352	\$51,696,739	\$146,866	
2012	354	354	\$43,349,376	\$122,456	
2011	232	232	\$28,038,904	\$120,857	
2010	192	192	\$19,004,019	\$98,979	
Average Annual Permits		426			

Source: City of Vancouver Statistics on Construction Activity, 2021.

In terms of overall unit production, it is unlikely that the City of Hamilton will achieve these levels of development activity for detached SDUs, including laneway housing. Both the City of Toronto and Vancouver are larger, much more expensive and offer a different economic context for detached accessory units compared to Hamilton. The number of such new units that will be completed annually in the City of Hamilton remains to be seen.

A pattern of escalating cost per unit is also shown.³ The typical cost of a new Laneway Housing unit today in Toronto typically ranges between \$400,000 to \$500,000 including the cost of construction, developer mark-up and profit, municipal fees, taxes and other charges.⁴ Notwithstanding local variations in cost, a new Laneway House typically requires a significant up-front investment and financial commitment from existing homeowners.

³ The reported value of building permits tends to be understated because it is typically based on the estimated value of construction only, not including other charges or fees. Moreover, in most cases building permit fees are based on this estimated amount which tends to result in a further to under-estimation of project values.

⁴ Cost range is illustrative. Of course, there is wide range of actual Laneway Housing cost depending on the specific project and local market conditions and there will be some projects that fall outside this range. Recent experience from the City of Toronto and Vancouver suggests that most new Laneway Housing Units are in the \$400,000 to \$500,000 range.

Accounting for SDUs in the LNA

For clarification: **Accessory units are not detached SDUs.** Accessory units are apartments added to an existing single-detached or semi-detached house. For convenience these accessory units are included as apartments for the purposes of the LNA because ground-related units rather than apartments generate land need. Detached SDUs are taken into account as part of the ground-related intensification that will need to occur within the built-up area to achieve the aggressive density and intensification targets envisioned in the *Ambitious Density* Scenario.

To achieve the *Ambitious Density* Scenario the City will need to accommodate 66,190 net new units through intensification: mostly in the form of mid- and high-rise apartment buildings. However, some ground-related intensification is also required: **3,310 Singles/Semis and 9,930 Townhouses.** This distribution is shown in Table 5 from the *Final Land Needs Assessment Staff Report*, that was presented at the March 29th, 2021 General Issues Committee, reproduced below for convenience.

Table 5: City-wide Unit Growth, by Type, 2021 to 2051 – Ambitious Density Scenario

Area	Singles / Semis	Townhouses	Apartments (includes accessory units)	Total
	# units	# units	# units	# units (%)
Built-up Area	3,310	9,930	52,950	66,190 (60)
Existing Designated Greenfield Areas	5,570	7,120	2,650	15,330 (14)
Urban Expansion Area	18,110	10,550	n/a	28,660 (26)
Rural	140			140 (>1)
City Total (%)	27,120 (25)	27,600 (25)	55,600 (50)	110,320 (100)

Source: Lorus & Associates, *Land Needs Assessment Technical Working Paper, 2021*

For the Singles and Semi-detached category, the estimated 2021 vacant supply within the Built-up Area is 910 units.⁵ Comparing the supply of 910 units to demand of 3,310 units indicates a **shortage of 2,400 Single and Semi-detached net new units** that will need to be accommodated through intensification, or roughly 80 net new units per year to 2051.

Detached SDUs will be required, along with severances, to meet the intensification target because the redevelopment economics of older urban areas favours higher-density residential forms such as row-houses and apartments in most circumstances. The development of new single-detached units through intensification tends to be limited and mostly as replacements of existing houses; often typified by the construction of “monster” homes in affluent urban neighbourhoods.

⁵ The December 2019 Vacant Residential Land Inventory (VRLI) shows a total vacant supply of approximately 1,140 Single and Semi-detached units for Inside the Built Boundary. As can be derived from Table 10 in the LNA to 2051, approximately 230 Single and Semi-detached units will have been completed from year-end 2019 to mid-2021. Removing the 230 completed units to mid-2021 from the December 2019 VRLI supply total of 1,140 units yields the estimated 910 units.

3. Supply Potential and Zoning By-Law Implementation

Implications for LNA Results

As noted in the introduction, part of the community feedback received on the LNA results also included reference to the large potential supply for detached SDUs within the City's "Built-up Area" that is likely to be created by the proposed new Zoning regulations.

There is no question that a large potential exists. However, while detached SDUs are built physically as a detached unit, they function mainly as a more attractive rental apartment option for new residents seeking an affordable detached unit within a particular downtown neighbourhood. As shown by the City of Vancouver's experience, units tend to be occupied not by families but younger single and two-person households: a finding likely driven by their generally smaller size.

From a land needs perspective, therefore, detached SDUs within the Built-up Area is generally not a direct substitute for ground-related, ownership housing in greenfield areas. And in any event – to put it somewhat more plainly – there are just not that many of them. Even if the City of Hamilton were to achieve a level of building activity comparable to the City of Vancouver, these units would still only account for a very small part of the total housing demand to 2051. These types of units also tend to be expensive to build and maintain, which compounds the supply challenge.

Cost Constraints

The construction of any new residential dwelling unit requires significant investment. Traditional SDUs in general – either a basement suite or upper-lower apartment – involve substantial renovation costs and expense to create and deliver to market, legally at least. Detached SDUs are even more expensive because they are essentially a new custom home only smaller.

As noted previously, the average cost of a new laneway house in Toronto ranges between \$400,000 and \$500,000 per unit, which in most cases would need to be financed. Following completion of the construction process, paying off the loan required to build the unit would normally take several years. During this time the homeowner would need to take on increased financial risk, act as combined leasing agent, landlord and property manager, lose outdoor yard space and all the while pay increased taxes and other expenses to maintain the unit.

There may be a financial incentive to make this commitment amongst younger households that can afford both the purchase price of the home plus the cost of building the accessory unit. However, for older households with average to higher retirement incomes it may not be worthwhile. And for those households that actually need the money for retirement, most would find other options such as reverse mortgages or downsizing easier and more financially attractive. These cost constraints are part of the reason why detached SDUs (mainly laneway housing) tends to be a relatively small, but still very important part of the housing market.

By-Law Implementation

The City's proposed zoning by-law would permit detached second dwelling units SDU-D of right in all residential zones. These zoning permissions, if approved, go beyond the laneway housing models because the SDU-D can be on interior lots or laneway lots. It has been suggested that this change will create such a large potential supply of single-detached units in existing residential zones – well in excess of the approximately 44,000 units allocated to the DGA under the *Ambitious Density* Scenario (shown previously in Table 5) – that no urban expansion is therefore required.

In theory this may be correct but in practice is not that easy. Once the by-law is implemented there could be a short-term 'spike' in new SDUs due to the legalization of previously non-conforming units, but this would not necessarily indicate long-term demand potential. Detached SDUs are not a direct substitute for ground-related housing in greenfield areas and are expensive and onerous for individual homeowners to provide. Some households may have an incentive to take on the risk and commitment involved: however, it is not clear how zoning regulations could force the production of the 40,000+ units otherwise required to accommodate overall growth to 2051.

Detached SDUs will play an important role in meeting the City's future housing needs as part of a balanced approach to accommodating growth that includes both intensification within the Built-up Area and carefully managed expansion areas.

Detached SDUs will play a particularly important role in accommodating ground-related intensification allocated to within the Built-up Area that will be required to achieve the *Ambitious Density* Scenario. The limiting factor is not the theoretical supply, but the number of homeowners prepared to deliver these units to market and the types of households that will choose to live in them.

We trust this memorandum is of assistance and provides the clarification required. Please do not hesitate to let me know if you have any questions or require any additional information

Attachment 4

July 2021 LNA Technical Update Memorandum

Memorandum

Date:	July 21, 2021
To:	Heather Travis, Senior Project Manager Growth Management Strategy Policy Planning & Zoning By-Law Reform Section, Planning Division
Cc:	Steve Robichaud, Chief Planner and Director of Planning
From:	Antony Lorius
Subject:	City of Hamilton Land Needs Assessment (LNA) Technical Update

Purpose

The purpose of this memorandum is to provide an update to the City of Hamilton Land Needs Assessment (LNA) to 2051 in regards to two matters: the forecast for detached Secondary Dwelling Units such as “Laneway Houses” and “Garden Suites”; and the “No Urban Boundary Expansion” Scenario. These two matters have implications for the results of the March 2021 LNA and the City’s ongoing growth management process.

Background and Context

December 2020 Draft Land Need Scenarios

As you know, the LNA is being undertaken to support the update of the Growth-Related Integrated Development Strategy (the GRIDS 2 update) and the Municipal Comprehensive Review (MCR) over the period to 2051. The draft results were presented to the City’s General Issues Committee (GIC) on December 14th, 2020. Three main scenarios were identified based on varying residential intensification (RI) targets and greenfield density inputs:

- The *Growth Plan Minimum* Scenario, which is based on an average of 50% of new units inside the built boundary and a density of 65 residents and jobs combined in new greenfield areas; which resulted in a land need of **2,200 gross ha**;
- The *Increased Targets* Scenario; which is based on an average of 55% of new units inside the built boundary and a density of 75 residents and jobs combined in new greenfield areas; which lowers the land need to **1,640 gross ha**; and

- The *Ambitious Density* Scenario, which is based on still higher rates of RI (an average of 60% of new units inside the built boundary) and density in new greenfield areas (77 residents and jobs combined per ha), which lowers land need further to **1,340 gross ha**.

An illustrative *Current Trends* scenario was also prepared to show the results of a lower intensification target (40% of new units). However, this scenario is not considered suitable given the potential for Hamilton to shift the pattern of development towards denser urban forms. Similarly, the no urban expansion option was not modelled at the time. In our view, a no expansion option does not meet Provincial planning policy requirements and is not considered good planning.

The Ministry of Municipal Affairs and Housing has reviewed the draft LNA and provided preliminary comments in a letter dated December 15, 2020. Among other matters, Provincial staff confirm that the draft LNA conforms to the requirements of the mandated method for completing the analysis, in particular the need to consider market demand across the range of housing types. Provincial staff also notes that the three draft scenarios support the minimum density and intensification targets established in *A Place to Grow* (2020) for the City of Hamilton.

March 2021 *Ambitious Density* Scenario Recommendation

Following the December 2020 GIC meeting, data updates and other minor revisions were made to the draft LNA. Final results were presented to the City's GIC on March 29th, 2021. City staff recommended that Council adopt the *Ambitious Density* Scenario, which represents an aggressive approach to growth management from a planning perspective. In particular:

- The *Ambitious Density* Scenario is based on a substantial increase in the total amount of RI that occurs over the period to 2051. This expectation has the effect of substantially reducing the amount of urban expansion lands required to accommodate growth;
- Similarly, the density factors for new greenfield housing are also very high: on average 35 units per net ha for Single and Semi-detached units and 70 units per net ha for Row houses. While there may be some site-specific examples of such units at higher densities, on a community-wide basis the *Ambitious Density* factors represent an extremely compact urban form; and
- The expectation for population-related employment is optimistic – estimated at 1 job for every 8.0 new residents in new greenfield areas. This ratio is slightly lower than the existing greenfield area (meaning proportionately more population-related jobs) to take into account the potential for increased levels of remote working that have already begun to occur as a result of the abrupt changes brought about by the COVID Pandemic.

The *Ambitious Density* Scenario is therefore **not a pure “market-based” approach** to the LNA, but rather embodies deliberate policy intervention to optimize the use of the existing urban land supply and avoid over-designating land for future urban development while still planning to achieve the Schedule 3 *Growth Plan* forecasts. Given the level of policy intervention involved, the *Ambitious Density* Scenario requires careful monitoring and reporting on progress to ensure a balanced supply of housing types to 2051, in accordance with the mandated LNA method.

Council Decision and the GRIDS 2/MCR Urban Growth Survey

Rather than adopt the *Ambitious Density* Scenario, Council deferred the decision and instead directed staff to undertake additional public consultation on the question of urban boundary expansion. A City-wide consultation survey was mailed out to all residents in June, 2021, seeking input on the *Ambitious Density* Scenario, a No Urban Boundary Expansion Scenario and that also allows residents to submit their own alternative scenario. The survey results are to be compiled and presented as part of the GRIDS2 report back at the GIC meeting in October 2021. Council also directed staff to model and evaluate the No Urban Boundary Expansion Scenario and report back on the results in October.

A number of other changes have occurred since the March 29th GIC meeting, particularly in regards to the treatment of Secondary Dwelling Units (SDUs). Zoning by-law amendments have been adopted to permit SDUs as of right in all residential zones, including detached SDUs such as “Laneway Houses” and “Garden Suites” in the City’s urban area. City staff has also undertaken more detailed analysis in regards to the anticipated breakdown of intensification units (by type) within the “Built-up Area” as input to future growth and infrastructure modelling exercises.

These changes have implications for the March 2021 LNA results, which are described below to assist the City and Provincial planning staff in their consideration of the matter. The required housing market shifts and growth management implications of the no boundary expansion option is also described, in accordance with the March 2021 Council direction.

Forecast of Detached Secondary Dwelling Units (SDU)

Secondary Dwelling Units (SDUs) will play an important role in meeting the City’s future housing needs, including “Laneway Houses”, “Garden Suites”, “Coach Houses”, “Carriage Houses” and other stand-alone secondary housing forms. For detached SDUs in particular, the overall growth outlook is expected to be limited: approximately 80 units per year to 2051.

Clarification and Definition of “Accessory Units”

As part of the ongoing GRIDS 2 and MCR process, staff have received a number of questions on the definition of housing by type in the *Growth Plan* forecasts, especially the distinction between “Accessory Units” and detached SDUs such as Laneway Houses or Garden Suites.

For clarification: **Accessory Units are not detached SDUs.** The “Accessory Unit” category in the 2020 *Growth Plan* forecasts and March 2021 LNA are apartments added to an existing single-detached or semi-detached house (e.g., basement suites) and do not include detached SDUs such as Laneway Houses or Garden Suites. The City’s new zoning by-law also permits SDUs in towns (rowhouses). For convenience, these accessory units are included as apartments in the March 2021 LNA because ground-related units rather than apartments generate land need. Detached SDUs are entirely separate from the main house on the property so would likely be counted in the Census as a second single detached unit on the property. Since detached SDUs are physically separate from the main dwelling they are considered to be single detached units for the purposes of the growth forecasts and LNA to 2051, in accordance with current Census definitions by dwelling type. This distinction will be clarified for the report back to the October 2021 GIC meeting.

The Role of Detached SDUs in Accommodating Growth

Detached accessory units will play an important role in accommodating the City's housing needs over the period to 2051. There are many well-documented benefits, especially as part of the "Missing Middle"¹ housing market discussion and the need to address affordability challenges. To date, the experience has been that most new detached SDUs are occupied by younger single and two-person households rather than families with children.²

Part of the community feedback received on the LNA results also included reference to the potential for detached SDUs within the City's Built-up Area that is likely to be created by the new Zoning regulations. It has been suggested that this change will create such a large potential supply of single-detached units in existing residential zones – well in excess of the approximately 44,000 units allocated to the Designated Greenfield Area (DGA) under the *Ambitious Density* Scenario – that no urban expansion is therefore required.

There is no question that a large supply potential exists. However, while detached SDUs may be built physically as a detached unit, they function mainly as a more attractive rental option for new residents seeking amenity-rich downtown neighbourhoods. From a LNA perspective, therefore, detached SDUs within existing areas are generally not a direct substitute for ground-related, ownership housing in greenfield areas. These types of units also tend to be expensive for private homeowners to build and maintain, which compounds the supply challenge.

Anticipated Distribution Within the City

Similar to residential intensification in general, the outlook for detached SDUs in the City of Hamilton is likely quite positive. However, it should be noted that predicting the level of future development can be a challenge since it is an emerging market with relatively little in the way of historic development patterns to provide a basis for the future growth outlook.

That said, a recent report prepared by CMHC provides some helpful context in terms of understanding the key factors underlying the distribution of secondary units in Ontario. Two of the key findings most relevant to the outlook for detached SDUs in Hamilton are that:

- Secondary units are more prevalent in older established areas, especially in close proximity to the downtown core and amenities, such as transit hubs; and
- Municipalities with newer homes (built 2010-2019) have a lower prevalence of secondary units, due, in part, to their pattern of dispersed essential amenities that require car travel that has traditionally been less appealing to renters.³

¹ The Missing Middle refers to the range of housing types between traditional single-detached homes and high-rise apartments that have gone 'missing' from many large cities, including the City of Hamilton.

² Based on the findings of the City of Vancouver *Laneway Housing Survey Summary* (2018) prepared as part of the *Housing Vancouver Strategy 2018-2027* and *3-Year Action Plan 2018-2020*

³ For the complete findings see the Canada Mortgage and Housing Corporation (CMHC) report: *Housing Market Insight Ontario, Secondary Units in Ontario*, June 2021.

Although the CMHC report does not specifically address the growth outlook for detached SDUs, the findings suggest that development is likely to be focussed more within the Built-up Area as opposed to the DGA. This finding echoes the results of the City of Vancouver survey noted previously, with respondents reporting that a key attraction of laneway housing was the option to live in a newer unit close to jobs, schools, transit and other urban amenities.

Growth Forecast to 2051

To provide an indication of overall unit potential, in the City of Vancouver approximately 420 laneway housing units have been completed annually since 2010, as shown in Table 1 below. It is understood anecdotally that in the City of Toronto approximately 100 detached SDUs are being completed per year but that unit production is expected to catch up to Vancouver levels quickly.

City of Vancouver Laneway Housing Building Activity					
Building Permits Issued 2010-May 2021					
Year	<i>Laneway Dwellings</i>		\$ Value	\$ Per Unit	
	Permits	Units			
2021	104	104	\$20,209,989	\$194,327	
2020	384	384	\$74,346,119	\$193,610	
2019	470	470	\$90,744,031	\$193,072	
2018	734	734	\$143,733,479	\$195,822	
2017	589	589	\$112,048,474	\$190,235	
2016	500	500	\$91,758,618	\$183,517	
2015	523	523	\$92,818,870	\$177,474	
2014	377	377	\$60,116,337	\$159,460	
2013	352	352	\$51,696,739	\$146,866	
2012	354	354	\$43,349,376	\$122,456	
2011	232	232	\$28,038,904	\$120,857	
2010	192	192	\$19,004,019	\$98,979	
Average Annual Permits		421			

Source: City of Vancouver Statistics on Construction Activity, 2010-2021 ytd

It is unlikely that the City of Hamilton will achieve such high levels of development activity for detached SDUs, in particular for new Laneway Housing units:

- Virtually everywhere in Vancouver has lanes and they are all generally much wider and better-maintained than in Hamilton or Toronto;
- Based on a desktop review, it is estimated that Vancouver has more than 10 times the area of neighbourhoods with laneways compared to the City of Hamilton. Accordingly, a rate of 420 units per year might translate into **roughly 30 units per year**, which is likely optimistic given that not all laneways in Hamilton are public meaning that primary access to the unit may not be maintained as a public right of way throughout the City.

A similar number of “Garden Suites”, “Coach Houses” and other stand-alone secondary housing forms can be expected. Accordingly, for the purposes of the LNA and, again, recognizing the inherent challenges in predicting the future of such a new and emerging market segment, we would estimate roughly **40 additional units per year**. Most of these units are expected to be located within the Built-up Area (30 units per year) reflecting the attraction of urban locations for this type of development and limits on their development potential within the DGA.⁴

It is also understood that there is considerable interest in detached SDUs in the rural area. However, from a LNA perspective a conservative approach is warranted given the lack of any historical basis to judge future uptake and *Growth Plan* and City planning policies to direct growth to urban settlement areas with full municipal services. The City also has yet to determine the specific conditions under which detached SDUs will be permitted in the Rural area. Within this context, it is appropriate to allocate a relatively limited **10 units per year** to the Rural area.

These allocations result in a forecast of approximately **80 detached SDUs annually**, as shown below in Table 2, and focussed largely inside the Built-up Area. The allocation to the DGA and Rural areas is limited, however this situation would need to be monitored as part of the City’s growth management efforts over the planning horizon to 2051. Accounting for these 600 units (300 DGA and 300 Rural) has the effect of reducing overall land need, as discussed in the next section.

Forecast of Detached Secondary Dwelling Unit (SDU)				
Forecast annual and total units, City of Hamilton to 2051				
Policy Area	Annual Laneway House	Annual Garden Suite +	Total Annually	Total 2021-2051
Built-Up Area	30	30	60	1,800
DGA	-	10	10	300
Rural	-	10	10	300
Total	30	50	80	2,400

*Source: Lorus and Associates Based on Information from the City of Vancouver Statistics and Hemson Consulting Ltd.
 Forecast includes Laneway Housing, Garden Suites and other stand-alone secondary housing forms*

Implications for the March 2021 LNA

The issue of detached SDUs is not explicitly addressed in the March 2021 LNA. However, these units were generally anticipated to form part of the ground-related intensification that will need to occur within the Built-up Area to achieve the policy-based targets in the *Ambitious Density* Scenario. Detached SDUs will form part of the “missing middle” intensification forms since the redevelopment economics of older urban areas favours higher-density row houses and apartment buildings in most circumstances. The provision of single-detached units through intensification tends to be limited and mostly takes place as replacements of existing houses.

⁴ For example, many ‘contemporary’ suburban lots may not be able to accommodate detached SDUs because of the minimum separation requirements that may eliminate many lots less than 100 ft. in depth. Only a portion of other types of housing lots such as street towns would be eligible (likely limited to ‘end’ lots, depending on lot depth and other factors) and other dwelling types such as duplex, triplex and other multiple forms are not eligible.

However, detached SDUs were not incorporated into the forecast for the DGA and Rural areas in the March 2021 LNA. The adjustment is undertaken in two steps:

- An additional 300 units (treated as single and semi-detached units) are allocated to the Rural Area, which reduces forecast DGA demand by this amount; and
- Similarly, an additional 300 units are included in the current DGA housing unit potential, which increases the available supply to accommodate growth.

The combined effect is to remove the land need associated with 600 single and semi-detached units (shown in Table 2) estimated at a density of 35 units per net ha and a net-to-gross factor of 50%, or approximately 30 gross ha. Accordingly, under the *Ambitious Density* Scenario, overall **land need is reduced from approximately 1,340 ha to 1,310 ha**

As noted previously, more detailed analysis of the intensification supply (by type) has been undertaken by City staff as input to growth and infrastructure modelling exercises. Updates have been made that shift the unit distribution inside the Built-up Area (particularly for rowhouse supply) but do not change DGA land need. City staff is also currently modelling the No Urban Boundary Expansion Scenario as part of the evaluation of growth options and preparation of Traffic Zone forecasts.

Implications of the No Urban Boundary Expansion Scenario

Provided below is a high-level discussion of the implications of the No Urban Boundary Expansion Scenario. The required housing market shifts and associated growth management implications are described, in accordance with the March 2021 Council direction, to assist the City and Provincial staff in their consideration of the matter.

Supply-Based Approach Taken

A supply-based approach is taken to the analysis, which is different than the March 2021 LNA that is based on increasing rates of intensification over time, for the various scenarios, which results in varying degrees of market shifts required to achieve *Growth Plan* policy goals: in particular the shift of ground-related forms into high density apartment units.

Under the approach taken here, forecast demand is compared to the available supply and unit shortfalls identified. Forecast demand is the “market-based” housing demand by type shown in the March 2021 LNA, adjusted for the additional 300 detached SDUs allocated to the Rural Area. The available supply is the estimated Vacant Residential Land Inventory (VRLI) supply as well as the updated intensification opportunities noted previously, including the detached SDUs that are expected to form part of the ground-related intensification inside the Built-up Area.

The results indicate a shortfall in market-based demand of **approximately 59,300 ground-related households** that would need to shift into apartments, as discussed in the next section.

Results Indicate Significant Shortfall in Market-based Demand

The results are set out in the series of technical tables below. Table 3 shows the market-based urban housing unit demand over the period to 2051 and the market-based mix of growth. Table 4 shows the unit supply potential, including detached SDUs and the updated intensification supply inside the Built-up Area. Table 5 reconciles supply and demand to show the shortage in ground-related households that would need to be 'shifted' into apartments.

Market-Based Housing Demand				
Component of estimate	Single & Semi	Row House	Apartment (all)	Total
City-wide Housing Unit Need 2021-2051	56,020	27,600	26,700	110,320
Allocation to Rural infill (RSA)	135			135
Allocation to Rural Detached SDU	300			300
Total City-wide Urban Demand 2021-2051	55,585	27,600	26,700	109,885
Market-based Mix of Growth	51%	25%	24%	100%

Source: Lorus and Associates based on March 2021 LNA Ambitious Density Scenario, forecast for Detached SDUs and updated information from City of Hamilton Staff 2021

Housing Unit Supply Potential				
Component of estimate	Single & Semi	Row House	Apartment (all)	Total
Estimated DGA Supply Mid-Year 2021	5,570	7,120	8,090	20,780
Adjustment for detached SDU	300	0	0	300
Residential Intensification Supply	3,280	7,630	55,160	66,070
Total City-wide Urban Unit Potential	9,150	14,750	63,250	87,150
Total Ground Related Unit Potential	23,900			

Source: Lorus and Associates based on March 2021 LNA Ambitious Density Scenario, forecast for Detached SDUs and updated information from City of Hamilton Staff 2021

Market-Based Housing Shortfall				
Component of estimate	Single & Semi	Row House	Apartment (all)	Total
Total City-wide Urban Demand 2021-2051	55,585	27,600	26,700	109,885
Total City-wide Urban Unit Potential	9,150	14,750	63,250	87,150
Market-Based Unit (Shortfall)/Surplus	(46,435)	(12,850)	36,550	(22,735)
Total Ground Related Unit Shortfall	(59,285)			

Source: Lorus and Associates based on March 2021 LNA Ambitious Density Scenario, forecast for Detached SDUs and updated information from City of Hamilton Staff 2021

As shown above, the results indicate a total ground-related housing unit **shortfall of 59,285 units** that would need to shift into apartments. The shift to apartments under the no expansion scenario is so significant that it exceeds the identified supply potential, including intensification within the Built-up Area. For apartment units in particular, approximately **22,735 units** would need to be accommodated in unidentified locations beyond those already determined by City staff.

Required Market Shifts Have Significant Implications

Under a no expansion scenario, nearly 80% of all new households would need to be accommodated within apartment units, including families. As illustrated in Table 6 below, this compares to 50% under the *Ambitious Density* Scenario and 25% under a market-based outlook for growth.

Growth 2021-2051	Single & Semi	Row House	Apartment (all)	Total
Market-Based Mix of Growth	51%	25%	24%	100%
<i>Ambitious Density</i> Scenario	25%	25%	50%	100%
<i>No Urban Expansion</i> Scenario	9%	13%	78%	100%
No Expansion Scenario shift from market	-42%	-12%	54%	0%

Source: Lorus and Associates based on March 2021 LNA *Ambitious Density* Scenario, forecast for Detached SDUs and updated information from City of Hamilton Staff 2021

Achieving this share of apartment unit construction is unlikely from a market demand perspective, as explained in the Residential Intensification Market Demand Report prepared as input to the March 2021 LNA. It should also be noted that the housing shifts required under either the *Ambitious Density* or no urban expansion scenarios are not a simple “1 for 1” transfer because ground-related units are typically occupied at higher Person Per Unit (PPU) factors than apartments.

Household formation and occupancy patterns are a social construct. Accordingly, the shift in growth patterns that must occur is not a simple increase in the number of apartment units. The shift that must occur is an **increase in the number of larger family-sized households** that would otherwise occupy ground-related housing, but that now must choose to occupy apartment units instead. From a planning perspective, therefore, the challenge is to maximize the tolerance of the market to be influenced by policy without jeopardizing the Schedule 3 forecasts.

Planning for a level of intensification that is well beyond reasonable market expectations carries the risk that the amount and mix of housing does not occur as planned and the *Growth Plan* Schedule 3 forecasts are not achieved. A highly restricted land supply would likely also have other unintended consequences and negative planning and growth management implications:

- As explained in the City’s March 2021 DGA Density Analysis report, a significant portion of the existing DGA is either already developed or subject to approved development applications. As a result, there is little opportunity to achieve further density increases without sacrificing public standards for parks, schools, institutions or environmental protection or undertaking a wholesale review of existing secondary plans in regards to housing mix;
- On the demand side, it is important to note that the *Growth Plan* and March 2021 LNA housing forecasts are for **net new units**. Because the forecasts are based on age structure, they take into account demographically-driven trends in household formation and unit type preferences, including the turnover of single-family dwellings “freed up” by an ageing population and taken up by younger households coming into the market. However, this type of housing turnover is not anticipated to happen until later in the forecast period (around 2040) and will not generate enough units to satisfy all of the demand for ground-related housing to 2051.

- Within this context, and after the total available DGA unit supply is consumed at some point prior to 2031, the lack of new growth areas would lead to speculation at the urban fringe and, more than likely, poorly-planned incremental expansions into the rural area;
- Maintaining public park and open space standards would become a major challenge over time. Schools, community services and other types of recreation would need to be provided in the urban area where significant sites are costly to acquire; and
- Rather than ‘shifting’ into apartments, the ground-related housing market would likely seek – and find – other locations outside of Hamilton in the southwest GGH. Such a dispersal would solve many of Hamilton’s growth management challenges but would have the undesirable effect of redirecting growth to locations less able to manage it.

In our view, the No Urban Boundary Expansion Scenario would likely have the effect of redirecting growth away from the City of Hamilton which is not in accordance with the *Growth Plan* and is not considered to be good planning. The City of Hamilton is very well-suited to accommodate growth because of its urban structure, strategic location and well-developed multi-modal transportation connections within the broader metropolitan region.

We remain of the view that a balanced approach is required to manage growth, including intensification and carefully planned expansion areas. However, a third-party Peer Review is being undertaken to confirm that this approach and method meets applicable Provincial planning policy requirements. **It is also not clear if the No Urban Boundary Expansion Scenario would be acceptable to the Province based on the requirements of the *Growth Plan* and mandated LNA methodology.**

It would be very helpful for the province to provide guidance on this matter prior to the updated LNA and Peer Review findings being presented as part of the GRIIDS2 report back at the GIC meeting in October 2021. We trust this memorandum is of assistance. Please do not hesitate to let me know if you have any questions or require any additional information

Attachment 5

Ministry Letter in Regards to No Boundary Expansion Scenario

**Ministry of Municipal Affairs
and Housing**

Municipal Services Office
Central Ontario

777 Bay Street, 13th Floor
Toronto ON M7A 2J3
Telephone : 416-585-6226
Fax.: 416 585-6882

**Ministère des Affaires municipales
et Logement**

Bureau des services aux municipalités
du Centre de l'Ontario

777, rue Bay, 13^e étage
Toronto ON M7A 2J3
Téléphone : 416-585-6226
Télec. : 416 585-6882



September 17, 2021

Steve Robichaud
Chief Planner and Director of Planning
Planning Division
Planning and Economic Development
City of Hamilton

Sent via email

Re: City of Hamilton Land Needs Assessment Technical Update

Dear Steve Robichaud:

Thank you for circulating the City of Hamilton Land Needs Assessment Technical Update ("technical update"). The Ministry of Municipal Affairs and Housing ("the Ministry") wishes to acknowledge the significant amount of work that has gone into preparing the City's draft land needs assessment materials to date.

The comments below are intended to assist the City in its Municipal Comprehensive Review (MCR) and conformity with A Place to Grow: The Growth Plan for the Greater Golden Horseshoe ("A Place to Grow") and the Land Needs Assessment Methodology for the Greater Golden Horseshoe, 2020 ("LNA Methodology").

In November 2020, the City of Hamilton shared the Draft Land Needs Assessment to 2051 with Ministry staff for preliminary review. The draft included three scenarios (*Growth Plan Minimums*, *Increased Targets*, *Ambitious Density*) based on varying intensification and density targets. In a letter to the City dated December 15, 2020, the Ministry's Ontario Growth Secretariat noted that each of the three scenarios included in the draft appeared to conform to the LNA Methodology.

In March 2021, City staff recommended that Council adopt the *Ambitious Density* scenario which implements a 60 per cent annual intensification target and a designated greenfield area density target of 77 residents and jobs combined per hectare. The *Ambitious Density* scenario creates a total land need of 1,310 gross hectares to 2051. Council deferred their decision on the City's Draft Land Needs Assessment to 2051 and

directed staff to undertake additional analysis on a *No Urban Boundary Expansion* scenario (no new land need to 2051).

In July 2021, the technical update was issued to City staff. In summary, the technical update outlines preliminary findings that, if adopted, the *No Urban Boundary Expansion* scenario would produce a shortfall of approximately 59,300 ground-related units.

The Ministry understands that the City is seeking input on whether the *No Urban Boundary Expansion* scenario, as described in the technical update, would conform to A Place to Grow and the LNA Methodology. Ministry staff have evaluated the technical update and wish to provide the following comments.

Municipalities are required to determine the need to expand their settlement area boundaries using the LNA Methodology issued by the Minister in accordance with policy 2.2.1.5 of A Place to Grow. The LNA Methodology requires municipalities to ensure that sufficient land is available to accommodate market demand for all housing types including ground-related housing (single/semi-detached houses), row houses, and apartments. This requirement is consistent with direction in the *Provincial Policy Statement, 2020* and Section 2.1 of A Place to Grow. Ministry staff acknowledge that the *No Urban Boundary Expansion* scenario is likely to bring about a shortage in land available to accommodate forecasted growth in ground-related housing. Ministry staff further acknowledge that the City's residential intensification analysis (included in the Residential Intensification Market Demand Report) has found that the City is unlikely to achieve the necessary level of apartment unit construction from a market demand perspective. As such, the *No Urban Boundary Expansion* scenario appears to conflict with the objective of the LNA methodology to "provide sufficient land to accommodate all market segments so as to avoid shortages" (pg. 6).

The *No Urban Boundary Expansion* scenario may cause a misalignment with forecasts in Schedule 3 of A Place to Grow as residents seek ground-related housing in municipalities where there may be sufficient supply. Schedule 3 forecasts, or higher forecasts established by municipalities, are to be the basis for planning and growth management to the Plan horizon. The City is required to demonstrate that it is planning to accommodate all forecasted growth to the horizon, including satisfying the direction in A Place to Grow to support housing choice through the provision of a range and mix of housing, as per policies 2.2.1.4 and 2.2.6.1. The LNA Methodology also prohibits planning for population or employment in a manner that would produce growth that is lower than Schedule 3 of A Place to Grow.

Further to the above, the Ministry has additional concerns regarding potential regional implications of the *No Urban Boundary Expansion* scenario, if adopted. The shortfall of

available land and ground-related units that could be created as a result of the *No Urban Boundary Expansion* scenario may cause forecasted growth to be redirected away from the City of Hamilton into other areas that are less suited to accommodate growth. This may have broader regional impacts on prime agricultural areas, natural systems and planning for infrastructure given the lower intensification and density targets applicable to outer ring municipalities that would likely receive pressure to accommodate forecasted growth. As noted in the technical update, the City of Hamilton is well suited to accommodate growth due to its urban structure, strategic location and multi-modal transportation connections.

Ministry staff also wish to acknowledge the strong growth management principles that underpin the City's *Ambitious Density* scenario. The *Ambitious Density* scenario appears to balance market-demand for different housing types while also implementing an intensification target (60 per cent) and a designated greenfield area density target (77 residents and jobs combined per hectare) which exceed the targets set out in policy 2.2.2.1 and 2.2.7.2 of A Place to Grow.

Based on Ministry staff review and analysis of the City's draft Land Needs Assessment and the technical update, it appears that the *No Urban Boundary Expansion* scenario poses a risk that the City would not conform with provincial requirements.

The Ministry looks forward to receiving the City's draft Official Plan as the July 1, 2022 conformity deadline approaches. In the meantime, please contact me by email at: (heather.watt@ontario.ca), or by phone at: 437-232-9474, should you have any further questions.

Best regards,



Heather Watt
Manager, Community Planning and Development, Central Region Municipal Services
Office
Ministry of Municipal Affairs and Housing

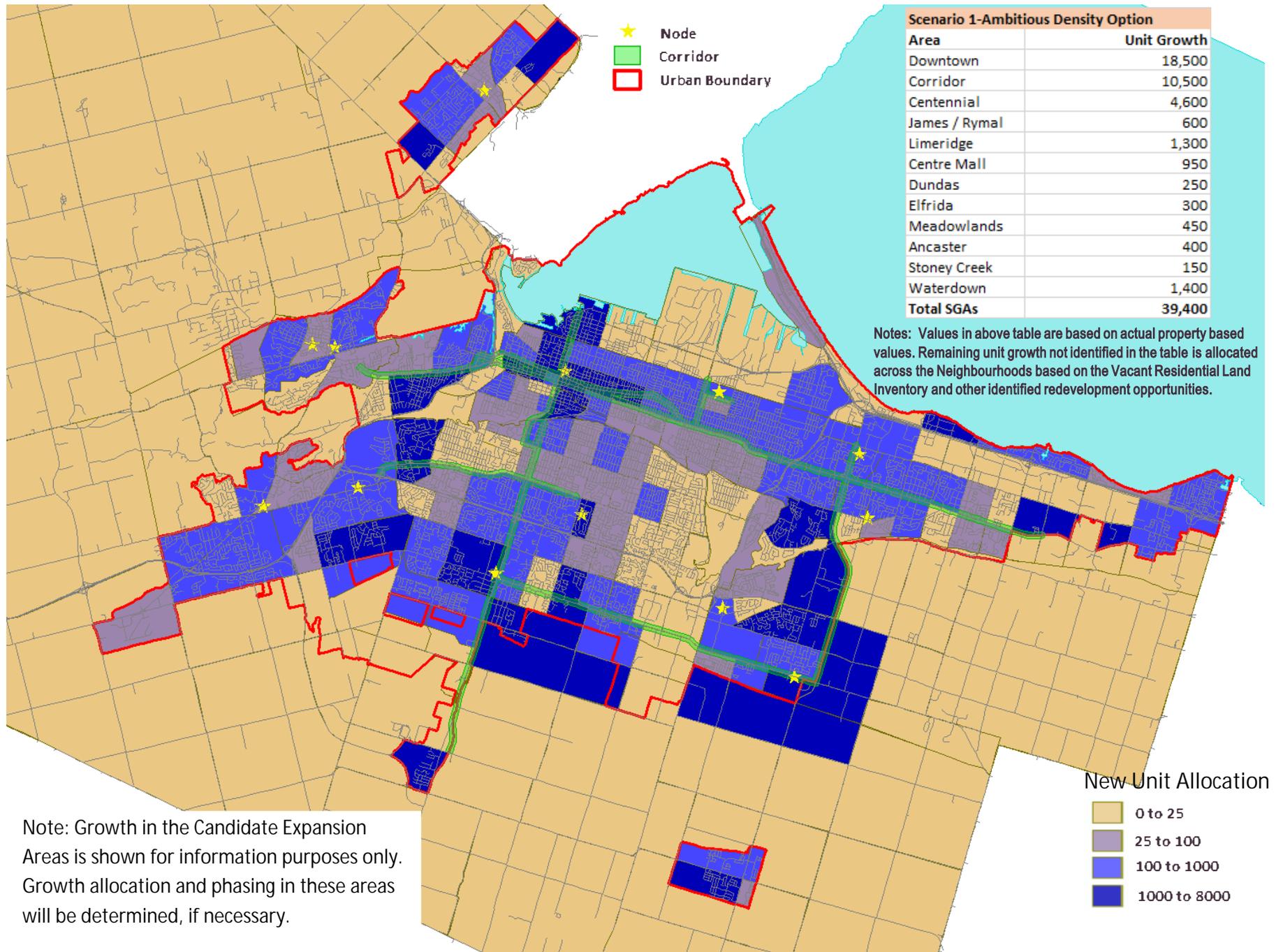
c. Ontario Growth Secretariat, MMAH

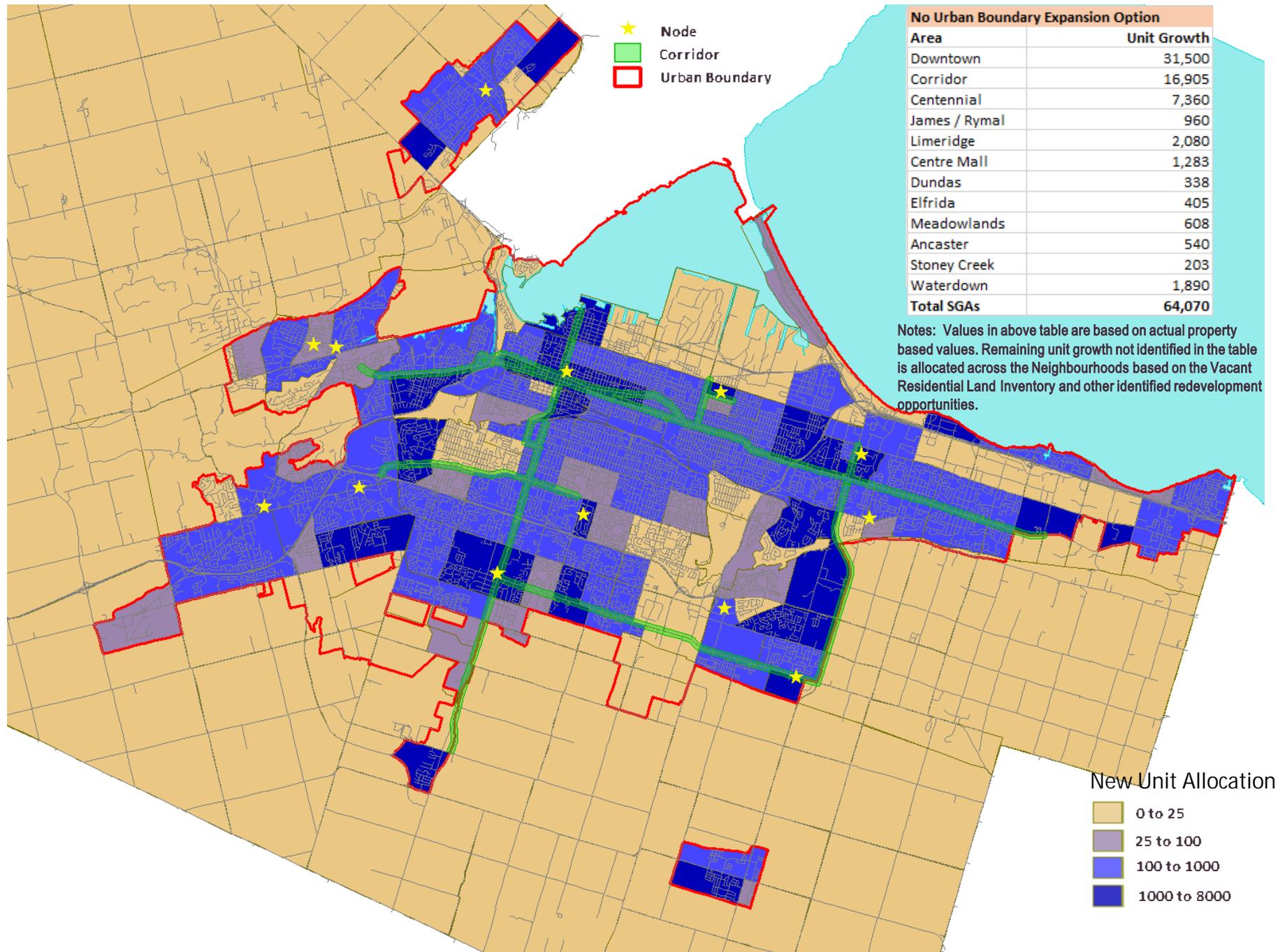
Comparison of Growth Options – GRIDS 2 / MCR

THEME	CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
Population / Unit Forecast	2021-2051 Population Growth 2021-2051 Unit Growth	<ul style="list-style-type: none"> • 236,000 • 110,320 	<ul style="list-style-type: none"> • 236,000 • 110,320
Distribution of Growth	Total Unit Growth within the Existing Urban Area (Total)	<ul style="list-style-type: none"> • 81,620 	<ul style="list-style-type: none"> • 109,880
	Built-up Area	➤ 66,190	➤ 94,450
	Existing Designated Greenfield Areas	➤ 15,430	➤ 15,430
	Total Unit Growth within the Urban Expansion Area	<ul style="list-style-type: none"> • 28,260 	N/A
	Total Unit Growth in Rural Area	<ul style="list-style-type: none"> • 440 	<ul style="list-style-type: none"> • 440
Housing Unit Forecast	Overall Housing Unit Growth, by Type, 2021 - 2051	Unit Growth 2021 – 2051: <ul style="list-style-type: none"> • Single / semi – 27,120 (25%) • Towns – 27,600 (25%) • Apartments – 55,600 (50%) 	Unit Growth 2021 – 2051: <ul style="list-style-type: none"> • Single / semi – 9,585 (9%) • Towns – 14,750 (13%) • Apartments – 85,985 (78%)
	Resulting City-Wide Housing Mix by Type, 2051 (%)	Total Units by Type, City-wide, 2051 (%) <ul style="list-style-type: none"> • Single / semi – 46 • Towns – 15 • Apartments – 39 	Total Units by Type, City-wide, 2051 (%) <ul style="list-style-type: none"> • Single / semi – 41 • Towns – 13 • Apartments – 46
	Housing Mix – Urban Expansion Area (%)	<ul style="list-style-type: none"> • Single / semi – 65 • Towns – 30 • Apartments – 5 	N/A
PPU Assumptions	Persons Per Unit Assumption (low, medium, high density) – Existing Units	Single / semi – 2.81 Townhouse – 2.60 Apartment – 1.74	Single / semi – 2.81 Townhouse – 2.60 Apartment – 1.74
	Persons Per Unit Assumption (low, medium, high density) – New Units	Single / semi – 3.405 Townhouse – 2.437 Apartment – 1.663	Single / semi – 3.405 Townhouse – 2.437 Apartment – 1.663 (70% of apartment growth)

Comparison of Growth Options – GRIDS 2 / MCR

THEME	CONSIDERATION	GROWTH OPTION 1: AMBITIOUS DENSITY (1,310 HA EXPANSION)	GROWTH OPTION 2: NO URBAN BOUNDARY EXPANSION
			Apartment – 3.250 (30% of apartment growth)
Targets	Intensification Target (<i>% of new units within Existing Built-up Area</i>)	<ul style="list-style-type: none"> • 50% (2021 – 2031) • 60% (2031 – 2041) • 70% (2041 – 2051) 	<ul style="list-style-type: none"> • 81%
	Greenfield Density Target (<i>Persons and Jobs Per hectare in the Designated Greenfield Area (DGA)</i>)	<ul style="list-style-type: none"> • 60 (existing DGA in the Urban Area) • 77 (Expansion Area) 	<ul style="list-style-type: none"> • 60 (existing DGA in the Urban Area)
Employment Forecast	2021-2051 Employment Growth	<ul style="list-style-type: none"> • 122,000 	<ul style="list-style-type: none"> • 122.000
Distribution of Growth - Employment	Employment Growth by Type, 2021 - 2051	<ul style="list-style-type: none"> • Major office – 32,350 • Population-related – 57,300 • Employment land – 32,350 	<ul style="list-style-type: none"> • Major office – 32,350 • Population-related – 57,300 • Employment land – 32,350
	Employment Growth – Urban Expansion Area, 2021 - 2051	<ul style="list-style-type: none"> • 11,400 	N/A





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.

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- 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

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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.

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- 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; and,
 - 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

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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 meet the requirements of policy 1.6.1 by integrating infrastructure and public service facility considerations in to 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 provide 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;

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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*;

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- 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:

- a) Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and *public service facilities*;
- b) Improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c) 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;
- d) 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;
- e) Provide for a more *compact built form* and a vibrant *public realm*, including public open spaces;
- f) Mitigate and adapt to the *impacts of a changing climate*, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and,
- g) 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;

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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

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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;

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- 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;

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- ii) The proposed expansion would be modest in size, representing no more than a 5% 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% 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.

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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 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(l) (dated August 4, 2021), has been designed to ensure compliance with the above noted matters. Special consideration to policy 2.2.8.3(k) regarding small expansion into the Greenbelt Protected Countryside has been addressed through the Screening Criteria and Evaluation Tool (Waterdown and Binbrook), attached as Appendix “C” to Report PED17010(l) (dated August 4, 2021).

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

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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)];~~
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;
 - 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;
 - iii) an urban *development* staging, phasing or implementation strategy in keeping with City-wide master plan priorities and secondary plan objectives; and,
 - iv) *The timing of the urban boundary expansion and the phasing of development within the greenfield areas shall***

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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;
- 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; and,
- 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; and,
- 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.

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).

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Public Comment Summary (August 2021) - REVISED Evaluation Framework and Phasing Criteria (additional consultation as directed by Council)

Email/Mail Comments

#	Date:	Name:	Comment:	Staff Response / Action Required
1.	August 6, 2021	Rev. Canon Robert L. Brownlie	Received, thank you. There has been much concern over the years about 'the death' of the City core, I feel these areas NEED the most attention. It is not a NYMBY concern, but a concern for the health of the City as a whole	Email forwarded to Urban Renewal team for consideration
2.	August 6, 2021	Pat Wilson	Doesn't sound like council is listening. They seem to be directing staff to go forward with their flawed survey and poor methodology. Why does city council continue to ask questions it doesn't really want answered?	Staff review and respond to all comments received and recommend revisions to the framework as appropriate.
3.	August 6, 2021	Gerald Smith	<p>In my opinion, there should be no urban expansion of any kind on existing agricultural land, nor on any existing watershed areas.</p> <p>The focus going forward should be on innovative intensification on all lands within the current urban boundary, particularly those areas of the city which already contain infrastructure which would support enhanced housing, retail, and industrial uses.</p> <p>For example, I currently reside in a single family residence in the Dundas area of the City. This residence could easily be converted into a duplex if existing by-laws permitted such conversion. This example applies to large areas of the Dundas community and would provide for much needed capacity in housing stock.</p> <p>We need to embrace a new paradigm that acknowledges the value of agricultural and watershed lands beyond a "commodity" to be bought and sold while resulting in loss of food producing capacity and loss of environmental habitat.</p> <p>This is a once in a lifetime opportunity to protect a rare resource for ourselves and future generations to come.</p>	Comments are noted. The framework considers growth allocations within the existing built up area (intensification) as well as agricultural and natural heritage impacts.

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#	Date:	Name:	Comment:	Staff Response / Action Required
4.	August 7, 2021	Randy Young	<p>Since we are unable to manage our current infrastructure deficit (sewer, water, transit, housing, climate), why would we even consider any new growth until we fix the mess that we have today. Why create a bigger problem until we fix our current problems?</p> <p>Before expanding our existing boundary, we should focus on filling in our existing vacant, decrepit and contaminated properties. Only once this has been completed, consideration could be given to expanding the urban boundary.</p> <p>We've become an embarrassment because we refuse to make a decision and then implement it. So whatever plan we do decide on , we need to implement it.</p>	Comments are noted. The framework considers growth allocation within the existing urban boundary.
5.	August 7, 2021	S. MacDonald	<p>The revised Final Growth Evaluation Framework and Phasing Criteria was reviewed and found confusing / difficult to decipher.</p> <p>Please stop the urban expansion. Our City's current expansion so far resemble more like Mississauga than anything unique to the City of Hamilton.</p> <p>Stop expanding into the rural areas. Clean up the environmental hazards and use existing land in the City to build condensed housing. This way the residents can make use of the transit and services in place.</p> <p>No Urban Boundary Expansion please.</p>	Comments noted. The evaluation framework is being designed to be a user-friendly, graphically-oriented tool.
6.	August 7, 2021	M. Cappadocio	<p>The revised Final Growth Evaluation Framework and Phasing Criteria was reviewed and found confusing / difficult to decipher.</p> <p>Please stop the urban expansion. Our City's current expansion so far resemble more like Mississauga than anything unique to the City of Hamilton.</p>	Comment identical to above. The evaluation framework is being designed to be a user-friendly, graphically-oriented tool.

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			<p>Stop expanding into the rural areas. Clean up the environmental hazards and use existing land in the City to build condensed housing. This way the residents can make use of the transit and services in place.</p> <p>No Urban Boundary Expansion please.</p>	
7.	August 7, 2021	M. MacDonald	<p>The revised Final Growth Evaluation Framework and Phasing Criteria was reviewed and found confusing / difficult to decipher.</p> <p>Please stop the urban expansion. Our City's current expansion so far resemble more like Mississauga than anything unique to the City of Hamilton.</p> <p>Stop expanding into the rural areas. Clean up the environmental hazards and use existing land in the City to build condensed housing. This way the residents can make use of the transit and services in place.</p> <p>No Urban Boundary Expansion please.</p>	<p>Comment identical to above. The evaluation framework is being designed to be a user-friendly, graphically-oriented tool.</p>
8.	August 7, 2021	V. Cappadocio	<p>The revised Final Growth Evaluation Framework and Phasing Criteria was reviewed and found confusing / difficult to decipher.</p> <p>Please stop the urban expansion. Our City's current expansion so far resemble more like Mississauga than anything unique to the City of Hamilton.</p> <p>Stop expanding into the rural areas. Clean up the environmental hazards and use existing land in the City to build condensed housing. This way the residents can make use of the transit and services in place.</p> <p>No Urban Boundary Expansion please.</p>	<p>Comment identical to above. The evaluation framework is being designed to be a user-friendly, graphically-oriented tool.</p>

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9.	August 7, 2021	P. MacDonald	<p>The revised Final Growth Evaluation Framework and Phasing Criteria was reviewed and found confusing / difficult to decipher.</p> <p>Please stop the urban expansion. Our City's current expansion so far resemble more like Mississauga than anything unique to the City of Hamilton.</p> <p>Stop expanding into the rural areas. Clean up the environmental hazards and use existing land in the City to build condensed housing. This way the residents can make use of the transit and services in place.</p> <p>No Urban Boundary Expansion please.</p>	<p>Comment identical to above. The evaluation framework is being designed to be a user-friendly, graphically-oriented tool.</p>
10.	August 9, 2021	Fraser Forrest	<p>The reports on the Subject are just too much for me to take in so please forgive me if my comments have been covered:</p> <p>Land use:</p> <p>If Hamilton downtown is to remain viable, I think we need to come up with ways to increase the population density of the lower city:</p> <p>Presumably open lands not designated as parks, etc. in the lower city have been included as possible housing expansion sites, but have brownfields, industrial lands with existing unused buildings, etc., been considered? The value of existing infrastructure must at least partially offset the cleanup costs.</p> <p>How about reducing the number of parking lots and adding more levels of parking on prime sites, either upwards or underground. I have visited European cities where this has been the only solution, eg., Balboa and Salamanca in Spain. There, the lots were constructed well after the old heritage buildings were built - for us it would be much easier and cheaper.</p>	<p>Comments noted.</p> <p>Regarding population density and the location of future growth, the framework considers this question through the Growth Allocation and Complete Communities themes.</p> <p>Transit and support for the LRT line is considered in the Growth Allocation and Transportation System themes.</p>

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			<p>Are there any property tax subsidies (or increases) that could be applied to enable more population growth in the lower city?</p> <p>Transportation:</p> <p>Unless there is a large increase in available housing in the McMaster/Eastgate corridor, the unseen costs of the LRT can probably never be recovered by ridership.</p> <p>I'm not sure how this can be controlled by council, but the drift away from compact enclosed malls must have a significant effect on automobile use. If one has ever walked from store to store around these 'malls' on a busy day, they soon find it a very dangerous place, not to mention that there are many cars idling because shoppers are driving from one store to another rather than parking in one place. This 'mall' design may be great for Florida weather but not for Ontario winters.</p>	
11.	August 10. 2021	Alysha R.	<p>As a recent resident of Hamilton (moving here from Toronto originally from Brampton), I've been getting up to speed on the plan to structure Hamilton's growth. I am concerned of the inherent bias in the report/framework that was presented to council last Wednesday. Little to no attention was giving to the option to invest within the urban boundary through intensification and redevelopment in the existing urban area.</p> <p>I grew up in Northern Brampton and have seen the consequences of suburban sprawl that eats up farmland, results in road congestion, lack of community investment which leads to a lack of ownership and camaraderie. They are in the process of correcting that however Hamilton has an opportunity (if not an obligation) to learn from this and innovatively pursue creative solutions. In addition to this, there is a wealth of unrealized</p>	<p>Staff note that both the No Urban Boundary Expansion option and the Ambitious Density option plan for growth within the existing urban area through intensification and redevelopment. The following reports have been completed which specifically address opportunities for intensification and development / redevelopment in the</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required
			<p>potential within the urban boundary through brown sites and sprawling parking lots.</p> <p>I'd like to add my vote towards the intensification and redevelopment in the existing urban boundary. Thank you,</p>	<p>existing urban area: Residential Intensification Market Demand Study, Residential Intensification Supply Update, Designated Greenfield Area Density Analysis.</p>
12.	August 11, 2021	Joanne B.	<p>I understand the thought process for growth, but with the climate change emergency I think more thought should be less houses, cars, large apartment buildings and office towers and more green space. Don't try to encroach on the whitebelt or greenbelt, that would be a big mistake. It can't be all about the money. People move out of the city to be able to enjoy more room, more green space, less pollution, less noise. Once you go down the road of large expansion, that's not what people moved for and will move on to other places when there is no more appeal to where they live.</p> <p>We still need farmers close, so that existing land they work should be sacred and not touched. The animals will disappear or start entering city spaces because all of their homeland will disappear. Trees will become scarce, eco-systems are altered forever and the impact will be significant. We need to take a step back and really assess what is important. Once you take the stance of large growth, you can't go back and that would be a shame. Can we not learn and adjust from past mistakes? Climate change is real and if we don't adjust our thinking, it will be too late. What a shame that would be for all of us. The responsibility is on you to make the right choice!</p>	<p>Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p>
13.	August 11, 2021	Brenda G.	<p>I am a Hamilton citizen writing to you about the city's Evaluation Framework which is to be used to determine whether Option 1 or Option 2 is picked re upcoming urban boundary expansions.</p>	<p>The How Should Hamilton Grow framework is a tool for documenting a wide range of information and theme areas</p>

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			<p>The city cannot make a logical choice without the evaluation criteria being weighted against each other.</p> <p>I am also concerned that the survey results are not be using in the framework.</p> <p>Every move the city makes should be looked at through the lens of the environment.</p>	<p>based on direction of the Provincial Growth Plan, the GRIDS 2 / MCR 10 Directions to Guide Development and local priorities. The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>
14.	August 11, 2021	John K.	<p>There is a Climate Emergency . BC is on fire and drought. Crops there are failing. Federal and Provincial governments are failing there duty of care. It is up to local government to drive the solution. Urban Sprawl is part of the problem.</p> <p>We did not receive the survey form on city boundary expansion. I am one of five people resident here so I filled it online. 1 in 5!</p> <p>I am concerned about the regional governments overriding of Conservation Authorities powers. The City (and taxpayers) pay for these and have representation there. Those that gain from the expansion of city boundaries into the white zone are property developers and once the boundary is moved rezoning is locked in forever. Big profits on a sure bet.</p> <p>The city has declared itself as taking action to reverse the climate emergency but there has been little action taken.</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option. In addition, climate change is also addressed in many other themes within the framework including Agricultural system, Complete communities, Natural hazards and Natural Heritage and Water Resources. Cost of growth is</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required
			<p>You will be aware of the massive forest fires which are the new normal. These produce more CO2 they the used to absorb.</p> <p>The parameters of the "plan" published by the city department responsible show a lack of understanding of and a gross simplification of the causes of climate change which they assess by CO2 emissions. Agricultural land is a CO2 sink and food shortages are predicted.</p> <p>So staff are not qualified to assess expansion and "consultants" qualifications are not specified.</p> <p>Cost is another report assessment metric.</p> <p>The City knows the maintenance of expanded residential infrastructure is prohibitive considering its current debt burden</p> <p>Further more the date of publication of the department's report and council's decision leave no time for public consultation, evaluation and input. That is not "due process". The amount of public reaction to this has been considerable.</p> <p>Please take action to mitigate threats to the lives of the coming and present generation of residents. The clear and present danger.</p> <p>Trusting you for independent and unbiased consideration and vision for the future of the city</p>	<p>considered through the Municipal Finance theme.</p>
15.	August 11, 2021	Lisa L.	<p>In regards to the evaluation framework used to decide on whether or not to expand the urban boundaries of the city of Hamilton in order to accommodate population growth: It is now more important than ever to prioritize environmental sustainability and responsible growth. In order to understand the environmental impact of the proposed two options, it is</p>	<p>Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG</p>

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			critical to consider greenhouse gas emissions associated with each. I'm disappointed to see that this is not reflected in the current evaluation framework. I strongly urge city councillors and staff to honour the city's commitment to addressing the climate emergency made in March 2019, and do a full evaluation of the boundary expansion and ambitious density scenario options through a climate lens.	emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.
16.	August 11, 2021	Cynthia M.	It is of utmost importance that EVERY measure in deciding to extend the hamilton boundary or maintain the city limits by building within, be considered with the weight of our present climate emergency! Please do not falter. We cannot support an extension of our city limits. Consider Hamiltonians first, not developers.	Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.
17.	August 11, 2021	Jane H.	It had been determined worldwide that we are in crisis mode in climate change. Hamilton must make their decisions based on the impact expansion will have on our climate. This must be the primary consideration. It is our duty to our children and the world that we do our part.	Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.
18.	August 11, 2021	A Didur	I cannot stress strongly enough that I want the city to <u>undertake a rigorous evaluation of the 'No Boundary Expansion' VS the 'Ambitious Density Scenario' using a climate lens.</u> There is no excuse for ignoring the dire warnings just released by the Intergovernmental Panel on Climate Change - the panel of the world's leading climate scientists. We have been clearly warned that urgent action to reduce greenhouse gas emissions is required to avert ever-increasing climate disaster. Based on the IPCC's warnings,	Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary

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#	Date:	Name:	Comment:	Staff Response / Action Required
			<p>now is the worst possible time to be sprawling Hamilton out into rural farmland. Urban sprawl fuels climate change. We must protect farmland and greenspace.</p> <p>The current evaluation framework city planning staff have proposed to assess the 'No Urban Boundary Expansion' option against the 'Ambitious Density Scenario' is far from rigorous. It puts the evaluation of climate crisis impacts on par with all other evaluation themes. Climate crisis impacts are inarguably the priority and should be in a stand-alone category. Climate should be the lens for all of the other 9! <u>There needs to be a comparison of greenhouse gas emissions driving decisions.</u> Emissions from land use will impact us for up to 1,000 years.</p>	Expansion option and the Ambitious Density option.
19.	August 11, 2021	Michelle A	<p>With the latest climate report which has been released, I think the city needs to look at all policies from a climate perspective. If there is no inhabitable planet in 100 years, then all of the other savings and decisions we make are pointless.</p> <p>I encourage the city to weight the environmental impact of decisions very high and even look at everything through that lens. It is only when we all do this, that we can make the needed impact.</p>	Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.
20.	August 11, 2021	David H	<p>I have read the final growth evaluation framework which will be used to rate the two options of no urban boundary expansions and so-called "ambitious density" expansion.</p> <p>While each of the 10 considerations makes sense, I believe that particular importance should be assigned to the climate change consideration, in both respects (what opportunities each option provides for reducing greenhouse emissions, what opportunities or risks associated with climate change each option presents).</p>	Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.

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				<p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>
21.	August 11, 2021	Anne W	<p>I live in Ward 1, I voted for no urban boundary expansion, and I'm writing to you about the evaluation framework being used to make the decision on our city's urban boundary expansion plan.</p> <p>The 10 aspects of the framework that are listed (growth allocation, municipal finance, transportation systems, etc) are being presented as equally important to consider, however there is one aspect that carries significantly more weight than all the rest. The impact on Climate Change is the single most important factor that needs to be considered when we look at our plans for growth and densification.</p> <p>The city councillors unanimously declared a climate emergency in March 2019 so we know the whole city recognizes the urgency and severity of the situation. Hamilton has a goal of becoming carbon neutral by 2050, and this decision is a make or break opportunity for that goal. If we were to expand the boundary, we would be increasing emissions from land use and taking a huge, irreversible step away from that goal.</p> <p>Each remaining aspect of the framework needs to be viewed through a climate lens...how do the additional emissions of boundary expansion affect municipal finance? We end up spending more money, time and resources trying to offset the additional emissions of boundary expansion. How do the increased emissions of boundary expansion impact transportation systems? Instead of focusing on a more efficient, renewable</p>	<p>Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p> <p>Staff concur that climate change impacts cross many themes and note that climate change is also addressed in many other themes within the framework including Agricultural system, Complete communities, Natural hazards and Natural Heritage and Water Resources. Cost of growth is considered through the Municipal Finance theme.</p>

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			<p>energy powered transportation system within our existing boundaries, we would have to put our resources into expanding the reach of our system, sacrificing the efficiency that is already built into a denser city.</p> <p>"Climate change" is not one factor to consider out of 10. Climate change is the lens through which every factor needs to be viewed. Every aspect of the framework has an impact on the climate emergency. Every aspect needs to be looked at as an opportunity to step towards or away from our 2050 goal.</p> <p>I'd also be interested to know - how do you plan on using the results from the urban boundary expansion survey? Councillor Brad Clark revealed that he received only 4 votes for "ambitious density" to expand the boundary, but a whopping 8258 votes for "no urban boundary expansion". Clearly the residents of this city are strongly opposed to expanding the boundary. Will you listen to what the public is telling you? Will you recognize that we are concerned for our future and demand a positive step towards decreasing carbon emissions and combating climate change?</p>	<p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p> <p>The survey results will be released publicly in mid-September once data tallying is complete. Council will have the benefit of the survey results available to consider in their decision making.</p>
22.	August 11, 2021	Hilary L.	I am contacting you concerning the Evaluation Framework being used to determine which Urban Planning option will be chosen. This framework should take into consideration greenhouse gas emissions. Whichever option we choose will impact us for generations, and we need to make smart decisions based on the growing climate emergency.	Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.
23.	August 12, 2021	Joseph D.	My concern with the Growth Evaluation Framework is the transportation section. There seem to be nothing about evaluating active transportation in the section (walking, cycling, etc.).	The How Should Hamilton Grow framework addresses active transportation in the Transportation System

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			<p>I understand that buses and LRT is an important component but we seriously need to develop active transportation networks beyond the little that has been done thus far.</p> <p>Expanding the boundaries would not help with this issue. We need to develop our city within the current boundaries.</p>	<p>Theme, including the consideration of “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>
24.	August 12, 2021	Lynda D	<p>Please consider 'No Urban Boundary Expansion' with your Evaluation Framework regarding urban expansion.</p>	<p>The How Should Hamilton Grow framework includes consideration of the No Urban Boundary Expansion option.</p>
25.	August 12, 2021	Joanne L	<p>I am writing to raise my concerns about the framework you are using to decide if Hamilton's urban boundaries should be expanded or not.</p> <p>I understand that the Hamilton Councillors unanimously declared a climate emergency in March of 2019. To the best of my knowledge, this climate emergency has not lessened in the intervening years. In fact, as I am sure you are aware, the Intergovernmental Panel on Climate Change - a group of the world's leading climate scientists -urges immediate action to reduce greenhouse emissions to avoid climate disaster.</p> <p>Given this, I fail to see how any rational decision can be made without determining which option -to expand or not to expand boundaries- will result in the least emissions and then choosing that one. As a lifelong resident and long term taxpayer in this city, I am asking you to undertake a meticulous emissions evaluation of each of the options and as such do your part to help avert or at least mitigate the climate crisis facing us all.</p>	<p>Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p>

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26.	August 12, 2021	Karen M	<p>I urge the City of Hamilton to undertake a rigorous evaluation of the 'No Boundary Expansion' (option 2) VERSUS the 'Ambitious Density Scenario' (option 1) using a climate lens.</p> <p>Our councillors unanimously declared a climate emergency back in March of 2019.</p> <p>To retain any credibility on climate issues, the councillors must heed the dire warnings recently released by the Intergovernmental Panel on Climate Change - the world's leading climate scientists - that has warned that urgent action to reduce greenhouse gas emissions is required to avert climate disaster.</p> <p>Based on the IPCC's warnings, now is the WORST possible time to be sprawling Hamilton out into rural farmland.</p> <p>I am not a member of any special interest group--rather, a citizen concerned for the quality of my children's and grandchildren's future. Removing farmland is untenable: once it's gone, it's gone.</p> <p>I trust the councillors share the same concerns.</p>	<p>Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p>
27.	August 12, 2021	Ross A	<p>I am emailing as I believe that climate change should be included and prioritized in the evaluation framework for how Hamilton should grow. If it is not I am deeply concerned that not only will we be endangering the food security of Hamilton, we will also be increasing greenhouse gas emissions for centuries to come as further development will heavily depend on the usage of cars. Thank you very much for your time.</p>	<p>Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p>

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				The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.
28.	August 12, 2021	MaryAnne T	<p>URGENT CALL TO ACTION! Your staff are developing an Evaluation Framework that will guide You toward the choice of expanding or not expanding our urban boundary. This 10 criteria framework for deciding how Hamilton should grow <u>needs to prioritize climate change</u> or we will lock in high GHG emissions in poorly planned, car-dependent subdivisions for centuries.</p> <p>We are in a Climate Emergency and land use planning needs to reflect that! The Climate emergency, the climate crisis trumps all. You must act for all of us.</p> <p>Please put the health of our area and our planet before monetary benefits to the few. We don't need new subdivisions.</p>	Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.
29.	August 12, 2021	Tony C	<p>I believe the paramount evaluation criteria for Hamilton's City Planning should be Climate Change. We must do our part to halt climate change by investing in redevelopment within our current urban boundary. Our greenfields are precious and must be protected to ensure that our City continues to thrive into 2051 and beyond.</p> <p>It seems unlikely that our City can achieve carbon neutrality by 2050 if we engage in urban boundary expansion. It will create the need to drive everywhere, and it would disrupt and destroy the very ecosystems we need to clean our air and water. Urban boundary expansion represents a risk to climate change, whereas investing in wise redevelopment within our current urban boundary represents an opportunity to address climate change in a meaningful way.</p>	Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.

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			Please view all planning through a Climate lens.	
30.	August 13, 2021	Don R	<p>I have previously corresponded as regards my view that urban expansion is unnecessary and harmful to our environment. Additionally it will impact and reduce valuable and ever shrinking farmland assets.</p> <p>I have reviewed the framework themes for evaluation of Options 1 & 2 and am concerned that the evaluation criteria are unranked and that the environment and related climate change are not given a dominant position. This prioritization would align with the council's declaration of a climate emergency some 2+ years ago.</p>	<p>The How Should Hamilton Grow framework is a tool for documenting a wide range of information and theme areas based on direction of the Provincial Growth Plan, the GRIDS 2 / MCR 10 Directions to Guide Development and local priorities. The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>
31.	August 13, 2021	Lynda H	<p>Development in the city needs to be sustainable and include people and the environment over profits.</p> <p>It is more economical to develop unused space within the existing Hamilton city.</p> <p>We are in a climate emergency so growth needs to focus on the above (to preserving farm land) and not expand the build into existing farm land...which will increase cost and dependency on cars for transportation this result in Locking in high GHG emissions in poorly planned, car-dependent subdivisions</p>	<p>Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p> <p>The framework does not assign priority to one theme over another, the tool will</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required
			<p>Land use planning needs to reflect sustainable planning. The Climate emergency trumps all.</p> <p>Put the environment a living ecosystem we depend on for our health, at the forefront of your decision making. Then communities will thrive, the city will have health and only then be the best place to raise a child.</p>	provide Council with balanced information which Council can use in their decision making process.
32.	August 13, 2021	Adrienne T	I want to add my voice to advocate that the current climate emergency must be taken into highest account when developing the framework to evaluate the land boundary expansion in Hamilton. As a resident of Hamilton my whole life, the thought of more suburban sprawl is making prospect of staying in this city less attractive. We need walk-able neighborhoods with great cycling infrastructure and transit; these are are cities of the future.	<p>Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p> <p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>
33.	August 13, 2021	Barbara D	When creating your 10 Criteria framework for the expansion of Hamilton, PLEASE put considerations for Climate Change at the top of your list. Suburbs are not the way to go - losing trees and farmland in favour of commuting is extremely short sighted. Focusing on affordable and population dense urban housing is. We are in a climate crisis - please be role models for how growth should happen!	Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary

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				<p>Expansion option and the Ambitious Density option.</p> <p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>
34.	August 13, 2021	Jill M	<p>I am writing in response to the 10-day window for feedback on the evaluation framework for the City's boundary expansion. The proposed framework is far from rigorous, putting the evaluation of climate crisis impacts on par with all other evaluation themes. Urban sprawl fuels climate change and the planet is facing a climate emergency. The evaluation of these urban growth scenarios must be done in a manner that prioritizes climate impacts - our future depends on it!</p> <p>Given that your framework doesn't weigh climate and climate impacts on all other factors, I ask that the City and its Councillors undertake a rigorous evaluation of the 'No Boundary Expansion' VS the 'Ambitious Density Scenario' using a climate lens.</p> <p>City of Hamilton Councillors unanimously declared a climate emergency back in March of 2019. Now is the time to put that declaration into practice. I urge you to heed the dire warnings just released by the Intergovernmental Panel on Climate Change - the panel of the world's leading climate scientists - that has warned that urgent action to reduce greenhouse gas emissions is required to avert climate disaster. Based on the IPCC's warnings, now is the worst possible time to be sprawling Hamilton out into rural farmland.</p>	<p>Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p> <p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>

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35.	August 13, 2021	Michael K	<p>As a reminder, Hamilton has declared a climate change emergency on March 27, 2019. I believe that the Evaluation Framework city staff is developing that will guide Council toward the choice of expanding or not expanding our urban boundary must prioritize climate change if we are to achieve the city's stated goal of net-zero greenhouse gas emissions by 2050.</p> <p>Expanding our urban boundary will lock us into greenhouse gas emissions to 2050 and beyond. You have the power to enable Hamilton to lead the world in battling this climate change emergency. Please take positive action for the future of the human race.</p>	<p>Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p> <p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>
36.	August 13, 2021	Angela W	<p>I am emailing as I believe that climate change should be prioritized in the evaluation framework for how Hamilton should grow currently and over the coming years. If it is not I am seriously concerned that we will be endangering the food security of Hamilton and Ontario for generations to come. We will also be increasing toxic emissions for centuries to come as further development and expansion will heavily depend on the usage of cars and loss of farmland leads to more transportation emissions in the supply chain. The city has the chance to lead Ontario, Canada, and the world in the climate crisis. The new IPCC report is jarring and it will be a failure to the planet and to citizens if Hamilton does not take the IPCC report and the overall crisis into consideration.</p>	<p>Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p> <p>The framework does not assign priority to one theme over another, the tool will provide Council with</p>

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			Please also consult with the local Indigenous community as Indigenous land stewardship protects and preserves the lands and waters. Inherent rights as well as treaty rights and responsibilities should be upheld.	balanced information which Council can use in their decision making process. Consultation with indigenous communities is an ongoing component of the GRIDS 2 / MCR process.
37.	August 13, 2021	Gail M	I am a resident of Ancaster. I submitted my vote ...Option #2...no boundary expansion. Now I would like to implore you and council to reconsider the 10 evaluation criteria for evaluation of these options. Our focus, and YOUR focus, should be on CLIMATE CHANGE. The other criteria are not significant until climate change can be addressed. In March 2019 Council unanimously declared a climate emergency. Now it is time TO REAFFIRM that commitment. In the last few days the World Health has released its dire projections for the critical impact of climate change. The Intergovernmental Panel On Climate Change has issued its warnings. Please use climate change as your lens in considering any future development in the Hamilton Region.	Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option. The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.
38.	August 13, 2021	Carmen C	The preservation of “Prime Agricultural” areas should be one of the most important considerations of the “Phasing of Development” of an urban boundary expansion. The Ministry of Agriculture developed the rigorous LEAR Process to be used by municipalities across the GGH using consistent factors, Datasets, and Weightings to identify the “Prime” and non-prime agricultural areas. The city conducted a LEAR Study as part of	The framework addresses the protection of the Agricultural System in alignment with the directions of the Provincial Policy

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			<p>the Grids 1 Growth Process and the Rural Hamilton Official Plan Schedule “D” Map has the LEAR agricultural designations of all the Ambitious Density Whitebelt Candidate areas. PPS Growth Plan Policy 2.2.8.3 directs municipalities to develop the non-prime agricultural areas before the Prime Agricultural areas.</p> <p><u>Any Phasing or Staging of development of the Candidate areas should prioritize the non-prime agricultural designated areas before the Prime Agricultural areas for development.</u></p> <p>Climate Change, the reduction of Greenhouse Gas Emissions and the reduction of our Carbon Footprint should be the other important consideration for any urban boundary expansion. The August 4th GIC Meeting stated that there would be a GHG Emissions Study to compare the impact on Climate Change between the “No Urban Expansion” and the “Ambitious Density Scenario”. Why doesn’t the city also conduct the GHG Emission Study for the Whitebelt Candidate areas to determine what is the “Climate Change” impact of development of each candidate area of the “Ambitious Density Scenario” Growth Option?</p> <p><u>The results of the GHG Study of the Whitebelt Candidate Areas of the Ambitious Density Scenario could be used as part of the “Phasing” of development of the Candidate areas.</u></p> <p>The city of Hamilton commenced the Grids 2 MCR Process, and the Background Studies associated with the MCR Process in 2016. The city of Hamilton included the Twenty Road East area as part of the MCR Process in October of 2019. The city has stated that the Grids 2 MCR Process will assess all the Whitebelt areas equally as part of this process. The question is why hasn’t the city approved or initiated the same Grids 2 MCR</p>	<p>Statement and Provincial Growth Plan.</p> <p>Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p> <p>Parts 3 and 4 of the framework, including consideration of phasing, also include GHG emissions analysis, if those portions of the framework are required.</p>

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			<p>Background Studies for the Twenty Road East area as are being conducted in the Elfrida area?</p> <p><u>The city should approve and initiate the Grids 2 MCR Background Studies for the Twenty Road East area. This would ensure that the “Phasing” of Development of the “Ambitious Density Scenario” Growth Option is a fair process.</u></p>	
39.	August 13, 2021	Paula G	<p>This email is to express my concern that climate change be prioritized in the evaluation framework for how Hamilton should grow currently and over the coming years.</p> <p>If it is not we endanger the food security of Hamilton and Ontario for generations to come. We will also be increasing toxic emissions for centuries to come as further development and expansion will heavily depend on the usage of cars and loss of farmland leads to more transportation emissions in the supply chain.</p> <p>The city has the chance to lead Ontario, Canada, and the world in the climate crisis. The new IPCC report is jarring and it will be a failure to the planet and to citizens if Hamilton does not take the IPCC report and the overall crisis into consideration.</p> <p>Also, and very importantly, we need to consult with the local Indigenous community as Indigenous land stewardship protects and preserves the lands and waters. Inherent rights as well as treaty rights and responsibilities should be upheld.</p> <p>Thank you for your time</p>	<p>Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p> <p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p> <p>Consultation with indigenous communities is an ongoing component of the GRIDS 2 / MCR process.</p>

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40.	August 13, 2021	Frances M	<p>Thank you for the opportunity to comment on this very important – perhaps the *most* important – Planning Department document and decision by Hamilton City Council during our lifetime.</p> <p>As you are aware the IPCC recently released a terrifying report on the consequences of our reckless disregard for the environment and the resulting change in climate we are headed towards. The disastrous results are already being felt all over the world. We in Hamilton are not immune to climate change consequences, despite the theme of “business as usual” displayed so far, although City Council did declare a <u>Climate Emergency</u> in March 2019.</p> <p>Land Use planning is key to lowering GHG emissions. That is the foundational lens which should be used to evaluate all options for future development. Land use can no longer be based on a mid-20th century sprawl mentality and MUST opt for compact, dense, transit and active transportation models. Our current built-up areas are not even close to the density that will be required in the future. As long as green fields are offered for development, builders will build on green fields. When there are no green fields left, builders will innovate and start developing infill projects. Hamilton has to stop offering green fields for development before we mess up food-growing land that our children and grandchildren will need.</p> <p>We do not currently have the information that is needed and should wait for the report from the CEEP – Community Emissions and Energy Plan (due in Spring 2021) -- before land use planning decisions, which will lock us into sprawl until 2051, are made by council.</p>	<p>Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p> <p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>

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			CLIMATE CHANGE is <u>the</u> lens through which all plans for future should be considered, and should therefore be given the most weight in this decision and recommendation to council.	
41.	August 13, 2021	Claire B	<p>In light of this week’s IPCC report and wildfires raging across Canada, I hope the City of Hamilton considers the climate emergency as the number one priority/framework theme when deciding about urban boundary expansion. I am not understating things when I say it feels like the future of humanity is at stake.</p> <p>I also hope the city takes into account all of the survey results in developing their framework.</p>	<p>Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p> <p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p> <p>The survey results will be released publicly in mid-September once data tallying is complete. Council will have the benefit of the survey results available to consider in their decision making.</p>
42.	August 13, 2021	Lyn F	Your "Evaluation Framework" for deciding on a growth approach for the City of Hamilton is sorely flawed. This is obvious to anyone who is	The City is required to complete the Municipal

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#	Date:	Name:	Comment:	Staff Response / Action Required
			<p>informed about the science surrounding the climate crisis. Hamilton is better than this poor attempt by the province to force us into their pro-development scheme. It makes me wonder how many politicians are getting kickbacks from development corporations? I am an environmental scientist with a Master's degree from the University of Waterloo, and I see no sense at all in this blatant attempt by the province to bully Hamilton into making bad choices concerning urban sprawl.</p> <p>Honestly, how stupid does the province think we are? This evaluation framework does nothing but (AGAIN) eliminate the two most important criteria in making this decision -- the effects of the climate crisis and public opinion! We live here and we know what is good for us -- Doug Ford definitely does not.</p> <p>If the City agrees to this kind of low quality decision-making 'scheme', then you are slapping the public in the face, no less. I am truly insulted and horrified that the province is trying to manipulate good municipal governments (like you!) in this way. Please stand up to the provincial PCs because if we don't, what kind of precedent will this set for the future here? Will we ever be able to make a beneficial decision of our own again if politicians get away with this kind of harassment?</p> <p>There must be some good moral legal argument against harming our City's inhabitants just because the province tells us to do so. It's crazy that we have allowed Ontario to even get to this place in our decision making. I can't believe that the PCs have been allowed to continue using MZO when it is clearly completely immoral and illegal because they are just using outdated policies to take advantage of taxpayers and eliminate public opinions from politics -- that is supposed to be illegal!</p>	<p>Comprehensive Review in accordance with the Provincial Growth Plan, including provincial growth projections.</p> <p>Climate change is being considered and addressed as a theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p> <p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p> <p>The survey results will be released publicly in mid-September once data tallying is complete. Council will have the benefit of the survey results available to</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required
			<p>This kind of bullying of the public simply should not be allowed. It is even worse abuse during an stressful emergency pandemic too! We're all sitting ducks and clearly many of us in Hamilton don't like it one bit -- for good reasons!</p> <p>I trust the Hamilton Council but I have zero faith that the Douglas Ford PC government has any of my best interests in mind, or those of any ordinary taxpayer here. He only wants to please large corporations which has been proven soundly by his track record as Premier. From his "A Place to Grow" licence fiasco to his use of illegal MZOs to pave over critical natural infrastructure for absolutely no justifiable reason, this Premier's decisions are nothing short of a complete disaster for the Ontario public.</p> <p>So please tell me why the Hamilton Council would agree to this scam which would harm all Hamiltonians in an irreversible way?????? Just say, "NO!"</p> <p>We want a sustainable future here, period. We can grow within the City boundaries that exist today as Linda Lukasik and Don McLean have described. And with the climate crisis worsening exponentially, many people may decide not to have children in the future, so the population projections decades from now may change radically. Why incorporate bad policies here when we aren't even sure if the population projections that have been made are even accurate decades from now? Much could change over the next decade just because of the climate crisis.</p> <p>The fact today, is that we are absolutely sure that we will need the prime farmland surrounding our City in order to secure our food supply in Ontario. We have the best agricultural land in Canada here, and the plan is to pave it all so we can create more impermeable surface areas to increase our already high flood potential? It is just crazy.</p>	<p>consider in their decision making.</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required
			<p>Currently, these evaluation criteria are not weighted against each other. Emissions from land use will impact us for up to 1,000 years into the future! In fact, with no question, Climate should be the lens for all of the other criteria. In the wake of the latest IPCC report, we would be totally irresponsible to listen to the Premier's bad advice. He is a known climate crisis denier. What are we thinking? Please, just say "NO."</p> <p>What about the survey results? Will the survey results be used in this framework? It is clear to me that the results are not being made public because an overwhelming percentage of the population here said "No urban boundary expansion" and the province wants to hide that result. This is extremely disappointing to me.</p> <p>In fact, the survey results should be the number one factor in making any boundary change decision in Hamilton -- the people have spoken! Why are we being ignored? Greedy profiteers don't care about what the public thinks as long as they are lining their pockets with dollars -- again, we are not that naive! The province is certainly not thinking of me when they are bullying my political representatives around. I should hope that this poor taste in tactics is illegal in Canada.</p> <p>Hamilton taxpayers are not ignorant and I will hold this against Council if you fail to stand up for Hamilton taxpayers who NEED clean drinking water, clean air to breathe and good healthy prime agricultural land to grow our food -- these are our most basic needs! Not warehouses! This may be our last chance to start making GOOD decisions about our future that are based on the well-being of citizens rather than making the rich more wealthy.</p>	

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#	Date:	Name:	Comment:	Staff Response / Action Required
			<p>So please, tell the Premier that his process is not just and we won't stand for being bullied into bad decisions being forced onto innocent taxpayers who deserve much much better!</p> <p>Hamiltonians have overwhelmingly said NO to an urban boundary expansion of any kind. I heard that over 8,000 people said NO and only 4 said yes. How could you ever ignore that???? Make it public knowledge today or else democracy is dead in Hamilton.</p> <p>Relieve some of our terrible stress and please stand up for your electorate. Say NO to any urban boundary expansion. This provincial government is not a popular one in Ontario. Our schools have a zero tolerance of bullying policy -- shouldn't the City too?</p> <p>With respect for Hamilton Council but concerned about the fate of Ontarians today,</p>	
43.	August 13, 2021	Jackie W	<p>I write to you this evening as a Ward 1 Constituant, a local teacher, and a mother, who is more than concerned about the current state of our climate, it's decline and the ramifications that climate change is having on our whole world.</p> <p>Not expanding our current city boundaries means more people living in walkable, transit oriented Neighbourhoods, enhanced connection to community and more of a guarantee of a future for our youngest citizens. Expanding our boundaries means paving over some of the most rich, fertile, viable soil in the world. Soil that nourishes our bodies and souls with its fruit and vegetables, soil that allows us to pick apples on a crisp fall afternoon and pick raspberries under the summer sun. Expanding our boundaries also means we are locking in high GHG emissions in poorly planned, car (and school bus) dependent suburbs for centuries to come.</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option. In addition, climate change is also addressed in many other themes within the framework including Agricultural system, Complete communities,</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required
			<p>Your 10 criteria framework for how Hamilton should grow NEEDS TO PRIORITIZE CLIMATE CHANGE. We are IN a Climate Emergency, and our land use planning MUST reflect that. For all Hamiltonians, namely our youngest who will be inheriting (or dying from) your decisions today.</p> <p>The Climate Emergency trumps all.</p>	<p>Natural hazards and Natural Heritage and Water Resources.</p> <p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>
44.	August 13, 2021	Donald W	<p>I am writing to urge you to prioritize climate change issues in making a decision on the location for growth in Hamilton. For this reason I implore you to choose the “NO Urban Boundary Expansion” option; maintaining agricultural land, and intensifying Hamilton’s population. That will provide the best basis for a viable public transit system, and eliminate the need for expenditure on water, sewer, road and electrical services to newly created residential suburbs. Ontario needs to curtail the enormous urban boundary expansion that has been going on for years, in favour of climate-friendly, transit-friendly cities with real boundaries.</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option. In addition, climate change is also addressed in many other themes within the framework including Agricultural system, Complete communities, Natural hazards and Natural Heritage and Water Resources.</p>

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				The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.
45.	August 14, 2021	Jennifer S	I am writing to express my concern over the planning for future growth. Hamilton decided to make climate change an important issue in 2019 yet proposes growth that ignores the impacts of covering farmland and green space with concrete. Please start to incorporate climate change factors into Hamilton’s planning immediately	Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.
46.	August 14, 2021	Susan W	I urge you and those working in your department to do a rigorous evaluation of the No Boundary Expansion vs. Ambitious Density Scenario using A CLIMATE LENS. In March 2019, in good faith, the councilors unanimously agreed on a climate emergency. Therefore, not expanding the boundary is the only logical solution.	Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.
47.	August 14, 2021	Robert P	The city of Hamilton has already gobbled up numerous nice sized communities and now apparently consider it's necessary to convert our remaining green farm lands to urban sprawl. GreenHouse gases are already being created by our major industries and existing homes and numerous auto, trucks and busses and even aircraft. This can not continue without resulting in major emissions and serious climate	Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of

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#	Date:	Name:	Comment:	Staff Response / Action Required
			<p>change. We now likely are dealing with the issues of present garbage and recyclables being suitably disposed of, what major new issues will be created by urban expansion.</p> <p>An interesting and informative article entitled "BOUNDARY EXPANSION VS. CLIMATE FIGHT appeared in last week's Glanbrook Gazette. August 12th. I hope those wanting Urban Sprawl.</p> <p>Mr. Mayor, our councillors and city staff, as requested, please undertake to rigorously deal with the evaluations themes at hand.</p>	both the No Urban Boundary Expansion option and the Ambitious Density option.
48.	August 14, 2021	Judith B	<p>I am writing to you today to indicate I want the city to undertake a rigorous evaluation of the 'No Boundary Expansion' VS the 'Ambitious Density Scenario' using a climate lens.</p> <p>The city previously declared a climate emergency in 2019 and the new report from Intergovernmental Panel on Climate change indicates how dire our global situation is with regard to climate change. Sprawling cities add to global warming in many ways. Like many citizens I am very concerned and wish to see meaningful change in the way our city responds and acts to global warming..</p>	Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.
49.	August 14, 2021	Caroline H	<p>I appreciate the opportunity to comment on the Evaluation Framework for GRIDS 2. As a delegate at the GIC August 4th, I emphasized that the Climate change, municipal finance and infrastructure frameworks are inadequate as presented in Appendix A. Those are the areas in which I have expertise. While I appreciate skills required as a planner are multidisciplinary, they do not extend to Economics and Science. The municipal process to ensure sustainable future growth while continuing urban expansion is untenable. At present even with no urban expansion the city is not addressing the state of its current crumbling infrastructure, huge municipal fiscal deficits and the climate emergency as it was announced in 2019.</p>	As noted in the framework, consideration of GHG emissions modelling will be undertaken by the City's Community Energy & Emissions Plan consultant team. Consideration of infrastructure and financial impacts will be undertaken by the consultant teams completing the Infrastructure Master Plans and fiscal

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			<p>That being said, there is a housing supply shortage. The path forward is nuanced and needs to challenge Infrastructure Ontario and its outdated mandate to build in whitebelt areas. Cultural values have shifted away from the isolation of suburban living and its associated toll on well being and the natural environment. Nimbyism has historically driven the agenda to build in open space away from existing neighbourhoods. Citizens are now better aware of the damage of urban sprawl and how infill development can contribute to improved quality of place. The pandemic has reinforced the crucial role of natural spaces. It is a planner's responsibility to address and reconcile those issues. The majority of the council does not have the expertise to see what is at stake. The delegates that spoke out at the GIC are very well informed and know the urgency required to pivot away from urban expansion.</p> <p>Parts 3 and 4 of the framework are therefore redundant.</p>	<p>impact assessment, respectively.</p>
50.	August 15, 2021	David C	<p>I've reviewed the 'How Should Hamilton Grow?' evaluation framework proposed by city planning staff & their consultants and am concerned on a number of fronts.</p> <p>To summarize, the framework is imprecise – with virtually no quantitative measures for comparison and as a result, is very subjective. It would get an “F” in any college paper on measurement methodology.</p> <p>But overriding this is the almost complete absence of regard for the climate emergency that Council declared in 2019. Just today, I read in the UK Guardian that “we need a new planning act that ensures that all local authorities have to take climate change into account every time they make a planning decision”. UK or Canada, we are all affected by the looming impacts of climate change. Just look at the fires across Canada.</p> <p>As a businessman, I would expect you would require proper measurements throughout any evaluation process.</p>	<p>The framework is designed as a qualitative tool and does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p> <p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary</p>

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			So on two counts, you need to send this back when discussing it this in Council or committee.	Expansion option and the Ambitious Density option.
51.	August 15, 2021	Joyce M	<p>It wasn't that long ago that I stood before you at a Board of Health Council Meeting with a photo of my grandchildren as a backdrop. March 27, 2019 was a day I will never forget because that was the day that Hamilton City Council made the courageous and wise decision to declare a climate emergency. It was a momentous moment for me and I couldn't wait to get home and share the good news with my family. However, I have discovered that admitting there is a problem is the easy bit. Action and results driven by fearless, passionate and innovative city leaders is quite another matter.</p> <p>Since then, the situation has become even more urgent. After reviewing a summary of the IPCC Report earlier this week detailing the environmental catastrophe that is ahead if we don't act quickly and decisively, my first thought was of my beloved grandchildren and the uncertain and quite possibly terrifying future they might well face.</p> <p>Urban sprawl feeds climate change! It claims farmland, forests and other valuable ecosystems. I would hate to see asphalt and concrete replace trees, streams and wetlands here in Hamilton. In short, sprawl is bad news for our health, nature and climate!</p> <p>Having said that, I am concerned about the evaluation framework city staff have proposed to assess the 'No Urban Boundary Expansion' option up against the 'Ambitious Density Scenario'. The proposed framework is not rigorous enough and places the evaluation of climate crisis impacts on par with all other evaluation themes.</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option. In addition, climate change is also addressed in many other themes within the framework including Agricultural system, Complete communities, Natural hazards and Natural Heritage and Water Resources.</p> <p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>

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			<p>I am requesting that you please do all you can to make sure these urban growth scenarios are considered in a manner that prioritizes the impact on our climate. To be honest, it is my belief that every decision you make as a council needs to be first viewed through a climate lens – the future of all the children who live in Hamilton depends on the decisions you make today.</p> <p>I am confident that you, along with other members of council will be the climate champions that we need right now!</p>	
52.	August 15, 2021	Anka C	<p>I am writing to you to state that Hamilton has declared a climate emergency and it should prioritize this in the evaluation framework for how Hamilton should grow. Hamilton should be focusing on actions and decisions that will not exacerbate the crisis but create a sustainable, carbon neutral clean city. Hamilton cannot be looking at actions that will increase the release of carbon into our atmosphere by creating more car dependant communities by expanding its boundary onto prime agricultural lands. Large stores of carbon will be released when wildlife, wetlands, trees, plants, and farmland are destroyed and paved over. Hamilton has a 3 billion dollar infrastructure deficit and is dumping raw sewage into our waterways. Creating more impervious surfaces not only heats up the city but also increases rainwater runoff that overwhelms our already degraded sewer system. The city needs to look to the future success of our children and grandchildren who will be living with the outcome of the decisions made today and focusing on fixing the climate crisis in the key..</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option. The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>
53.	August 15, 2021	Lyndsay C	<p>I have several comments after receiving the email related to the Criteria document:</p> <p>- Will the various themes be weighted? i.e. climate change, natural heritage/water resources, agriculture weighted as more important in general compared to financial concerns. These natural ecosystems</p>	<p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required
			<p>provide services such as clean water, lower heat island effects, that if not considered higher at the outset, with climate change, these will be further threatened. Also, conformity with provincial methodology shouldn't be included if you mean the MCR process in general. If it is a thorough evaluation of whether or not each theme under each option meets provincial policy (e.g. Provincial Policy Statement, etc.) that would be worthwhile.</p> <p>- I would suggest adding that a thorough review of the scientific literature should be conducted to assess the two options for each theme as available. There are many studies that have compared these growth options and their impacts on natural ecosystems (and intensification is generally favoured).</p> <p>- I suggest more detail is provided on the definition of "consultation with Indigenous groups". How will the input of those groups be included? Are you just going to ask those groups what they think just because you have to? I think more details on what consultation means should be included. Hopefully there is already an Indigenous representative on the steering committee for the project and if there isn't, there should be (even if it's last minute).</p> <p>Overall, as a scientist and ecologist, it is quite clear that intensification is the right decision. There may need to be some financial investment to retrofit existing infrastructure or increase transit to handle extra needs within the existing urban boundary. With the GO train there and LRT planned, many of these needs are covered for those moving from Toronto. Preserving the agricultural lands will not lead to any increases in urban heat island impacts, preserve headwaters to ensure clean drinking water and groundwater recharge, conserve landscape-level connectivity for wildlife, not cause any increases in road density which directly affects</p>	<p>Council can use in their decision making process.</p> <p>Conformity with the provincial methodology is a requirement as per section 2.2.1.5 of the Growth Plan and will be evaluated against both options.</p> <p>Indigenous consultation has been and continues to be undertaken as part of the input into the process.</p>

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			water quality, and would not require the City to spend a lot of money to create new roads, sewers, clean water sources, electricity, etc.	
54.	August 16, 2021	Tyler U	<p>I'm writing to you this morning to urge you to push the city of Hamilton to undertake a rigorous evaluation of the 'No Boundary Expansion' vs. the 'Ambitious Density Scenario' using a climate focused lens. We are in a climate emergency. You, along with the rest of council, unanimously declared this back in March 2019. Climate change has only gotten worse since then as shown by the air advisories that we saw early this summer due to Ontario forest fires. Urban sprawl fuels climate change. We can't be in a climate emergency AND sprawl out across thousands of acres at the same time.</p> <p>Please undertake a rigorous evaluation of the 'No Boundary Expansion' vs. the 'Ambitious Density Scenario' using a <u>climate focused lens</u>.</p>	Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.
55.	August 16, 2021	Hilary A	<p>My comments are as follows:</p> <ol style="list-style-type: none"> 1. There is no indication of whether or not the assessment criteria are of equal value or if some are more important than others. 2. There is little attempt to weigh both options about urban expansion equally and fairly. 3. The overall picture from this document is that it is strongly slanted in favour of urban expansion beyond the current boundaries. <p>I AM MOST UNHAPPY ABOUT THIS.</p>	Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option. The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.

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56.	August 16, 2021	James A	<p>My comments are as follows:</p> <ol style="list-style-type: none"> 1. There is no indication of whether or not the assessment criteria are of equal value or if some are more important than others. 2. There is little attempt to weigh both options about urban expansion equally and fairly. 3. The overall picture from this document is that it is strongly slanted in favour of urban expansion beyond the current boundaries. <p>I AM MOST UNHAPPY ABOUT THIS.</p> <ol style="list-style-type: none"> 4. There is a huge amount of vacant land and derelict property within current City boundaries that could be easily used for expansion without any need to expand utilities. 5. The current public transport system with BLAST and the proposed LRT would be of no use to lands that are being proposed for use beyond current boundaries. 6. The future of the city should be within the current boundaries and the expansion should be UP rather than OUT. 	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option. The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>
57.	August 16, 2021	Gord M	<p>I would like to add my support to Environment Hamilton's call for a rigorous evaluation of the GRIDS2 planning evaluation framework discussed by the General Issues Committee recently.</p> <p>In particular, I urge the city to underline the importance of evaluating potential expansion of the urban boundary through a climate change lens, especially in view of city council's unanimous declaration of a climate emergency in March of 2019.</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary</p>

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			<p>I'm not in favour of an urban boundary expansion. My concern about urban sprawl and its detrimental environmental impacts, such as increasing greenhouse gas emissions, loss of agricultural land and other drawbacks were mentioned in the letter I sent to the GIC on behalf of the Hamilton Naturalists' Club on Aug. 1.</p> <p>Regarding discussion of Natural Resources and Natural Heritage in the framework, I again underline the opposition of the Bird Friendly Cities Hamilton-Burlington team to proposed development in Elfrida in particular. The fields, streams and woodlots of Elfrida provide significant habitat for a large population of year-round resident birds and migratory bird species, as mentioned in my letter.</p> <p>It's essential to protect the Elfrida area as it makes a major contribution to Hamilton's rich natural biodiversity. At least 96 bird species, 43 mammals, 100 butterflies and 87 fish species have been identified in the city. The welfare of all of these species is important in ensuring that Hamilton will offer an excellent quality of life, based on planning that's compatible with a cleaner, greener and more sustainable future.</p>	<p>Expansion option and the Ambitious Density option.</p> <p>The framework addresses the themes noted in the comments including protection of the Agricultural system and Natural Heritage and Water Resources.</p>
58.	August 16, 2021	Miriam S	<p>I am writing to tell you that 10 criteria framework for deciding how Hamilton should grow needs to prioritize climate change.</p> <p>If it does not, we will lock in high GHG emissions in poorly planned, car-dependent subdivisions for centuries.</p> <p>If you have not yet read the last IPCC report, please at least read the summary for policy makers. Every decision you make now is truly is critical for the future of life for humans and other species. The climate emergency</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option. The framework does not assign priority to one theme over another, the tool will</p>

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			you have declared is turning into a climate disaster before our very eyes as humanity has not acted early enough. Now we have little wriggle room and no time to lose on political or business considerations. I beseech you to do the right thing.	provide Council with balanced information which Council can use in their decision making process.
59.	August 16, 2021	Norman N	<p>Please share these comments with the councillors before the next General Issues Committee.</p> <p>I carefully read about the New Tool that staff developed for the next General Issues Committee with some dismay. The Climate Emergency (that the City of Hamilton declared) and concerns regarding Climate Change are given equal weight with other factors in your 'New Tool'. However, unfortunately, this completely misses the point.</p> <p>Measures to reduce CO2 equivalent emissions and to adapt to the impacts are not just individual considerations. Instead, climate change affects the entire picture and needs to be handled differently.</p> <p>We have been asked to look at climate change through a 'Climate Lens'. That means that the impacts of climate change and its impacts needs to be understood by applying that lens to every other tool in your toolkit.</p> <p>Another way to understand it, is that in order to respond appropriately to climate change we need to understand it as if we were seeing everything with a particular filter.</p> <p>There are many issues that need to be addressed as a result of climate change and they need to be dealt with in a different manner. It is no longer appropriate or acceptable to simply use more of the same infrastructure that we have used in the past to adapt to climate change.</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option. In addition, climate change is also addressed in many other themes within the framework including Agricultural system, Complete communities, Natural hazards and Natural Heritage and Water Resources.</p> <p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required
			<p>For example, relying upon sewers to collect all of our runoff water and to pipe it to the water plant is wrong headed and unrealistic. We are presently seeing the development of more intense rains and droughts. As our city expands and grows we are paving over more and more areas with hardscaping. However, insofar that more intense precipitation overwhelms our sewer system we will continue to have more untreated effluent combining human waste, toxic chemicals from fertilizers pesticides and industrial operations human sewage being released into Cootes Paradise and Hamilton Harbour.</p> <p>How can we plan for climate change? We have heard it stated that the 100 year storm is now about every ten years....and going forward this means that water volumes from storms will become considerably larger and unpredictable.</p> <p>In addition to newer and better infrastructure, we need at least 3 other things to happen.</p> <p>We need to stop sprawl from happening where lower densities and longer frontages are allowed...yet requiring more roads; sewers; electrical supply lines and water mains than in using more compact forms.</p> <p>We need to mandate permeable paving on the majority of streets or side roads. We need to require new developments to also avoid hardscaping as a new normal.</p> <p>We need to require all new housing and buildings to reach higher LEED like standards...For instance collecting rainwater to flush toilets. We need to use rainwater as a resource, not a waste product. Rain gardens should be mandated. Where compact forms are used rainwater and other precipitation could be collected from several buildings and processed by a</p>	

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#	Date:	Name:	Comment:	Staff Response / Action Required
			<p>combined raingarden. Furthermore, once rain water has been processed by rain gardens it may be collected and reused for watering plants...etc.</p> <p>The built forms of the future need to be adapted to climate change much more efficiently. This is not an option.</p> <p>It should never be an option to 'relocate' a swamp; lake; river or pond.</p> <p>We must take into account the life forms that develop around water. Native plants feed native fauna. Insects feed birds. Indeed the whole chain of life depends upon the presence of water; soil; plants; trees; fungi; and animals. Water is cleansed and purified when it is taken up by plants or when it is filtered through the soil.</p> <p>In a different vein Prime Agricultural lands need to be protected and preserved. They will prove to be seen as even more vital as droughts; fires, floods and other natural disasters disrupt chains of supply. Paving or cementing over prime agricultural lands should not be negotiable.</p> <p>The missing 'middle' of housing forms needs to be developed in Hamilton. Buildings 6 or 7 stories may be built safely and strongly with lumber thanks to new techniques of building wooden beams and fire rating to withstand loads and fire.</p> <p>All new buildings, whether residential or commercial which are heated or air conditioned should be built to the passive standard. Such superinsulated and sealed buildings will reduce energy use and costs dramatically. It has been estimated that buildings use 30 to 40 percent of our total energy. Heating and cooling with new green electricity using heat pumps (ground source preferred) will result in nearly zero energy needed to heat or cool before solar energy or wind energy produced in the building is calculated.</p>	

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			<p>Multi-unit dwellings, can also provide a multiplier effect of energy saving by reducing areas exposed to the elements.</p> <p>These dwellings, 6 - 7 stories will also be appropriate for mixed use with stores, supplies and services offered making the 15 minute walkable city a reality.</p> <p>It is often claimed that there is too much push back against 'the missing middle' housing for it to become a reality. Why don't we start with 6 - 7 story housing on all of our major arterial roadways. Much of Main and King Streets is still low density outside the downtown core. However building upwards on our major streets will provide a greater sense of privacy in existing residential areas...and also using compact forms will also make the 10 - 15 minute city possible.</p> <p>The most frequent claim that we used to hear in our neighbourhood was (they are taking away our parking). The reality of more compact forms for development is that it will no longer be necessary for as many people to drive to shop for groceries; to get to work or to visit a doctor. Fewer cars will also mean safer streets and less air and water pollution</p> <p>Are all of these factors as alternative examples of growth being considered as alternatives to continued Sprawl?</p> <p>We are supposed to support market driven housing - but the markets will embrace more housing - especially housing that is affordable and liveable.</p> <p>Let's not continue to build infrastructure that we cannot sustain. Build what we need and end sprawl.</p>	

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60.	August 16, 2021	Don M	<p>Introduction</p> <p>The draft evaluation framework to compare conflicting growth strategies that will determine the next 30 years of Hamilton’s future is deeply problematic for many reasons. The outcome will also have implications far beyond that timeframe.</p> <p>Firstly, the framework and its process completely ignore that we are on treaty lands with very definite treaty obligations. How are our Indigenous sisters and brothers included in these plans? How are Indigenous rights fully respected? They have been the land and water keepers for millenia. They must be central decision-makers in land and water use planning into the future.</p> <p>While I appreciate the opportunity to provide comments, it is very short window and it is very disappointing that staff attempted to win council approval for this framework without any formal public consultation period. It is also disturbing that the department that has pursued this framework in this way has repeatedly declared that only one of the options to be examined is feasible. Consequently the <u>fairness and objectivity of this process have a very steep hill to climb.</u></p> <p>An additional shortcoming is that the design of the city’s future rests in the hands of only one city department and especially one with a conflicting mandate. It is unclear whether planning principles or economic development objectives are in charge here. Both can provide important inputs, but even combined they clearly don’t have the expertise to determine such an important decision. Sadly, no details are provided in the framework as to how other city staff will be involved, but it seems clear that they will only be providing some inputs, not making the key decisions.</p>	<p>Indigenous consultation has been and continues to be undertaken as part of the input into the process.</p> <p>Multiple City departments will have input into the evaluation framework and the evaluation process and it will not lie in the hands of one department.</p> <p>Response to comments by number:</p> <ol style="list-style-type: none"> 1. Growth allocation: the criteria, including the language ‘vast’ majority, is from the Growth Plan section 2.2.1 Managing Growth. Numerical percentages will be provided in the evaluation response. <p>Definitions and mapping of built up area and strategic growth areas will be provided in the evaluation response. The terms are not asking the opposite question which</p>
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		<p>I've tried below to respond to each of the ten criteria and the individual proposed questions as well as the anticipated data sources, both of which I've copied for clarity. My comments can be found after each of the ten.</p> <p>1. Growth Allocation For criteria one, Growth Allocation, the draft framework asks: “Does the growth option direct the vast majority of growth to the settlement area?” It indicates the data sources will be “Anticipated growth allocations based on identified intensification rates and density targets.” The second question asks: “Does the growth option focus growth in: 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” No data sources are identified for this second question.</p> <p>Comments: This first question is compromised by the inclusion of the modifier “vast majority”. There is no indication of what percentage constitutes “vast majority”, so no means of measurement. We know that one option directs ALL of the growth to the existing settlement area, while the “ambitious density” option directs SOME of the growth there. So is the latter considered “vast majority” and therefore will score the same as the former? That seems to be the reason for the compromised wording. A more reasonable and obvious question is: “What percentage of the growth is not directed to the settlement area?” That allows objective numerical comparison of the two options.</p> <p>The second question is divided into four parts which are really four separate questions, so it is immediately <u>unclear how the answers will be compared – as one composite answer collection or as individual questions.</u> It does appear that the four are considered desirable objectives, but that is compromised by the modifier “focus” which is undefined and unexplained. How much of each constitutes a “focus”? Again, the answer sought is not</p>	<p>will be clarified in the response.</p> <p>The consideration of existing and planned transit and public services is from the Growth Plan.</p> <p>Information on transit impacts will be included as well as input from HSR and transportation planning staff. LRT will be reported separately.</p> <p>2. Climate Change – the intent of the first question is to measure the GHG impacts from both options.</p> <p>There are many risks associated with climate change and the question allows all risks to be identified and considered. Opportunities will be considered separately.</p> <p>3. Natural Hazards consideration of direction development away from</p>
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		<p>numerical. So it is subjective rather than objective. This is a repeated feature that undermines virtually all of the proposed framework.</p> <p>The sub list presents serious contradictions. Part a) presumably asks if the growth is “focused” in delineated built up areas; while part b) appears to ask the opposite question of whether the growth is “focused” on strategic growth areas. So which is the metric – “delineated built-up areas”, or “strategic growth areas”? How can this be scored? It’s one or the other, not both. And which is the desirable metric/outcome? There is no indication so the answer can only be subjective. And what constitutes a “strategic” growth area, and how does that differ from a “non-strategic” growth area. A reasonable alternative question would ask “how much” of the growth “will occur” in “delineated built up areas” and “how much will occur in “strategic growth areas”, along with clear definitions of each.</p> <p>Part c) appears to be more precise, but the wording fails us again. Both “existing or planned transit” are apparently given equal weight. Why is that? Surely the current existence of transit is quite different from planned (hoped for) transit, and reasonably the existing should score higher than the hoped for. We know the current ridership and cost for existing transit; we have no real idea of those metrics for “planned transit”. We may be able to guess the latter based on the experience of existing transit, but both metrics are strongly influenced by location.</p> <p>For example, transit use from proposed white belt growth areas will certainly be affected by distance and time to reach major destinations. We know all the existing major destinations, such as downtown, educational institutions, employment areas, GO system, etc. We also know that the further the user has to travel, the less likely the user will choose transit. It’s nice that there is “priority” to be given to higher order transit, but again it is negated by contradictory “where it exists” or “is planned”. Priority for existing or certain higher order transit is of particular importance because Hamilton has been offered federal and provincial funding for</p>	<p>hazardous lands is a provincial requirement and is appropriate to address in the framework.</p> <p>4. The FIA will be completed by Watson & Associates and will consider infrastructure, transportation and public service facility impacts from each growth option and risks to the City from each option.</p> <p>5. Consideration of existing and planned infrastructure is a requirement of the Growth Plan.</p> <p>6. Transportation system – network review being undertaken by AECOM.</p> <p>Transportation analysis will include metrics related to transit usage including LRT and will include active transportation.</p>
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		<p>public transit – around \$4 billion in the last couple of months alone! That commitment and its realistically expected future continuation is transformational. It should be re-writing the city’s plans!</p> <p>More reasonable questions could much more objectively compare the two growth options. These might include how many additional transit riders can be expected from each option? What will be the likely cost per rider to provide transit service for each option? And specifically what will the impact of each option be on the ridership for the LRT that is already funded? Planning more transit, including more higher order, is nice but dreaming can’t be equated with reality.</p> <p>We also know that Hamilton’s long-standing practice is NOT to provide transit service until sufficient demand is demonstrated. As a result new housing subdivisions are constructed and occupied long before transit service is provided to them, and long after the residents have purchased their own vehicles deeply undermining the likelihood of utilizing transit. This important determinant of transit ridership does not appear to be accounted for in the current evaluation framework.</p> <p>Part d) again combines two very different questions. Remembering that the overarching question is about the “focus” of the growth option, what possible use is there to use the metric “areas with existing or planned public services facilities”. Are these equally desirable objectives? Municipal government is required to provide public service facilities so that will occur with either option. Why not compare the options on simple and obvious metrics such as capital and operating costs, and “extent to which it utilizes existing public service facilities” against the metric of “extent to which new or expanded public services” will be required?</p> <p>The data sources for the growth allocation theme are vague – “identified intensification rates and density targets”. The two options being compared have different rates and targets that we already know. If this is the data</p>	<p>7. Complete communities – evaluation will include input from several city departments. Affordable housing is included as a consideration.</p> <p>Access to local food is addressed in the agriculture theme.</p> <p>8. Agriculture – the evaluation will include an indication of the amount of prime agricultural land lost under the options.</p> <p>The extent to which the growth option can avoid, minimize, mitigate impacts will be assessed.</p> <p>Opportunities for urban agriculture will be considered in both expansion areas and the built up area given the extensive forecasted growth.</p> <p>9. Natural Heritage and Water Resources – the extent of impacts will be</p>
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		<p>source, the answers appear already known before the evaluation starts. Are some preferred over others? Surely HSR staff should be a data source.</p> <p>2. Climate Change For criteria two, Climate Change, the draft framework asks: “Does the growth scenario contribute to the City’s goal of carbon neutrality by 2050 by providing opportunities for reductions in greenhouse gas emissions?” The data sources identified are “GHG Emissions Analysis” and “Input from City staff and stakeholders.” The second question asks: “Does the growth option present any significant opportunities or risks associated with climate change?” No data sources are identified for this second question.</p> <p>Comments: More than two years ago the city declared a climate emergency. The extreme events so far in 2021 suggest emergency is a considerable understatement. In June for example the Canadian record temperature was smashed by an unbelievable FIVE Celsius degrees resulting in hundreds of heat-related deaths, and accompanied by record numbers of wildfires. It used to be news if the new record was a tenth of a degree higher than the previous one. Similar extremities of heat have already been recorded in the western US, in Greece, Turkey, Italy, Libya and other parts of the world where temperatures are reaching levels where it is impossible for humans to survive. So the ‘theme’ of climate change is unlike any of the others. This is widely acknowledged as an “existential threat”. In an evaluation framework <u>climate change must be treated as the most fundamental ‘theme’ and given far more weight than other factors in the evaluation.</u></p> <p>The first question is bizarre. The obvious essential climate imperative is to get carbon emissions to zero as quickly as possible. City council has promised to get to zero emissions though so far only by 2050. Which option will get us there fastest or at least closest to that goal? What does</p>	<p>evaluated. Water Resource system is the terminology from the Growth plan. All conservation authorities can and will be consulted as well as indigenous communities.</p> <p>10. Conformity – this is a question that needs to be considered given provincial approval authority.</p>
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		<p>“providing opportunities” mean? If the option might allow a developer and new home owner the “opportunities” to install rooftop solar panels, does that qualify as providing opportunities? How about if the new resident has the “opportunities” to purchase an electric vehicle or a heat pump? Does that meet the current metric? And how can “opportunities” be measured?</p> <p>Obvious measurable questions about climate are “how much reduction in GHG emissions will result” from each option and “how much increase in GHG emissions will occur” with each option as well as when will this occur.</p> <p>These measurements would include the emissions and from constructing required new infrastructure (buildings as well as municipal services), emissions arising from the provision of materials, the emissions from resulting resident travel distances, and the emissions from heating and other energy uses. There are, for example, quite drastic differences in the energy consumption of free-standing housing and more compact forms. It now appears highly likely that the planet will exceed 2C increase by the 2051 end of planning period. In that situation it is likely that we will have to ban construction of free-standing houses because of their energy consumption.</p> <p>We would also need to calculate and then compare such things as carbon storage and sequestration in vegetation and soils. Indeed most if not all of the other proposed theme areas will include substantial climatic impacts and consideration in light of the likely intensity of the climate crisis.</p> <p>The second question also seeks subjective rather than objective answers. Climate change seems unlikely to generate opportunities, but there are lots of obvious risks. How is “significant” defined? The heat waves this summer (and earlier in the Montreal area) demonstrate conclusively that they are deadly. When the next one of this magnitude occurs in Hamilton, <i>people will certainly die</i>. How can we best prevent or minimize</p>	
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		<p>this risk? An obvious major factor is the urban heat island effect. Another is the energy consumption, vehicle use and air conditioning for example, which currently both generate excess heat. The extent of farm and rural land are a significant countervailing factor, as are tree and vegetation cover.</p> <p>Flooding from extreme rainfall is another obvious risk where Hamilton has already experienced large public and private costs. Which option will result in the most impervious surface? Which will impose the biggest impacts on stormwater flows and accompanying costs? And depending on the affected watersheds, many of those impacts may occur outside Hamilton’s municipal borders, but are our responsibility too.</p> <p>3. Natural Hazards</p> <p>For criteria three, Natural Hazards, the draft framework only asks: “Does the growth option direct development away from hazardous lands?” and indicates the data sources will be “Input from City staff and Conservation Authorities.”</p> <p>Comments:</p> <p>I understand that provincial law requires that development be directed away from hazardous lands. So why is this a criteria question? It must be done irregardless of the option chosen. How can it be quantified? A better question is “how much does the growth option increase hazardous lands” such as by bringing them closer to population centres where they meet the current definition of hazardous. Will it result in higher stream flows, for example, and therefore more likelihood of flooding? Hazardous is primarily defined as prone to flooding or resulting erosion. This question is made vague by the “away from” modifier. How far away? Will credit be given for being further away? Unfortunately flood plain mapping for much of Hamilton has not been updated, and also will certainly require repeated updating as weather becomes more extreme as a result of climate change. Urbanization is also recognized as a source of</p>	
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			<p>changed stream flows. That will continuously change the working definition of “away from”.</p> <p>4. Municipal Finance For criteria four, Municipal Finance, the draft framework only asks: “Are there any significant municipal financial risks associated with the growth option?” and indicates the data sources will be “Fiscal Impact Assessment and Input from City staff.”</p> <p>Comments: Who will conduct the fiscal impact assessment? It appears that won’t be city staff. What qualifies as a financial risk and what qualifies it as “significant”? And why stop at identifying these risks; why not measure them in actual dollars? A better metric would compare the expected total municipal financial costs of each option. And an additional question would compare the likely costs to the individual residents – costs such as transportation, heating and other energy costs which might be expected to be quite different depending on where they live.</p> <p>Is it safe to assume that municipal infrastructure costs will be the key metric here? We know the city has long been unable to eliminate or even reduce its shortfall in the maintenance of existing infrastructure that is now approaching \$4 billion. That certainly qualifies as a major financial risk. It is also obvious that a substantial part of that shortfall (maybe all of it) is an inability to collect sufficient tax revenue from the existing set of taxpayers to maintain the services on which those taxpayers depend. There simply aren’t sufficient taxpayers to maintain the infrastructure in place where they live. Will that be alleviated by increased density, or by boundary expansion? So will the two options be compared for their relative effect on the maintenance shortfall? That obviously must include the complete lifecycle costs of affected municipal infrastructure and not just the immediate capital costs.</p>	
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		<p>Finance staff have repeatedly warned city council of the financial risks associated with growth. Where infrastructure doesn't exist or is inadequate, it must be put in place by the public purse before planned growth occurs and that investment can't be recovered if the anticipated growth doesn't occur. Which option is most likely to aggravate this risk? A curious notion has been tossed around that all growth costs are the same irrespective of whether they involve upgrading existing infrastructure or building new stuff. However, the maintenance and replacement of existing infrastructure must be done irregardless unless we plan to abandon parts of the existing urban area. The addition of brand new infrastructure is, of course, an option with a definite cost.</p> <p>5. Infrastructure and public service facilities For criteria five, Infrastructure and public service facilities, the draft framework only asks: “Does the growth option result in significant impacts to the City’s existing or planned infrastructure and public service facilities?” and indicates the data sources will only be “Assessment of infrastructure and public service facility requirements.”</p> <p>Comments: Again there is the question of what is considered “significant” which undermines the objectivity of the process. The inclusion of “planned infrastructure and public service facilities” along with existing is curious. City staff have already done quite a bit of planning, for example, of the proposed Elfrida growth expansion area. Does that planning count as equivalent to the already existing infrastructure? That seems quite unreasonable, but by <i>conflating the two (existing and planned) the current metric is wide open to abuse.</i></p> <p>There is sometimes a tendency to focus on the ‘risks’ from sunk costs, but it seems doubtful that will be useful. The two options offer two different futures and their full future costs should be compared including lifecycle costs and comparative ability of residents to pay for those</p>	
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		<p>costs. By such an actual measurement, the ‘significance’ of the impacts can be easily compared.</p> <p>The data source information is effectively not provided, given that it takes the form of ‘trying to answer the question asked’. It certainly doesn’t inform us of <i>who</i> will conduct this assessment. What is required is a well documented financial cost for each option, including ability of resulting taxpayers to pay for this cost.</p> <p>An important factor that must be considered is the source of the new residents accommodated by each option. Historically, the vast majority of new suburban growth has come from existing residents shifting to the new growth areas. Over the last half century, for example, we know that the older parts of the city north of Mohawk Road have lost population to the tune of over 60,000 residents. So most of the new ‘growth’ has in fact been a shift of taxpayers rather than an addition. This likelihood needs to be a key part of the metrics for this criteria.</p> <p>6. Transportation system For criteria six, Transportation system, the draft framework asks three questions: “Does the growth option result in in significant impacts to the City’s existing or planned transportation infrastructure?”; “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?”; and “Does the growth option prioritize development of areas that would be connected to the planned BLAST network or existing transit?” Data source is only provided for the first question, namely “Transportation network review” and “input from city staff”.</p> <p>Comments:</p>	
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			<p>Again one of the data sources is not identified in a meaningful way. Who exactly will conduct the transportation network review, since it seems obvious this is not city staff?</p> <p>There are some very obvious transportation questions not being asked such as “how much will the growth option increase ridership of the HSR”, and “how much will each option increase the use of higher order transit (with a significant weighting on funded higher order transit, not dreamed of”, and “what amount of modal shift will likely occur with each option”. Senior levels of government are now financially committed to higher order transit in Hamilton. To what extent does each option support that senior government commitment to higher order transit?</p> <p>The proposed criteria of “prioritizing development of areas that would be connected to the planned BLAST network or existing transit” is another everything but the kitchen sink criteria. It also is loaded with the expansion bias in Elfrida built into the BLAST plans. The reality is that BLAST was designed <i>assuming</i> massive expansion in Elfrida and that assumption now appears to be being used to justify that expansion.</p> <p>The reality is that higher order transit will arrive first as an LRT line from Eastgate to McMaster (and then with possible extensions). The identified second priority (likely bus rapid transit) is from downtown to the airport. The other three BLAST lines exist on paper but currently have minimal or no actual ridership. Actual recent enhancement of elements of the BLAST network have been limited to the B and A lines. That is where the investment is going so the key metric is the extent to which each option bolsters ridership on those two lines, and especially on the LRT route.</p> <p>Another major transportation concern is congestion. How much additional (or reduced) congestion will likely result from each option? Which</p>	
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			<p>option is most likely to require or generate demand for expansion of the road network including widening that will divert road funding away from the greatly underfunded maintenance of the existing road system?</p> <p>The use of <u>active transportation</u> is another metric that should be calculated as part of the transportation theme. While there definitely are public health benefits and quality of life benefits from active transportation facilities, the key metric is how many kilometres of active transportation travel will each option likely result in. Additionally, to what extent will new active transportation replace single-occupancy vehicle travel? Again these are actual measurable quantities. Important to this component of transportation is the likely cost of providing active transportation facilities that will actually be used, and measuring the extent to which they will be used. The objective here is not just to offer opportunities. It is to achieve a significant modal shift towards lower-energy transportation choices.</p> <p><u>Missing entirely from this section are pedestrians, including children and the disabled.</u> To what extent does each option offer the most people the most opportunity to walk or get around successfully with assistive mobility devices? This needs to consider accessible destinations. While recreational walking is desirable, actually increasing the amount travelled by active transportation modes is the most important metric to be considered.</p> <p>7. Complete communities For criteria seven, Complete communities, the draft framework again asks three questions: “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?”; “Does the growth option improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes?”; and “Does the growth option expand convenient access to an appropriate supply of open spaces, parks, trails</p>	
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		<p>and recreation facilities?” Data source is only provided for the first question, namely “Proposed housing mix” and “Anticipated growth allocations based on identified intensification rates and density targets” and “Input from city staff”.</p> <p>Comments: All three questions need quantification, not just the subjective phrasing used here. To the greatest extent possible, answers must be objective, not subjective. The data sources are questionable or at least non-specific. The target of complete communities must include ALL city departments, and should also include outside expertise.</p> <p>The first question is an important one, but it’s unclear how the city can ensure it occurs for either growth option, especially the expansion one, and especially since the latter has already been designated as only ‘ground-based housing’. That doesn’t seem to include a full range of housing options or accommodating residents at all stages of life.</p> <p>We do know that Hamilton desperately needs more affordable housing, so the criteria should ask which option is more likely to provide that, keeping in mind that the cost of the housing is only one factor in providing appropriate accommodation to lower income residents. Low income precludes private automobile ownership making these residents dependent mainly on transit or active transportation. Distance from suitable employment, social services, essential shopping and other city services are additional key factors affecting the actual useability of housing options for low-income residents.</p> <p>The second question is also important but lacking clear objective metrics. It also rolls together multiple criteria that should be considered individually. This is the only reference, for example, to health. Surely this deserves separate evaluation instead of being lumped into the amorphous terminology of ‘complete’ communities. Missing entirely is the critical</p>	
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			<p>element of access to safe, healthy food. Which option improves or reduces that element?</p> <p>The third question is another in the bizarre category. The focus seems to be on “expand” which seems to load the question. Any boundary expansion would be required to add open spaces, parks, trails and recreation facilities. Does that make such facilities more accessible for more residents?</p> <p>Further on the data sources provided, the first two aren’t sources that allow assessment; they are already determined positions articulated by planning staff. All could be modified, but that doesn’t seem to be permitted. Housing mix has been declared by the Land Needs Assessment consultant. Intensification rates and density targets shift in the wind depending on which party is in power at Queen’s Park. From that source both have changed twice in the last three years. But both are fully within the decision purview of the municipal government. So at best the choice of which target to adopt is subjective. The two options are already understood to rely on different targets. So how are they to be compared if these targets are not explicitly identified AND are not fixed in stone?</p> <p>8. Agriculture system</p> <p>For criteria eight, Agriculture system, the draft framework again asks three questions: “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?”; and “Does the growth option promote healthy, local and affordable food options, including urban agriculture?” Data source is only provided for the first question, namely “Agricultural Impact Assessment”.</p> <p>Comments:</p> <p>The first question is bizarre. Provincial law requires that the city avoid prime agricultural land as much as possible, so every option MUST</p>	
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		<p>“prioritize development of areas that are non-prime agricultural” ensuring that the current question can only be answered “yes”. That doesn’t help us compare the two options. The obvious replacement is “how much agricultural land will be lost with each option, and how much of that will be prime agricultural land?”</p> <p>The second question also must be answered “yes” since it includes pretty much every possible option – avoid, minimize (don’t avoid) and mitigate (reduce impacts when agricultural land is not avoided). It’s hard not to conclude that the first two questions were intentionally constructed to avoid revealing actual impacts on the agricultural system.</p> <p>The questions are further complicated by the addition of “including urban agriculture”. How is the promotion of urban agriculture measured against the loss of agricultural land? Does this refer to the amount of land used for agriculture in comparing the two options? Or is the option that includes urban agriculture to be assessed as better than an option which doesn’t specifically include this? There are a couple of existing examples of urban agriculture in Hamilton – one is the McQuesten farm owned by the city, and others are cooperative or private efforts to use backyard gardens for production of edible products. Both came into existence and persist independent of an urban boundary expansion.</p> <p>Other parts of the third question are confusing. The obvious option that will promote “local” food options is the one that avoids the use of agricultural land. Is that the measurement being used? It’s unclear what the modifier “healthy” refers to – the agricultural system, agricultural land or the actual food available to Hamilton residents. How is this applied to the two options?</p> <p>And will the evaluation consider the considerable and rapidly growing risks of disruption to food supplies imported from California and other lands that climate change is turning into deserts? How is ‘affordability’ affected by</p>	
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			<p>such obvious risks? Probably much before 2051, Hamiltonians will be desperately scrambling for at least affordable food, and quite likely for adequate food (something too many in our community are already struggling to obtain).</p> <p>9. Natural heritage and water resources For criteria nine, Natural heritage and water resources, the draft framework asks two questions: “Does the growth option avoid and protect Natural Heritage Systems as identified by the City and the Growth Plan?” and “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?” Data source is only provided for the first question, namely “Input from City staff and Conservation Authorities”, and “Available mapping (UHOP / RHOP) and information /studies”.</p> <p>Comments: This theme seems to combine two quite different criteria – natural heritage on one hand, and water “resources” on the other. The term “water resources” suggests use of water for some purpose. The conflation is underlined by reference to “quantity of water” suggesting this relates to stormwater management. The latter deserves its own category.</p> <p>The first metric is already governed by city and provincial law. Natural Heritage Systems as identified by the city and the Growth Plan MUST be avoided and protected. However these laws do not successfully protect the ecological integrity of natural heritage features because they allow isolation of these features, cutting them off from the ecological system. So a more appropriate question would be: “which growth option ensures the maximum ecological integrity for wetlands, streams, forests and other natural heritage features.”</p>	
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			<p>The second question again conflates two different outcomes – avoidance and mitigation – and improperly treats them as equivalent. More appropriate questions would be in two parts and include actual objective metrics: 1) how much does the growth option impose potential negative impacts on watershed conditions and the water quality and quantity and 2) how much does the growth option rely on mitigation to address potential negative impacts on watershed conditions and water quality and quantity.</p> <p>It is troubling that water (which is life) is turned into a modifier of “resources”. We all require clean water to live, and urbanization has not been helpful in preserving it. We have patched things together with “water treatment”, but that keeps unravelling by the continued allowance (encouragement) of pollution from multiple sources including air and land.</p> <p>Respecting listed data sources, we see Conservation Authorities listed again. Four different ones have jurisdiction within Hamilton’s municipal boundaries. Will they all be asked for input? More helpfully, will other sources also be tapped including academics and particularly Indigenous peoples who have been the protectors of waters in these territories for millenia?</p> <p>10. Conformity For criteria ten, Conformity with provincial methodology, the draft framework asks just one question: “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?” Data source given is “input from city staff, consultant, and the province”.</p>	
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			<p>Comments: This theme appears designed to have only one possible answer. City planning staff and their Land Needs Assessment consultant have already provided that answer, and claim that expansion is required by the province. So why is this question here? <u>It appears that it's purpose is to trump all the other criteria</u> – hence its representation by a check mark – and ensure that the boundary expansion option will be adopted irrespective of the outcome from the other criteria in the evaluation framework. Or at minimum it is here to give the expansion option an advantage over the no expansion option.</p> <p><u>It is particularly revealing that this is one of the two themes that does not appear in the evaluation framework for where to expand the urban area.</u> Since it is dealing with an actual 'quantity' it would appear to be exactly the question that would be applied – comparing various expansion options on the basis of whether they will meet the already decided (as far as staff are concerned) required outcome.</p>	
61.	August 16, 2021	Amy N	<p>As a resident of Hamilton, I would like to express my opinion with regards to the Evaluation Framework currently being developed in response to the Urban Boundary Expansion survey. I believe Climate Change must be a lens through which other aspects of the framework are viewed. The impacts of poor or hasty decision-making regarding increased urban sprawl could result in costs that will be felt for generations, both financially and environmentally. Given the preliminary results of the survey, it is obvious that other residents feel much the same. Furthermore: many residents, myself included, are concerned about the impact sprawl has on public transportation (which also impacts climate), as well as gentrification and housing prices/accessible social housing. All of these issues are interconnected, and consulting with the public while making careful, transparent deliberations could give our city the potential to develop infrastructure that supports both our environment, and our citizens.</p> <p>Again, I ask that every pillar of your framework be viewed through the overarching lens of climate change and sustainability. And that justice -- for</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option. In addition, climate change is also addressed in many other themes within the framework including Agricultural system, Complete communities, Natural hazards and Natural</p>

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			housing, healthcare and transportation -- be a crucial priority in your decision-making process.	Heritage and Water Resources. The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.
62.	August 16, 2021	Cynthia M	Please consider uppermost the impact on our climate and the comparison of Green House Gas Emissions in your choices of how Hamilton should grow. Economically (cost of extending infrastructure) and environmentally, the dice fall on the side of intensification. Think of Moishe Safdie’s Habitat for Humanity in Montreal... low rise, high density with lots of access to terrasses . Beautiful architecture. We could do this in hamilton too.	Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.
63.	August 16, 2021	Holly B	I was very surprised to see that “Climate Change”, and “Food Security” were not included in the list of 10 factors being considered as Evaluation Criteria Themes. In light of the fires, floods, supply chain disruptions, and the latest IPCC report, surely these are much more important factors to consider than any other. Natural areas, and agricultural land are essential carbon sinks, air and water filters, that protect our existing city from a changing climate, and the dangers to our health and safety that come with that. For the sake of our city, please make Climate Change a primary factor in your decision making.	Climate change and the promotion of local food opportunities / food security are included in the How Should Hamilton Grow framework.
64.	August 16, 2021	Laurie P	I am writing to express my concern about the growth evaluation framework. Specifically, my concern is that not enough weight is being given to climate crises. While climate change is one of the 10 themes to be evaluated, it needs to be given more weight than the other themes. In fact, I believe	Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including

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			<p>climate impact should be the lens that all of the other themes are viewed through.</p> <p>In light of the recent IPCC report on climate change, it is crucial we take transformative action NOW. Building houses on prime agricultural land is NOT transformative action. It's more of the same action that has got us to where we are now.</p> <p>I understand that growing our city without expanding the urban boundary is hard - really hard. I understand there are federal/provincial drivers and fiscal restraints that make it difficult to take a different path. But a different path is what is required if our grandchildren are going to have local food to eat, clean air to breathe and affordable housing to live in.</p> <p>Council voted unanimously in March 2019 to declare a climate emergency. Making climate crises the highest priority of the entire growth evaluation framework is, I believe, in keeping with council's declaration.</p>	<p>GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p> <p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>
65.	August 16, 2021	Lisa P	<p>Regarding the attached proposal, Please ensure that all available lands currently in Hamilton's urban boundary are used efficiently, ie., no brownfield, no vacant property. Ensure consideration is given to the type of housing needed. Too often, the type of dwellings built ate neither functional or affordable. Sprawl is not to be done to accommodate developers.</p> <p>What are the variables used to base projected growth? The LRT serves the downtown core.. Why does this require urban sprawl into farmland? What is the connection. There is too much hyperbole to serve business interest, many of which have no connection to Hamilton. Hamilton has to many missteps, Redhill expressway, Tim Hortons field, the Cootes Paradise cess pool. How are the residents to benefit?</p>	<p>The framework considers growth allocations to the built up area and strategic growth areas and the provision of a range of housing types.</p>

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			I would hope that drainage, water contamination, erosion etc, basically any environmental consideration is being made. An environmental assessment by the Federal government is in order.	
66.	August 16, 2021	Andy	<p>Please get serious on your criteria to review urban expansion (and any other issues the City might be dealing with).</p> <p>We're burning up or flooding out or killing our future currently due to consumption and carbon threats and associated impacts (per observation by the IPCC, or others --- even Exxon realized this might occur before choosing PProfits vs. life on earth).</p> <p>I realized the need to take climate change seriously nearly 30 years ago when a right wing (by CDN standards) University of Idaho glaciologist who had studied the Juneau Icefield since WWII (our landlord near the field at the time) told me it was the only concept that made sense of what they were seeing out there. Now I see the state of the icefield and want to weep. It's almost gone / super lessened compared to when we lived near it. Glacier tongues are falling nearly weekly. Similar tragedies are happening locally.</p> <p>Delaying recognition and respect <i>AND ACTION</i> for what we're facing is a crime. We could have put some serious brakes on this if we'd considered the future, <i>and science</i>, then vs. considering current Q* profits, re-election issues and/or job keep.</p> <p>We can't use traditional measures when faced with extraordinary threats (caused by many of the issues I've tried to flag above).</p> <p>I hope all of you will consider this and act accordingly. I've got kids who I'd like to have great-grandkids.</p> <p>P.S. Didn't Hamilton City Council, via the Board of Health, already unanimously recognize that we have a Climate Emergency here in 2019 (2+ years ago)??? Was that real or to grab headlines? Needing to send e-mails like this so long after that erodes everyone's faith in the democratic/bureaucratic process.</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option. In addition, climate change is also addressed in many other themes within the framework including Agricultural system, Complete communities, Natural hazards and Natural Heritage and Water Resources.</p> <p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>
67.	August 17, 2021	Zoe G	Hamilton declared a climate emergency over two years ago. Taking climate action is not a 'nice to have', it is imperative. Now.	Climate change is being considered and addressed as a stand-alone theme area

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		<p>The recently released "How should Hamilton grow" evaluation framework - seen by the public for the very first time as part of the August 4 GIC Agenda - is woefully inadequate in the current climate, pun intended.</p> <p>It was long overdue, yet very much welcomed, to see a tool for comparing "Urban boundary expansion" vs "No urban boundary expansion". Staff have been advancing the GRIDS2 and MCR processes forward for such a long time however on the unilateral premise and with singular focus that an urban boundary expansion was the only way. So it's not unexpected to unfortunately find inherent bias throughout the proposed evaluation framework.</p> <p>The ten (10) themes in this tool appear on the surface to cover an adequate range of topics but knowing that (1) there is no weighting applied, and (2) very simple qualitative comparators are all that are applied, I am not confident in results that will be produced by the current tool.</p> <p>At the very minimum, a comparison of growth options must include a quantitative and thorough comparison of GHG emissions under the different scenarios. I understand the City has hired SSG Consulting to model some GHG scenario(s). The terms of reference defined for that work are critical to ensuring the output is both usable and of value. It is my hope that a neutral third party was consulted when defining these TOR. And were the City's CEEP staff involved.</p> <p>Also, what was the role of the City's climate staff when developing material like this. I would be interested to know what resulted from their review of the proposed evaluation framework and if they were consulted when setting the TOR for work by SSG.</p> <p>Addressing climate change is crucial. It's widely recognized that land use planning will have significant impact on the climate future of a municipality.</p>	<p>in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option. I</p>
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			<p>We cannot continue to do things the same way and expect any change to come about. Pushing out the urban boundary and paving over greenfields is a case in point. Again, this speaks to the importance of engaging neutral parties (i.e. non-GRIDS/MCR staff) when applying a climate lens to key land use planning policies and decisions.</p> <p>In the past the 3-legged stool metaphor was used: social, economic, environmental. This simplicity is a thing of the past. The current climate crisis demands that land use planning decisions are made through a climate lens.</p> <p>Thank you for the opportunity to comment, although I do fear that very few are even aware that this framework exists nor that they can comment on it. I would have provided detailed comments on aspects of the current evaluation framework but the short comment period does not permit me to complete that in time.</p> <p>I look forward to the next iteration of this important tool for comparing growth scenarios and ask that climate considerations be given the weighted majority which they demand. It's critical if Hamilton is to address the climate emergency with the urgency needed.</p>	
68.	August 17, 2021	John P	<p>I am emailing as I believe that climate change should be prioritized in the evaluation framework for how Hamilton should grow currently and over the coming years. If it is not I am seriously concerned that we will be endangering the food security of Hamilton and Ontario for generations to come. We will also be increasing toxic emissions for centuries to come as further development and expansion will heavily depend on the usage of cars and loss of farmland leads to more transportation emissions in the supply chain. The city has the chance to lead Ontario, Canada, and the world in the climate crisis. The new IPCC report is jarring and it will be a failure to the planet and to citizens if Hamilton does not take the IPCC report and the overall crisis into consideration.</p>	<p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>

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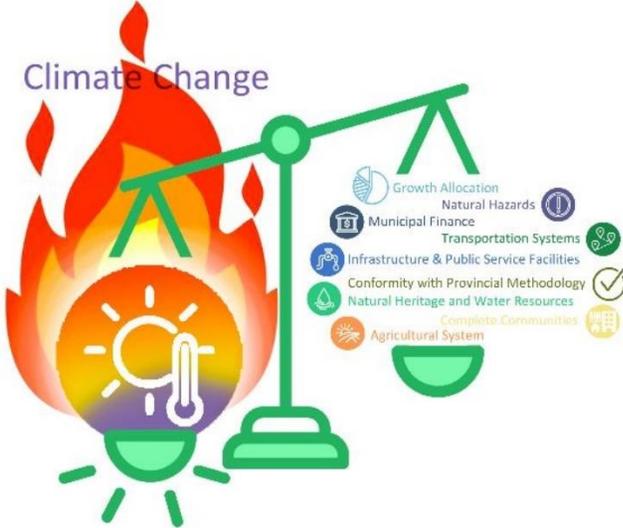
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			Please also consult with the local Indigenous community as Indigenous land stewardship protects and preserves the lands and waters. Inherent rights as well as treaty rights and responsibilities should be upheld.	
69.	August 17, 2021	Miriam R	<p>Going forward, please consider the impact upon the environment and the effect upon climate change prior to making decisions. Valuing the environment and making changes which reflect that environment is of the utmost importance needs to be a priority. Please for the sake of the current and future generations - let's preserve and protect the environment: Say "no" to urban sprawl. Building more houses and more roads is a a short sited intervention which will cause more harm in the long run. Please consider the environment first. Let's make Hamilton a leader in prioritizing the environment.</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p> <p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>
70.	August 17, 2021	Danya F	<p>I am writing to express my concern about the application of the framework themes within the evaluation process connected to the City's GRIDS 2 and Municipal Comprehensive Review process.</p> <p>I understand that the criteria are weighted equally, and I am writing to urge city staff and city council to reconsider and revise their weightings. As most recently addressed by the United Nations' Intergovernmental Panel on Climate Change report, climate change poses the greatest threat to our future, noting that "recent changes in the climate are widespread, rapid and intensifying, unprecedented in thousands of years," All of the other criteria, then, must be seen and considered through the lens of climate change. The remaining criteria are effectively rendered immaterial if priority is not given to assessing the effect of potential GRIDS 2 and Municipal</p>	<p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>

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			<p>Comprehensive Review decisions and outcomes on our climate. Without a livable world, the other considerations are irrelevant.</p> <p>Thank you for your attention to this critical matter. I look forward to your response.</p>	
71.	August 17, 2021	Fatima R	<p>I am writing to you as I believe climate change should be the top priority in the evaluation framework for how Hamilton should grow currently and over the coming years.</p> <p>If climate change is not our top priority when evaluating urban growth, I am seriously concerned that we will be endangering the food security of Hamilton and Ontario for generations to come. We will also be increasing toxic emissions for centuries to come as further development and expansion will heavily depend on the usage of cars and loss of farmland leads to more transportation emissions in the supply chain. The city has the chance to lead Ontario, Canada, and the world in the climate crisis. The UN's new IPCC report, released last week, is jarring and it will be a failure to the planet and to citizens if Hamilton does not take the IPCC report and the overall crisis into consideration.</p> <p><i>"Unless there are immediate, rapid and large-scale reductions in greenhouse gas emissions, limiting warming to close to 1.5°C or even 2°C will be beyond reach...For 1.5°C of global warming, there will be increasing heat waves, longer warm seasons and shorter cold seasons. At 2°C of global warming, heat extremes would more often reach critical tolerance thresholds for agriculture and health, the report shows."</i></p> <p>Please also consult with the local Indigenous community as Indigenous land stewardship protects and preserves the lands and waters. Inherent rights, as well as treaty rights and responsibilities, should be upheld.</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p> <p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p> <p>The survey results will be released publicly in mid-September once data tallying is complete. Council will have the benefit of the survey results available to consider in their decision making.</p>

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<p>72.</p>	<p>August 17, 2021</p>	<p>Nancy C</p>	<p>I am writing to provide input on the evaluation criteria for development in Hamilton. I strongly support the “no expansion of the urban boundary” approach to this critical issue.</p> <p>The 10 themes in the Evaluation Framework are not currently weighted against each other. We need a comparison of greenhouse gas emissions to be driving decisions! I think it is critical that the City to take our Climate Emergency and farmland protection seriously by giving them priority.</p> <p>In fact, Climate should be the lens for all of the other 9!</p>  <p>The 10 criteria framework for deciding how Hamilton should grow needs to prioritize climate change or we will lock in high GHG emissions in poorly planned, suburban sprawl areas for a very long time.</p>	
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			<p>I am writing to remind staff and all our Councillors that we are in a Climate Emergency and land use planning needs to reflect that! The Climate emergency trumps all.</p> <p>Also, what about the survey results? Will the survey results be used in this framework?</p> <p>The Mayor suggesting during a recent Council hearing on this issue that citizens do not have the knowledge to understand the issues in this survey vote is insulting and condescending. There are lots of informed, engaged and passionate residents who can connect the dots between development of healthy, compact, walkable urban communities, planning to support that, food security, climate change and protecting irreplaceable farmland. They are interconnected.</p> <p>While temperatures soar, towns and forests burn, and sewage leaks into Cootes Paradise, let’s focus spending on infrastructure that urgently needs upgrading, not wasting it creating new greenfield infrastructure.</p> <p>Further I would ask the Mayor, who noted that not much information was provided with the survey: why not? Why didn’t staff provide more information with this survey? The whole survey approach was poorly done from public consultation perspective.</p> <p>We need deep and genuine community engagement on the City’s future development.</p>	
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			Despite the weakness of the survey distribution by the City, thanks o informed citizens the vote appears to have been a landslide on the “no expansion” side. Our elected officials need to listen!	
73.	August 17, 2021	Alexandra G	<p>Your evaluation framework for deciding whether or not to expand the city boundaries is severely lacking.</p> <p>We are in a CLIMATE EMERGENCY. All urban planning decisions need responsible environmental policy as one of the primary criteria.</p> <p>Urban sprawl is the worst thing for responsible climate policy. People need cars to get anywhere. Whereas densification of the too-spread out city creates ACTUAL NEIGHBOURHOODS. People can walk to groceries and schools and friends. To restaurants and bars. It enhances business for small businesses instead of taking away business from the core as sprawl does.</p> <p>Please realize that extending the city boundaries is THE EXACT OPPOSITE DIRECTION THAT URBAN PLANNING NEEDS TO GO.</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p> <p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>
74.	August 17, 2021	Noam E	<p>There is no issue more important for us and our children than Climate Change.</p> <p>https://www.theguardian.com/environment/2021/aug/15/its-now-or-never-scientists-warn-time-of-reckoning-has-come-for-the-planet</p> <p>Every single decision made needs to take into account Climate Change, including the issue of sprawl.</p> <p>Please Stop Sprawl: https://www.ssho.ca/</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p>
75.	August 17, 2021	Rose J	Our feedback on Hamilton expansion is that every aspect of plans must be evaluated through the climate emergency lens.	Climate change is being considered and addressed as a stand-alone theme area

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			<p>Extreme weather is happening everywhere, and Hamilton is not immune. Dundas had lots of flooding just last week!</p> <p>We are committed to the firm boundary option because it is best for Hamilton: financially, for transportation, for vibrant communities, and for reducing emissions, which MUST be done-</p>	<p>in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p>
76.	August 17, 2021	Christopher S	<p>I am writing to you as I believe climate change should be the top priority in the evaluation framework for how Hamilton should grow currently and over the coming years.</p> <p>If climate change is not our top priority when evaluating urban growth, I am seriously concerned that we will be endangering the food security of Hamilton and Ontario for generations to come. We will also be increasing toxic emissions for centuries to come as further development and expansion will heavily depend on the usage of cars and loss of farmland leads to more transportation emissions in the supply chain. The city has the chance to lead Ontario, Canada, and the world in the climate crisis. The UN's new IPCC report, released last week, is jarring and it will be a failure to the planet and to citizens if Hamilton does not take the IPCC report and the overall crisis into consideration.</p> <p><i>“Unless there are immediate, rapid and large-scale reductions in greenhouse gas emissions, limiting warming to close to 1.5°C or even 2°C will be beyond reach...For 1.5°C of global warming, there will be increasing heat waves, longer warm seasons and shorter cold seasons. At 2°C of global warming, heat extremes would more often reach critical tolerance thresholds for agriculture and health, the report shows.”</i></p> <p>Please also consult with the local Indigenous community as Indigenous land stewardship protects and preserves the lands and waters. Inherent rights, as well as treaty rights and responsibilities, should be upheld.</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p> <p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>

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77.	August 17, 2021	Spencer B	<p>I am writing to express my opinion that the expansion of Hamilton's urban boundary must be based on Climate Change considerations. In order to reduce GHG emissions, the city should vote against urban growth/sprawl and pick Option 2.</p> <p>Please consider our precious environment, help preserve our agriculture, and promote better urban infrastructure when making this decision for your city and it's people.</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option. Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p> <p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>
78.	August 17, 2021	Ellen M	<p>To everyone who will influence and/or have a direct hand in the final decision about urban boundaries:</p> <p>Please, please please make the climate crisis your overarching lens from which to make your decision about urban boundaries. Clearly, expansion of urban boundaries puts money at the centre of the equation. We can no longer afford this shortsighted point of view. Retaining and even regaining</p>	

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			<p>green space is becoming a matter of life a death. Maybe not for baby boomers, of which I am one, but for our children and our grandchildren.</p> <p>Reclaiming land within our present urban boundaries is definitely the way to go. For example, you can inspire developers invest in building small and medium sized multi-family living spaces (2 to 6 storeys) that are energy efficient, affordable spaces. Density draws small retailers and creates demand for fresh produce and other important food sources for the community at large. Just one good reason to build in and up, rather than out. Councillor Nann, please circulate to the Mayor, other councillors and anyone else you deem appropriate. Thank you!</p>	
79.	August 17, 2021	Michel P	want the city to undertake a rigorous evaluation of the 'No Boundary Expansion' VS the 'Ambitious Density Scenario' using a climate lens.	Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.
80.	August 17, 2021	Sue M	<p>I am very concerned that the 10 themes in the evaluation criteria created for the proposed city boundary options are not weighted against each other. It is vital that the comparison between the options be driven by a comparison of greenhouse gas emissions.</p> <p>Urban sprawl increases carbon dioxide emissions and fuels the climate crisis. We have a climate emergency happening across the planet including Canada and we need to put this foremost in planning decisions. The village of Rech, Western Germany, became the epicentre of a devastating mega flood recently. The village mayor said " I have never felt so small and powerless. We have to rebuild, but we have to rebuild differently. We have to completely rethink how we live with our environment" (New York Times International Weekly, August 14th 2021.</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p> <p>The framework does not assign priority to one theme over another, the tool will</p>

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			We are living in unprecedented times but we have a chance to make better decisions. Urban growth scenarios must be evaluated taking into account the impacts on climate. The lives of future generations depend on it.	provide Council with balanced information which Council can use in their decision making process.
81.	August 17, 2021	D Watkins	<p>The decision on whether or not to expand Hamilton's urban boundary *MUST* be based on Climate Change considerations.</p> <p>Will the chosen growth option (expand / don't expand) increase or decrease our Greenhouse Gas emissions?</p> <p>Sprawl = increased GHG emissions.</p>	Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.
82.	August 17, 2021	Patricia B	<p>I trust you will be using Climate Change Effect for the evaluation of each of your 10 Framework Themes on this subject. Time is desperately short and you will have the opportunity to make a significant contribution to limiting further negative effects on climate change. Existing infrastructure is there for much better transit to reduce car transmissions and to encourage trucks to use the roads designed for them rather than the downtown core.</p> <p>I assume the results of the recent survey will also play a part in your decisions.</p>	Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option. In addition, climate change is also addressed in many other themes within the framework including Agricultural system, Complete communities, Natural hazards and Natural Heritage and Water Resources.

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				The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.
83.	August 17, 2021	Rick T	<p>Growth Allocation - this tough issue should have a much greater redevelopment and intensification weighting than any boundary expansion.</p> <p>Natural Hazards - the greatest hazard that we face today is climate change. Expansion of the urban boundary will lead to a much greater dependance on the single worst source of pollution - the private vehicle.</p> <p>Municipal Finance - even though developers are on the hook for servicing their projects, the long-term costs are borne by the taxpayers.</p> <p>Intensification is the kindest option to my tax bill.</p> <p>Transportation Systems (see Natural Hazards and Municipal Finance) - even extending public transportation to new urban areas comes with environmental costs. We also cannot expect senior levels of Government to pay for these systems.</p> <p>Infrastructure & Public Service Facilities (see Municipal Financing) - Intensification would require little investment in service facilities and allow the City to concentrate on repairing/renewing existing infrastructure.</p> <p>Conformity with Provincial Methodology - we all know this is a moving target depending on the politics of the party in power. We must do what is best for all of the citizens of Hamilton, not just the urban dwellers.</p> <p>Hamilton has just gone through a thorough planning process that is yet incomplete. The Provincial Government has added this late initiative to satiate its developer buddies and should not have any impact on the current, incomplete process.</p> <p>Natural Heritage and Water Resources - Chedoke Creek should be a reminder of the impact that urbanization has on our natural resources. Not adding potential for the same to other natural areas within the City's borders is our responsibility for maintaining the air, water, and soil quality.</p>	Comments noted.

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			<p>Complete Communities - none of our "communities" can be considered complete until they are more people oriented (less automobile oriented) and cease their contributions to climate change. We have a lot of work to do with the currently developed areas without having to rein in the developers' lust for easy profit.</p> <p>Agricultural System - historically, the best agricultural lands have been the easiest to develop. This means that much of Ontario's food production has been paved over and built upon. I read a letter to the editor, this past week, where a person claimed that "there's no problem with our losing farmland as there will always be other places to supply our food." The droughts in California (a huge agricultural producer), and wild weather patterns (due to climate change) in other parts of the world, make it imperative that we protect the remaining productive lands and seek to grow agribusiness in Ontario so that we all have something to eat.</p> <p>If the Province is hell bent on adding developable land to the stock, they should be looking in areas where agricultural land isn't even marginal. Any of that in the Hamilton area where we don't pave over other naturally sensitive lands?</p>	
84.	August 17, 2021	Liz K	<p>Thank you for pushing back against provincial pressure to open up greenspace and farmland for housing developments, when such developments would clearly undermine environmental health and local food security. Given the potentially-overwhelming IPCC report, I hope that you're willing to take things to the next step, and make consideration of greenhouse gas emissions part of all proposals - not just of the immediate development project, but of the GHG emissions of projects over their lifetime. Not only would this be an environmental win - it would also likely lead to more of the "missing middle" housing that Hamilton needs: affordable and higher-density housing within easy reach of public transit. It's interesting to think of the City as it is now, poised between different futures. Thank you for helping to guide the City towards a more inclusive future that doesn't sacrifice the environment for the sake of a handful of houses for the few.</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p>

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85.	August 17, 2021	Reece E	Your 10 criteria framework for deciding how Hamilton should grow needs to prioritize climate change or we will lock in high GHG emissions in poorly planned, car-dependent subdivisions. Please listen to what the climate is telling us!	Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.
86.	August 17, 2021	Debbie E, Rick C	<p>As Grids 2 continues through the Committee and Council approval process, we would like to comment on the proposed growth evaluation framework and phasing criteria. In particular, given the increasing urgency of the issue of climate change, as identified in the recently released report from the United Nation's Intergovernmental Panel on Climate Change (IPCC), we would strongly urge Committee and Council to ensure that any decision it makes regarding the potential expansion of the urban boundary considers climate change. In our view, climate change cannot be simply one theme area but rather must be an overarching theme that needs to be addressed seriously and completely. In fact climate change should be the lens through which all of the other theme areas are evaluated.</p> <p>As we have all seen, action on climate change can no longer be deferred or only considered to be one of several areas to be considered. It must be given priority consideration for not only the decisions associated with Grids 2, but for all Hamilton Council decisions.</p> <p>Lastly, as a point of information, our household did not receive the City of Hamilton mail-out survey, and nor did any of our neighbours with whom we spoke. We live in an established neighbourhood in Ward 8.</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option. In addition, climate change is also addressed in many other themes within the framework including Agricultural system, Complete communities, Natural hazards and Natural Heritage and Water Resources.</p> <p>The framework does not assign priority to one theme over another, the tool will provide Council with</p>

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				balanced information which Council can use in their decision making process.
87.	August 17, 2021	Alex W	<p>This email is in response to the ongoing consultation on the MCR-GRIDS-II Evaluation Framework. Consistently citizen input has improved the MCR-GRIDS-II process. Resident input led to the inclusion of the Firm Urban Boundary option, which is now being evaluated against the "ambitious density scenario" which would result in loss of substantial areas of prime agricultural soils. Planning staff when presenting the draft evaluation framework to council remarked on the value of the comments received from Engage Hamilton feedback. I have been reading through the IPCC's most recent report and continue to believe more urgency is needed from governments of all levels in taking leadership on the emergencies we face.</p> <p>As planning staff work on the evaluation framework to present to council, I am requesting that the draft framework be presented again to residents in a series of town halls/public consultations and that planning staff work wherever possible to incorporate public consultations into the structure of the evaluation as well as a part of the evaluation of options.</p>	Public consultation has been undertaken on the evaluation framework through the Engage Hamilton page and additional consultation on the How Should Hamilton Grow framework. The evaluation process must proceed to meet provincial deadlines.
88.	August 17, 2021	Joseph M	<p>Option 2: No Urban Boundary Expansion</p> <p>Remains the best outcome for the “GRID2/MCR/Growth Evaluation Framework” process.</p> <p>On August 6, 2021, I received a “Request for Comments” on the “Growth Evaluation Framework” for the “GRIDS 2 / MCR” process. I was directed to provide my comments by August 17th. This short response time in the middle of a pandemic in the middle of summer has come at a really bad time for me and my family. As a result, any shortcomings that may occur in these comments is the fault of the “GRIDS2/MCR/GEF” process.</p>	<p>Comments are noted and have not been ignored. The evaluation of the No Urban Boundary Expansion option against the Ambitious Density option has not taken place.</p> <p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including</p>

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		<p>I have read over the “GRIDS2/MCR/GEF” eMAIL sent by planning staff on August 6th, and my response is that the best course of action is:</p> <p>Option 2: No Urban Boundary Expansion</p> <p>In the August 6th eMAIL, staff seem to be directing me to discuss their particular ideas about how to proceed with an Urban Boundary Expansion. These directives directly contradict statements made elsewhere in the August 6th eMAIL that “no decision with respect to UBE has been made”. The professionals involved in this process had 16 days to produce this “GRIDS2/MCR/GEF” in response to the comments I sent (as a volunteer) on July 21st. As a volunteer in this process, 11 days in the middle of the summer is grossly insufficient for me to provide detailed comment.</p> <p>It is impossible for me, as a volunteer in this process, to have any actual knowledge of the insides the Black Box of multi-level government that is the “GRIDS2/MCR/GEF” process. I can say that the public consultation has been badly mangled. I am guessing that the majority of the problems have been imposed on local staff by higher levels of government, in part by continuing to change the rules about the process in the middle of the process.</p> <p>But my added frustration with local staff is that most of the comments I have made are continuing to be ignored.</p> <p>Because of this, I have reproduced the entirety of my July 21st comments below.</p> <p>In my July 21st comments (copied below), I was crystal clear about the reasons why the best course of action in response to the flawed “GRIDS2/MCR” process was:</p>	<p>GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option. In addition, climate change is also addressed in many other themes within the framework including Agricultural system, Complete communities, Natural hazards and Natural Heritage and Water Resources.</p> <p>Information on prime agricultural land areas will be provided in the Agricultural Impact Assessment.</p>
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		<p>Option 2: No Urban Boundary Expansion</p> <p>Sixteen days later (August 6th) the response I receive tells me that I have just 11 days to respond with my comments to details with respect to how planning staff are planning to proceed with an UBE.</p> <p>It is a waste of my time (as a volunteer) to help staff try to cobble together a fig leaf to try to cover the inevitable problems that will occur if the Urban Boundary is expanded. Once the correct course of action:</p> <p>Option 2: No Urban Boundary Expansion</p> <p>Is taken all of the hand-waving that is occurring to trying to convince the public that the damage that an UBE will do can be reasonably “mitigated” is moot.</p> <p>There seems to be a deficiency of comprehension at all levels of government about the enormity of the problems headed our way.</p> <p>Please, I implore you:</p> <p>WAKE UP!!!!!!</p> <p>I covered some of these problems in my July 21st comments (below), but I was just scratching the surface.</p> <p>The “1000 year” “extreme D3” and “exceptional D4” drought continues over much of western North America. (Many areas are so much WORSE than EXTREME that they are EXCEPTIONAL and have not been seen IN THE LAST 1000 YEARS). The largest reservoir in the USA is at its lowest level EVER. For the first time EVER, a drought contingency plan has kicked in that will decrease water supplies from the Colorado River. The experts say that it would take a decade of wet years to refill the reservoir, and due to climate change this is unlikely to happen. Please note that the extreme/exceptional drought areas include many areas that usually export</p>	
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		<p>food to Ontario. Some of the largest wildfires EVER seen are burning across widespread areas of the Northern Hemisphere. The combination of increased heat and reduced air quality is KILLING PEOPLE.</p> <p>Due to added energy being added by global warming to the atmosphere, while some areas dry out more quickly, in other areas torrential rains are causing 1000 year flooding events – way too often. The increased ocean temperatures are producing more frequent, and more severe, tropical storms and hurricanes.</p> <p>Global losses due to natural disasters are at all time highs, stressing the ability of the insurance industry to function.</p> <p>“Never before in over 1000 years the Atlantic Meridional Overturning Circulation (AMOC), also known as Gulf Stream System, has been as weak as in the last decades. Researchers compiled proxy data, reaching back hundreds of years to reconstruct the AMOC flow history. They found consistent evidence that its slowdown in the 20th century is unprecedented in the past millennium.”</p> <p>https://www.sciencedaily.com/releases/2021/02/210225113357.htm</p> <p>So, another 1000 year event. This one ought to get the attention of people “planning” for the government. The Gulf Stream is a critical part of the heat balancing system for the planet. If it continues to slow, in the short term western Europe might get some short-term relief from increased heating (but also colder winters). But something will have to give with all of the excess heat that will accumulate in the Gulf of Mexico. Increases in tropical storms and hurricanes, and in particular increased intensity of storms, are likely.</p> <p>Oh, by the way, the best contribution the “GRIDS2/MCR/GEF” process can make to help with this problem?</p>	
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		<p>Option 2: No Urban Boundary Expansion</p> <p>The cause of all of this chaos has been known to scientists for many decades now. I mark widespread public knowledge of the problem with the age of my 29 year old son. The year he was born (1992) was also the year of the publication of the book “Earth in the Balance”. In that book the cause of the current chaos was unambiguously shown to be due to increased greenhouse gases in the atmosphere due to the burning of fossil fuels. The dominant greenhouse gas is CO2. For the past 60+ years, CO2 levels have been measured at a reference location at Mauna Loa, Hawaii. Due to our failure to plan properly, levels of CO2 continue to increase in the atmosphere at about 2.5 ppm per year. This year (2021) they were measured at 419 ppm, which exceeds a new milestone – they are now 50% higher than they were in 1800 (280ppm). We crossed the “safe” threshold of 350 ppm in 1986 and we are being warned that unless we take significant actions NOW to curb our use of fossil fuels we will soon pass the threshold of 450 ppm at which time the harm will become intolerable. (I.e., even worse than the 1000 year droughts, fires, floods, and storms that we are currently “enjoying” due to poor government planning.)</p> <p>At the current 2.5 ppm per year CO2 increase, we will hit that 450 ppm threshold in just 12 years (2033). Rather than “planning” for an uncertain forecast “desire” for more “ground based detached units” in the year 2051, I am begging the planners to focus their efforts on the more immediate 2033 problem of keeping our existing home habitable.</p> <p>With respect to the current “GRIDS2/MCR/GEF” process, the very first thing to be done is adopting:</p> <p>Option 2: No Urban Boundary Expansion</p>	
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		<p>The reasons why this is relevant are obvious. We need to focus on producing less greenhouse gases NOW. Canadians, on a per capita basis, are near the very top of the list with respect to greenhouse gas emissions. (Only a few small countries are worse: Qatar, Kuwait, UAE, Bahrain, Brunei, and Palau.) Part of the reason we are at the top of the list is our continued subsidization of the tar sands. But another part of the reason is that we have very high home energy use in Canada. Our per capita home energy use is about three times higher than the UK and about 10 times higher than China.</p> <p>Ground based detached units are the worst offenders. If the plan is to increase the local population, then the worst thing to do would be to plan for 30 years of increases in the worst offenders by expanding the Urban Boundary.</p> <p>So, the best thing we can do as part of the “GRIDS2/MCR/GEF” process is adopting:</p> <p>Option 2: No Urban Boundary Expansion</p> <p>In the August 6th eMAIL from the planning department, I was directed to focus my comments to passages marked in red. For example:</p> <p>“Does the growth option avoid, minimize and mitigate impacts on the Agricultural System, including Prime Agricultural Lands classifications 1, 2 and 3?”</p> <p>This is very odd and confusing language that needlessly obfuscates the patently clear distinction between an Urban Boundary Expansion (that will consume Prime Agricultural Land) and No Urban Boundary Expansion (which won’t).</p> <p>Please see my July 21st comments regarding this issue (below).</p>	
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			<p>I would encourage the planning professionals involved to obtain and provide to the public (before future public consultations) the data for the area of: Prime Agricultural Lands, and Prime Agricultural Lands in each subtype (class One soils, class Two soils, class Three soils, and Specialty Crop Areas) in both Hamilton and in Ontario as a whole.</p> <p>As a volunteer in this process, with other demands on my time, the only related information I have is with respect to Canada as a whole:</p> <p>Prime Agricultural Land is rare and precious – only 5% of the land area qualifies as "Prime Agricultural Land". Class 1 soil Prime Agricultural Land is the top 10% of Prime farmland (only 0.5% of land in Canada has Class 1 soil).</p> <p>I suspect that these numbers approximate the situation in Ontario, but I would like to know. Since these numbers were not collected and shared with the public as part of the public consultation, I think the public consultation should be done properly after these very important numbers can be professionally collected and shared with the public.</p> <p>For purposes of the current discussion, I will take the Canada numbers above as representative for Ontario. I would like to be given the opportunity to revise my statements in a future public consultation after the actual numbers for both Hamilton and Ontario are made public.</p> <p>On August 6th, I was asked to comment on the "CITY OF HAMILTON GRIDS 2 / MCR – PLANNING FOR GROWTH TO 2051: FINAL GROWTH EVALUATION FRAMEWORK AND PHASING CRITERIA PREPARED BY DILLON CONSULTING LIMITED". But the pdf file provided is so lacking in detail that it is not possible to provide meaningful input. In contrast, there was some useful information in the staff report, including:</p>	
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		<p>“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.”</p> <p>This is really crucial information that should have been front and center at the beginning of the public consultation process. Rather than having vague billboards that said something like “We want your comments on MCR/GRIDS2” (when nobody knows what that is, or why they should care), more meaningful public input could have been obtained if the billboards simply asked: “Should be pave over Prime Agricultural Land to make way for more ground based detached units in 2051?”</p> <p>Since this more honest approach was not taken, the public consultation needs to be done properly after the professional staff have gathered the information requested above and made it public. Since this critical information apparently was not considered before the recommendation to expand the urban boundary was made, it raises the question: On what basis did the “GRIDS2/MCR/GEF” process conclude that thirty years from now “ground based detached units” will be more important than food?</p> <p>Coming back to the proposed GEF question: “Does the growth option avoid, minimize and mitigate impacts on the Agricultural System, including Prime Agricultural Lands classifications 1, 2 and 3?”</p> <p>While there might be some value in preserving class 1 Prime Agricultural Land over class 2 and 3 Agricultural Land, the fact remains that they are all Prime Agricultural Land. Only 5% of the land is Prime Agricultural Land, while only about 0.5% is class 1 Prime Agricultural Land. “Ground based detached units” do not need to be on top of Prime Agricultural Land. They could be put on the 95% of the land that is not Prime Agricultural Land or</p>	
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		<p>on top of the 99.5% of the land that is not Class 1 Prime Agricultural Land. If we are interested in planning intelligently 30 years into the future we have to look beyond the myopic “GRIDS2/MCR/GEF” process that is short-sighted with respect to both its focus on “ground based detached units” and that GBDU “must” be on Prime Agricultural Land in Hamilton. In thirty years it is highly unlikely that the fad for GBDU’s will exceed the need for food. And, if the fad for GBDUs persists, intelligent long range planning must include finding places to locate the GBDUs so that building the GBDUs does not compromise food security.</p> <p>So, it is highly stupid (at the 95% level) to expand the Urban Boundary for “ground based detached units” on Prime Agricultural Land, and approaching maximally stupid (at the 99.5% level) to expand the Urban Boundary for “ground based detached units” on class 1 Prime Agricultural Land.</p> <p>I find it perplexing that the Dillon “GEF” is spending its time (and is wasting my time by asking me to comment) on its efforts to parse out differences between “highly stupid” and “maximally stupid”. It seems a much better use of my time if I stick to my July 21st request to avoid “stupid” altogether.</p> <p>The only way I can see out of this Kafkaesque “GRIDS2/MCR/GEF” process is to adopt:</p> <p>Option 2: No Urban Boundary Expansion</p> <p>Even before the 11th hour changes to the MCR/GRIDS process tacked on by the Ford government, the process suffered from the fact that it is a long range planning process that places a single purpose (land use allocation) above all others. All other concerns might (or might not) be considered after the land use allocation is made. Worse still, it limited land use allocation to a subset of human needs: property for housing and businesses. After the late Ford tack-ons, in the context of Hamilton the</p>	
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		<p>entire process devolved into the rather shockingly narrow issue of how much Prime Agricultural Land should be sacrificed for a predicted “want” for GBDUs thirty years in the future.</p> <p>What went wrong, and how could we do better in the future?</p> <p>While the public consultation in Hamilton was botched badly (in no small part due to the pandemic combined with the Ford government’s refusal to acknowledge the pandemic and extend the time frames), that is only part of the problem. The core of the problem is well known to mathematicians: you can only truly optimize for a single variable at a time. If you want to optimize for more, you have to specify the balance is between the variables you wish to maximize. That balance relationship becomes the variable that can then be maximized.</p> <p>In the current MCR/GRIDS2/GEF process, the effort to consider other concerns (e.g., greenhouse gas emissions, food security, wildlife habitat protection) that should constrain the consumption of land and what those constraints should be appears to not have happened. If you turn people loose with the instructions to provide land for a thirty year supply of GBDUs, then that is what will happen.</p> <p>I think the main failure to consider other constraints on land use, and to properly weight them, is due to the fact that the MCR/GRIDS2/GEF process did not adequately consider the difference between “wants” and “needs”.</p> <p>The cliché is that “basic human needs” are “food, clothing, and shelter”.</p> <p>Even as a child in Boy Scouts, I was taught that more immediate “needs” are air and water. Although mileage varies, there is the “rule of threes”. Three weeks without food, three days without water, three hours</p>	
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		<p>without shelter in a harsh environment, three minutes without breathable air.</p> <p>These are needs.</p> <p>The best way to protect those needs is:</p> <p>Option 2: No Urban Boundary Expansion</p> <p>In contrast, ground based detached units are a “want”. Yes, GBDUs fall within the Venn diagram of shelter, but please do not make the freshman logic error of confusing a single member of a set with the entirety of the set. GBDUs are an example of shelter, but they are only one of many. You “need” shelter, but your wish for a particular type of shelter is clearly a “want” and not a “need”.</p> <p>Where the current MCR/GRIDS2/GEF process failed (badly) was in its failure to identify what our “needs” will be thirty years in the future and to protect them before and above trying to provide more of what is patently just a “want”.</p> <p>If we are serious about intelligent planning, the current MCR/GRIDS2/GEF process should be scrapped and replaced with a process that clearly places “needs” above “wants”.</p> <p>The first step out of the Kafkaesque MCR/GRIDS2/GEF process:</p> <p>Option 2: No Urban Boundary Expansion</p> <p>(Below this line)</p> <p>(are the comments I sent on July 21st, 2021. They are repeated here because they seem to have been mostly ignored by the “MCR/GRIDS2/GEF” process. There are important issues here that remain unaddressed.)</p>	
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			<p>In response to the “MCR/GRIDS” survey, I am writing to express my preference for:</p> <p>Option 2: No Urban Boundary Expansion.</p> <p>The land proposed for Urban Boundary expansion (e.g., Option 1) should be protected from development because:</p> <ol style="list-style-type: none"> 1) The land has high quality soils for farming, and farmland is in short supply in Ontario 2) The land is in the middle of Ecoregion 7E, which has THE MOST DIVERSE FLORA AND FAUNA IN ALL OF CANADA 3) The sprawl that could occur on this land would undermine the efforts the make Hamilton a livable city by placing detached units away from the infrastructure Hamilton has developed and is developing (e.g., transit) <p>We are currently living in uncertain times with respect to both the Covid crisis and the climate change crisis. In the face of this uncertainty, predicting 20 years into the future is very problematic. In the middle of this uncertainty, the Ford government made matters much worse by: 1) extending the forecast period to 30 years, 2) doubling the projected increase in population, and 3) adding a new “market based” assessment rule. These 11th hour intrusions have turned the MCR/GRIDS process into a total farce.</p> <p>Whats worse the Province is “requiring” that the recommendations of this farce be set in stone, so that local taxpayers will be forced to fund this ongoing destruction of the environment for the next thirty years.</p> <p>The latest perturbation added to the process, the government mandated “market based” assessment, is a very odd Orwellian oxymoron.</p> <p>When Adam Smith wrote the “The Wealth of Nations” in 1776, he did so because governments were stifling the economy (and innovation) with their heavy handed intrusions into the market place. Smith (and most</p>	
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		<p>economists for the next 225 years....) think that the best results are obtained when “the invisible hand of the market” acts to regulate the economy – without government interference. Government intrusion (like the current MCR/GRIDS process) directly undermines the operation of the market by replacing the invisible hand of the market with the heavy fist of government. By changing the rules to force an Urban Boundary expansion, the Ford government is interfering with the market’s ability to assign the highest value use to the land by mandating that the land must be used for detached units.</p> <p>Instead of letting the market operate, the Ford government commands that vast sums of public money be spent to pre-provision a guess about how many detached units might be wanted 30 years from now. Highly oxymoronic.</p> <p>In order to intelligently plan for what our children and grandchildren will need in 2051, we need to go beyond the current MCR/GRIDS/”Market” process that is constrained by a guess about how many detached units we might want 30 years from now.</p> <p>More important things to consider include:</p> <p>Q1: What is best for people?</p> <p>A1: Option 2: No Urban Boundary Expansion</p> <p>The romantic notion of Ontario is that it is a vast unpopulated land: “A Place to Grow - Ontario”. At a simple-minded level, this is true.</p> <p>The numbers with respect to land area:</p> <p>There are 7.9 billion people on the planet. The total land area is 153 million square kilometers. This means that on a world average basis there are 52 people for every square kilometer of land on the Earth.</p>	
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		<p>There are 14 million people in Ontario. Ontario's land area is 1.08 million square kilometers. This means that there are 13 people for every square kilometer of land in Ontario.</p> <p>There are 584,000 people in Hamilton. There are 1,138 square kilometers of land in Hamilton. This means that there are 512 people for every square kilometer of land in Hamilton.</p> <p>There is a lot of land in Ontario (bigger than Texas, eh?). Ontario is currently occupied at about 25% of the world average. Ontario could easily be "A Place to Grow". By comparison, Hamilton is 9.8 times (980%) more crowded than the world average and 39.4 times (3940%) more crowded than the Ontario average. This crowding results in the disputes over land use that occur during these planning processes.</p> <p>But - these numbers do not take into account the quality of the land.</p> <p>The survival of people depends on agriculture, and hence farmland. Growing up in Texas, I was told "Don't cuss a farmer with your mouth full". Considering farmland is crucial to intelligent planning.</p> <p>The numbers with respect to farmland:</p> <p>There are 7.9 billion people on the planet. There is about 49 million square kilometers of farmland to support them. This means that on a world average basis there are 160 people for every square kilometer of farmland.</p> <p>There are 14 million people in Ontario. There is about 51 thousand square kilometers of farmland to support them. This means that there are 275 people for every square kilometer of farmland in Ontario.</p> <p>In stark contrast to the general land numbers, with respect to farmland Ontario is now looking crowded. Ontario is 1.7 times (170%) more crowded than the world average with respect to farmland.</p>	
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			<p>The reasons that a somewhat “empty” Ontario is so short on farmland are due to the last Ice Age and the Canadian Shield. The last Ice Age scoured most of the soil off of the rocks across most of Ontario north of Hamilton. The rocks that were left exposed are Canadian Shield rocks, some of the oldest rocks on the planet. Much of the useful nutrients for plant growth were weathered out of these rocks long ago. So not only is soil largely absent, the underlying exposed rocks are not a good source for producing quality soil.</p> <p>Ontario has done a poor job of protecting the scarce farmland that it has. In the current planning process, the central government of Ontario erred badly by assigning most of the planned growth to areas with the best soils.</p> <p>Ontario is already a net food importer (we import twice as much as we export). Because of climate change, it would be unwise to assume that we can continue to rely on other jurisdictions to protect enough of their farmland to feed us while we continue to pave ours.</p> <p>Right now 11 states in the United States are experiencing “extreme drought conditions”: New Mexico; Arizona; California; Nevada; Utah; Oregon; Washington; Montana; North Dakota; Colorado; and Wyoming. In more normal times, many of these states send copious food to Ontario. Climate change means droughts like this will be more numerous in the future. Right now, heat waves are killing farm workers in the fields. Both the number and duration of these heat waves has increased every decade for the last five decades.</p> <p>We need to be thinking in terms of protecting our ability to produce enough food to feed ourselves. Ideally, if we cared about people in the rest of the world we would protect all of our farmland so that we can help out these other areas when they are in distress.</p>	
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		<p>The crowding with respect to farmland is much worse in Hamilton than it is in Ontario as a whole.</p> <p>There are 584,000 people in Hamilton. There is about 560 square kilometers of farmland to support them. This means that there are 1,039 people for every square kilometer of farmland in Hamilton.</p> <p>With respect to farmland, Hamilton is 3.8 times (380%) more crowded than Ontario, and Hamilton is 6.5 times (650%) more crowded than the world average.</p> <p>So, Ontario is short on farmland, and Hamilton is even shorter on farmland. It is important to protect farmland in Ontario, but it is even more important to protect it in Hamilton.</p> <p>The numbers discussed above are for farmland in general. It is important to add that the farmland in Hamilton is way above average in quality - literally the best of Prime. Most of the farmland in Hamilton is "Prime Agricultural Land". Prime Agricultural Land is rare and precious – only 5% of the land area in Canada qualifies as "Prime Agricultural Land". Furthermore, the Prime Agricultural Land in Hamilton is mostly Class 1 soils. Class 1 soil Prime Agricultural Land is the top 10% of Prime farmland (only 0.5% of land in Canada has Class 1 soil).</p> <p>Paving over the best of the best farmland in Ontario based on a guess that in thirty years someone might want to put a detached unit on it would be horribly misguided. In the future, the need to eat is certain. Much, much less certain is what the "market" might want in 2051 – and that is a preference, not a requirement. To be clear: we are not talking about whether or not there will be enough housing units to live in. The MCR/GRIDS/"Market" basis for wanting to pave farmland is the guess that in 30 years "the market" might prefer a certain number of detached units. In thirty years it will not matter if you can get the dwelling shape of</p>	
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			<p>your choice if you starve to death inside of it. The fact that the MCR/GRIDS/”Market” process places a guess about future desires about dwelling shape before and above considerations of food security underscores just how badly the Ford government has broken the planning process.</p> <p>Q2: What is best for everybody else?</p> <p>A2: Option 2: No Urban Boundary Expansion</p> <p>The lack of balance in the MCR/GRIDS/”market” process is shameful. A small army of public and private sector planners have toiled away exuding a mountain of paperwork that is singularly focused on trying to anticipate the “wants” 30 years into the future of a single species whose numbers are increasing.</p> <p>Meanwhile, the current “needs” (for survival) of all of the other species that live in the area have been ignored. Many of these species are suffering population declines due in no small part to past bad decision making. As a result, unless balance is restored in the planning process the numbers of many species will continue to dwindle until they are extirpated (made “locally extinct”).</p> <p>Hamilton is in Ecoregion 7E. According to the OMNRF, “The flora and fauna in Ecoregion 7E are the most diverse in Canada”. Environment Canada used to have on the web an interactive map that showed that Ecoregion 7E had the most Species At Risk of any Ecoregion in Canada (that map has since disappeared due to lack of funding).</p> <p>The area proposed for Urban “Boundary” Expansion falls within the smaller subregion of 7E known as Ecodistrict 7E5. According to the OMNRF, “Less than 1% of the ecodistrict comprises protected areas.”</p>	
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		<p>Page 68 of the September/October 2020 issue of Canadian Geographic shows a map of “Canadian Biodiversity Protection Hotspots”. On the map, protecting the green areas has “the greatest potential to stem biodiversity loss while protecting it for the future”. The area that the MCR/GRIDS/”market” process proposes for Urban “Boundary” expansion is one of the green areas.</p> <p>In order to restore some balance to local planning, abandon expanding the Urban Boundary. The land that is used for farming has greater biodiversity value than sprawled detached units. If there is land that is suboptimal for farming, that land is badly needed as living space for all of the other species that live in Ecodistrict 7E5. Please grant some conservation easements in order to increase the amount of land we protect for wildlife above the currently dismal level of 1%. The other species that live in Hamilton need a little help if they are going to survive.</p> <p>Q3. What is best for everybody?</p> <p>A3: Option 2: No Urban Boundary Expansion</p> <p>This is the logical union of Questions 1 and 2, but there is a deeper reason that needs consideration.</p> <p>We need to protect farmland for people, and we need to protect biodiversity for the sake of the other living species. (Some of this is selfish: we may find some of these species useful to us in the future.)</p> <p>But beyond that, there is another reason we need to protect intact ecosystems. This has to do with something known as ecosystem services – things that ecosystems do that help stabilize the conditions on planet Earth (and keep it habitable for everybody).</p>	
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		<p>There are easy obvious examples, and probably other things that ecosystems do for us that we don't even know about (but we might get a nasty surprise if they were gone).</p> <p>The most obvious one is air purification. Plants that are photosynthesizing do many vital things for us. The most immediate need they provide is oxygen. They also remove carbon dioxide from the air, and they also purify the air by removing many other pollutants. Part of the problem we are having with global warming is that we have not preserved enough plants to absorb all of the carbon dioxide we are producing by burning too much fossil fuels. In order to return the planet to a more healthy balance, we need both more area covered by plants and to burn less fossil fuels. (Expanding the Urban Boundary to pave farmland for detached units hurts us all on both sides of this equation.)</p> <p>Another easy one is water purification (both surface and ground water), and flood protection. Having intact vegetated areas (including wetlands) both decreases the severity of flooding and helps purify water. (Expanding the Urban Boundary will result in increased pavement and other hard surfaces that will increase water pollution and flooding.)</p> <p>One of the less predictable ecosystem services has to do with stability. Larger ecosystems tend to be more stable due to the fact that there are enough members of all of the species present so that none are lost due to chance fluctuations in numbers. If a lost species was a "keystone" species (e.g. a species that kept other species in check by eating them) then the remaining ecosystem might suffer plagues of overpopulations that a healthy ecosystem would have kept under control.</p> <p>As far as we currently know, there is only one example of life existing anywhere in the universe. All life on Earth appears to have arisen from a shared common ancestor. It has continued to thrive for more than 3 billion years. Even though we know a lot about what keeps the system running,</p>	
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		<p>we cannot be certain that our understanding is complete. (And even less certain is what conditions are best for the long term survival of <i>Homo sapiens</i>.) Until our understanding of the ecosystem that supports life on earth improves, it would be prudent to curtail killing parts of the surface of the planet with pavement based on the patently misguided guess that in thirty years that our “want” for detached units will be more important than our “need” for food, water, and oxygen.</p> <p>Look, I understand that Hamilton and Ontario are in a difficult box with respect to planning in this area. Land is already in short supply. Compounding the short supply, this land is of the highest quality in all of Ontario with respect to climate and soils. It can support either farming or wildlife better than most other land in Ontario. While the soil and the wildlife cannot easily be transplanted, housing can easily be built elsewhere.</p> <p>If we insist on killing the goose that killed the golden egg by paving this farmland, then we may find that the population guesses were wrong. Or worse still, people might arrive and sit in detached units and find they don’t have anything to eat.</p> <p>This is the problem with the MCR/GRIDS/”market” process. By myopically focusing on the single issue of dwelling type, it entirely misses the big picture. Detached units are a “want”; food, water, and clean air are “needs”. Planning for “needs” must take precedence over planning for “wants”.</p> <p>Until the planning process can be fixed to reflect this reality, we all must act to protect our future.</p> <p>Right now, that means:</p> <p>Option 2: No Urban Boundary Expansion</p>	
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89.	August 17, 2021	Rob F	<p>Has the City released the survey results, and how if at all are the survey results to be used in the City’s framework themes?</p> <p>Infill development is not gentrification, and recent reported commercial lower city growth supports infill development.</p>	<p>The survey results will be released publicly in mid-September once data tallying is complete. Council will have the benefit of the survey results available to consider in their decision making.</p>
90.	August 17, 2021	Lilly N	<p>Here is my input for the evaluation framework.</p> <p>My main concern about any framework regarding growth is making sure that the outcome of growth makes the city more liveable for the most people.</p> <p>Therefore, in any decision-making, having a stable climate is crucial to making Hamilton more liveable. As such, it makes sense to use a climate lens on these types of decisions. I’m glad to see GHG emissions for the two scenarios will be looked at.</p> <p>Also what makes a city more liveable is whether the city is built with the health of its people in mind.</p> <p>The health aspects of the built environment are buried in the Complete Community theme and I would have preferred that it had its own theme. Hamilton Public Health Services could comment on which growth option is better for the health of Hamiltonians.</p>	<p>Healthy complete communities is considered in the framework.</p>
91.	August 17, 2021	Doris K	<p>Regarding Hamilton’s framework themes driving the decision to expand the urban boundary or not, the number 1 priority must be CLIMATE CHANGE. We are in a climate crisis. Better to reimagine what can be done within the existing boundary, remove barriers to intensifying the core and converting empty buildings, parking lots and vacant land within the boundary to address the housing crisis. All development must be measured by the</p>	<p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>

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			impact it has on climate change and the environment. NO URBAN SPRAWL!	
92.	August 17, 2021	Ria K	I am writing to request that climate change be prioritized in the urban boundary expansion decision. As a Hamilton youth, I am scared for my future as well as people whose lives are already affected by the impacts of climate change. Given the recent IPCC report and your declaration of a climate emergency, it is your duty especially now to ensure we treat climate change like the crisis it is.	The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.
93.	August 17, 2021	Craig C	<p>Thank you for the opportunity to provide feedback. The process to determine land use for the next 30 years - with implications for centuries to come - has implications beyond anything else the City does. This is my feedback:</p> <p>PUBLIC INPUT (???) My first observation is that there are no evaluation criteria for the overwhelming feedback citizens of Hamilton have provided. Councillor Clark shared that 8,258 e-mails supporting a ‘no urban boundary expansion’ decision. And that does NOT include responses that were physically mailed to the City. Further, the Mayor has commented that “to have an expectation that the public at large is informed enough to make a decision around all the variables ... is a little unfair”. What I hope the Mayor and everyone else have all learned from the past few months is that Hamiltonians are highly engaged, understand what is happening, and need to be part of the decision-making process. For the City to ask Hamiltonians to speak their mind, have thousands of people respond, and then to IGNORE their voice would be a huge injustice.</p> <p>CLIMATE CHANGE The City has already declared a climate emergency and the latest report from the IPCC just confirms the dire situation our planet is in. As leaders in our community, you should be doing everything in your power to reduce greenhouse gas emissions. To that end, the proposed criteria are much</p>	<p>The survey results will be released publicly in mid-September once data tallying is complete. Council will have the benefit of the survey results available to consider in their decision making.</p> <p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option. Clarity on this measurement will be provided.</p> <p>Municipal financial assessment is being</p>

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			<p>too loose and climate change is not given the highly weighted priority it should have.</p> <p>To quote the proposed framework “opportunities for reductions in greenhouse gas emissions” is weak. This criterion needs to explicitly evaluate options based on whether they will ADD or REDUCE emissions. Sprawl only adds to emissions and we need to be working very quickly to get to net-zero emissions. Considered in this evaluation should be emissions from the construction process for new infrastructure, the ongoing emissions from the growing population, and the addition or reduction of carbon sequestration from land-use decisions. Paving over farmland will greatly reduce carbon sequestration. Sprawling not only makes GHG emissions harder to reach but will increase them. The evaluation framework needs to measure that impact and have the heavy weighting that a climate emergency warrants.</p> <p>MUNICIPAL FINANCE</p> <p>The wording of ‘are there significant risks’ is unclear and weak. If you are a City Planner or City Councillor you already know that we are somewhere between \$3 and \$4 billion behind on maintaining existing - EXISTING! - infrastructure. Adding additional infrastructure to support sprawl is just going to add more cost now, and more cost down the road because more maintenance will be required. Further, what timeframe is being considered for ‘risk’ to municipal finances? 10 years? 30 years? 50 years? 100 years? It needs to be a long-term view but the timeline evaluated is not clear based on the vague wording provided.</p> <p>Additionally, this criteria needs to focus on how our tax dollars should best be spent. Money spent on upgrading existing infrastructure to support growth within the current urban boundary is much more efficient than building new infrastructure to enable sprawl.</p>	<p>undertaken and will be reported with results.</p> <p>Infrastructure analysis is being undertaken and will be reported with results.</p>
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		<p>Which leads to the logical next criteria: <i>what impact will the growth option have on the property taxes of existing residents?</i> Will it require increases? How much? And if Council can't 'sell' the required increases year after year what will happen to the existing backlog of required maintenance and will that lead to further neglect of our infrastructure? The 'risk' part of this question needs to be much better defined.</p> <p>INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES What does significant impact mean? Positive impact? Negative? What are the criteria? What is significant? What if the money that was to be spent on 'sprawl', could be used to upgrade some of the required backlog of maintenance? Is that being considered with this question? If there are already 'plans' to expand beyond the current urban boundary does this mean that the 'sprawl' option will be a checkmark here? To offer an alternative, the consideration should be: 'how much positive impact (utilization and maintenance/upgrading) would the growth option have on our existing infrastructure?'</p> <p>COMPLETE COMMUNITIES This is an important criterion since building complete communities - if defined properly - can go a long way to reducing GHG emissions. Unfortunately, data sources for this section are incomplete and the questions are not very specific. The 'quality of life' is mentioned here, but there is no criteria provided. This is not a complete evaluation framework. This question is phrased to elicit entirely subjective responses. How can such important decisions be made without objective measures?</p> <p>Through this process, Hamilton has an opportunity to transform itself and become an amazing city for all residents. There are many examples of smart, dense urban development around the world and we should be evaluating our decisions against those world-class communities. Look what</p>	
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			<p>Burlington has done on Plains rd, just east of Waterdown Rd with residences built on top of businesses.</p> <p>Please watch this 4-minute video about Greenville County in the U.S.</p> <p><i>(Summary: Greenville County is growing rapidly, with 160,000+ new residents projected by 2040. Our current sprawling, low-density growth pattern is not fiscally or environmentally sustainable — but we have an opportunity right now to grow in a smarter way)</i></p> <p>This type of thinking is exactly what we need within Hamilton’s current urban boundaries.</p> <p>And we already have this kind of thinking in HamiltonL the plans to transform an area like the West Harbour Key / Pier 8 into a vibrant community are a shining example of what great can look like! We should be accommodating more growth like this!</p>	
94.	August 17, 2021	Olivia O	<p><i>ACORN Submission - Evaluation Framework</i></p> <p>ACORN joins our allies in calling for the city to prioritize climate change in the evaluation framework. We are in a Climate Emergency and land use planning needs to reflect that!</p> <p>Please consult with the local environment and community groups on this important matter. See attached ACORN Hamilton's earlier submission for the city to not grow into farmland and create more urban sprawl.</p> <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>	<p>The framework is assessing the themes noted in the comments.</p> <p>The survey results will be reported in September for Council’s consideration and information.</p>

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			<p>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> <p>2) 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.</p> <p>3) ACORN is strongly opposed to any urban expansion into the Greenbelt. 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. 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. What kinds of jobs will these areas generate? We need affordable units for the people that work in Hamilton and stay in Hamilton!</p> <p>We need to build a climate resilient city that accommodates all the people in Hamilton.</p>	
95.	August 17, 2021	Kevin S	<p>The evaluation criteria are not weighted against each other. Climate needs to be the lens for all of the other 9.</p> <p>No Urban Boundary Expansion, please.</p>	<p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>
96.	August 17, 2021	Nessa O	<p>You asked for input re the urban sprawl problem. I’m writing with my input.</p>	<p>The survey results will be reported in September for</p>

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			<p>I'm against expanding Hamilton's urban boundaries, and in favour of developing/intensifying existing urban areas.</p> <p>You conducted a survey, but have not announced if and how the survey results are being taken into account in your decision about which option (“Ambitious Density” [expanding greenlands beyond current urban boundaries] or “No Urban Boundary Expansion”) to choose.</p> <p>According to the evaluation criteria you have publicized, your decision will be based on 10 criteria, but these criteria are not of equal importance. Climate change has not been given due weight. In my opinion, it's not just “a” consideration, it's a key consideration. Concerns about natural hazards and transportation systems, for instance, can be addressed by planning and engineering measures, but climate change is too pervasive to be controllable by engineering.</p> <p>Thanks for taking your constituents' views into account.</p>	<p>Council's consideration and information.</p> <p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>
97.	August 17, 2021	Amy A	<p>I'm writing to express my dismay that Climate Change is not included in the City of Hamilton's Evaluation Framework for the decision on whether or not to expand the urban boundary. We will never address Climate Change without addressing suburban sprawl. The UN climate report released last week is a dire wake up call to every society on earth. How can Climate Change not be the primary lens through which we evaluate every decision that influences how we run our city and create liveable spaces for citizens of Hamilton?</p> <p>Make mitigation and resiliency to Climate Change the top priority in the evaluation framework for the urban boundary decision.</p>	Climate change is addressed in the framework.
98.	August 17, 2021	Katryna B	No boundary expansion! Any decision should be based on the most important and all encompassing Climate Change issue.	Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including

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				GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option. The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.
99.	August 17, 2021	Gloria E	Please protect the farmland and the green spaces in Hamilton. The protection of the environment for both our own sakes and that of wildlife should be our first priority in considering any land use or expansion.	Agricultural system and natural heritage are themes within the framework.
100.	August 17, 2021	Katie K	<p>I am aware that the city is currently creating an evaluation framework to help decide whether or not to expand the city’s urban boundary. Please, please, please consider climate change first and foremost when creating the evaluation. National and international public consciousness has shifted starkly since the release of the 6th IPCC report last week. I have seen this shift in my intimate communities. I am a member of Hamilton 350 (the environmental advocacy group) and we have seen an increase in folks engaging with us since the report came out. I am sure you have had conversations with family and friends that are in distress since the release of the report.</p> <p>Now is the perfect time to take the brave step to prioritize climate change in our city planning. I think that it will take brave city in Southern Ontario to say no to sprawl and freeze their urban boundary, then others will follow. Hamilton can set this precedent. We can be the underdog industrial city who takes the first step that everyone is talking about... freezing the urban boundary and building strength from within. I care so much about this city and I do not want to see the young people around me suffer. Frankly, I don’t want it to be worse than it could be. I do not have</p>	Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.

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			<p>children and I will not. I am deeply afraid. There is so much literature on why sprawl is not sustainable. Urban sprawl literally creates heat sinks. More heat is the last thing we need. And okay, maybe you would say that expansion doesn't necessarily mean sprawl... But we know better. Hamiltonians know better. We have been paying attention to the subtle, intricate movements that the Conservative provincial government has been taking to expand urban sprawl. There are thousands of Hamiltonians living without a home or adequate homes. Please consider these people. Consider these people that have been living here perhaps before you or fellow councillors have lived here. I know that Councillor Wilson and Councillor Nann have been advocating for the well being of our community fiercely. I have Cc'd them because I want them to know that you have received this email, because I trust they will support the content of this email.</p>	
101.	August 17, 2021	Rick J	<p>The committee needs to look at the boundary expansion from the climate crisis point of view. This is the primary consideration for the committee to concern itself with as expanding the city boundaries will only work against the dire need to stop the use of fossil fuels before it is too late. The fact that population growth can be accommodated within the current city boundaries is clearly the variable that should demonstrate that boundary expansion is not necessary at all. I don't wish to comment further on all of the 10 framework themes which may suggest planning committee responsibility from a public perception but really is just overkill when you look at the fact that human lives are at stake with the looming climate crisis. I have already addressed councillors, the mayor and the committee itself at length so going over old ground is unnecessary. Do not let the vested wealthy interests promoting expansion for their own gain colour the decision making process, please. Do the right thing for Hamiltonians - NO BOUNDARY EXPANSION! Thank you for your kind attention.</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option. In addition, climate change is also addressed in many other themes within the framework including Agricultural system, Complete communities, Natural hazards and Natural Heritage and Water Resources.</p>

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				The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.
102.	August 17, 2021	Mary L	<p>As treaty people, I hope we will listen to Indigenous knowledge and protect Mother Earth for the 7 generations and beyond by fixing an urban boundary now.</p> <p>The “dish with one spoon” - the land (which includes wetlands)- is infinitely important to our survival as a species and that of our fellow creatures (thought of as “our relatives” in an Indigenous world view). We all depend on it for food, water, shelter, and a sense of belonging to all the gifts of the Earth.</p> <p>But the capacity of the dish itself is finite: it can only take so much, and settler society has brought our ecosystem, our Mother, to the brink of extinction. If we’re to have any hope for our descendants, now is the time to fix an urban boundary around Hamilton to protect the last acres of prime farmland and carbon-sinking wetlands we have, along with their irreplaceable inhabitants. It is the least we can do to honour the Dish With One Spoon wampum belt agreement, and the only way to hope for #ClimateSurvival ...</p> <p>Because Canada is on fire this summer, Dundas has been flooding again, and 2025 fast approaches! This is the timeline the UK scientists attached to XR say is crucial for much of the deep system change needed for survival of human and animal life beyond this century. And it’s not just XR or 350.org saying this!</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option. In addition, climate change is also addressed in many other themes within the framework including Agricultural system, Complete communities, Natural hazards and Natural Heritage and Water Resources.</p> <p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>

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		<p>Even conservative bodies such as the International Energy Agency and the UN IPCC have flatly stated we must immediately begin seriously leaving the Fossil Fuel age behind in order for life on earth to continue beyond the 21st century. How does this relate to you? Locking in more urban sprawl while people are still driving Fossil cars and heating their new big houses with Fossil Fuels would be irresponsible of you all, councillors and staff alike. A majority of your electors would frown on such dereliction of duty to their grandchildren!</p> <p>We hope you will enthusiastically and quickly embrace evolution: this includes changing building code regulations so that the gentle intensification we urge ensures that all housing, whether high rise, attractive low rise infill, townhouses, or laneway dwellings for young people and those currently unhoused are ALL built to net zero code that greatly reduces if not eliminates entirely the need for fossil fuel. No new housing developments can be allowed to put in gas or oil infrastructure, given the reality voiced by the IPCC and the IEA.</p> <p>Why not? Because as Seth Klein urges in his selling like hot cakes book A Good War, a mobilization such as our grandparents and parents participated in during WWII is the only way we can stop runaway climate breakdown with its terrifying consequences. You may not have planned on this grave responsibility, but it is yours to accept, or to "get out of the new road if you can't lend your hand," as Bob Dylan suggested long ago.</p> <p>In conclusion, we urge you to listen to Indigenous voices of those whose ancestors survived wintry weather on this cold land for millennia. May we ask you: instead of distrusting and resisting change, that "one of these mornings" you might ALL "rise up singing" out of the fossilized rut it's so easy (yet 🤖!) to stay in? Wouldn't it be more fun for you and more inspiring for your constituents if you were ALL to get excited about the new much more ambitious city we can build based on Indigenous principles? Coupled with innovative, people-centered, Climate-lensed city planning,</p>	
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			Hamilton truly could live up to its motto, which sadly, with 4,000 families STILL waiting for decent housing they can afford, we are not. Stunning real-world examples of these “old yet new again” things we can do right now (and leading up to 2051) abound all over the world, and are there for you, staff and councillors alike, to adapt to our place here around the Great Lakes where our treaty responsibilities lie. But only if we embrace a fixed urban boundary first!	
103.	August 17, 2021	Ken S	<p>No boundary extension please.</p> <p>Please use climate change (and the climate crisis in which we now find ourselves) as the PRIMARY lens for making your decision NOT to expand the urban boundary.</p>	Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option. The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.
104.	August 17, 2021	Nancy H	The time to act on Climate Change passed 40 years ago. We kicked the can down the street for four decades and now we are in the midst of an emergency. Hamilton is either part of the problem or part of the solution. I am calling on City Hall to make the Climate Emergency the overarching criterion by which the decision of whether or not to expand our urban boundary is decided. Listen to the experts: Dr. Lynda Lukasik and Mr. Don McLean for instance. Understand that they know more than any of you do about Climate Change. I know that each of them have written exhaustive critiques about how you can make this framework far, far better. Better to the degree that Hamilton might become a climate leader rather than a	Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option. In addition, climate change is

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		<p>laggard that continues to kick the can down the road. Here are some takeaways from Mr. McLean's submission to you, which I echo:</p> <p>-It is disturbing that the department that has pursued this framework in this way has repeatedly declared that only one of the options to be examined is feasible. Consequently the fairness and objectivity of this process have a very steep hill to climb.</p> <p>-An additional shortcoming is that the design of the city's future rests in the hands of only one city department and especially one with a conflicting mandate. It is unclear whether planning principles or economic development objectives are in charge here. Both can provide important inputs, but even combined they clearly don't have the expertise to determine such an important decision.</p> <p>-Growth Allocation, the draft framework asks: "Does the growth option direct the vast majority of growth to the settlement area?" Comments: This first question is compromised by the inclusion of the modifier "vast majority". There is no indication of what percentage constitutes "vast majority", so no means of measurement. Obviously both options could tick the box with this wording.</p> <p>-The second question asks: "Does the growth option focus growth in: 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" Comments: These four questions are compromised by the modifier "focus" which is undefined and unexplained. How much of each constitutes a "focus"? Again, the answer sought is not numerical. So it is subjective rather than objective. This is a repeated feature that undermines virtually all of the proposed framework. A reasonable alternative question would</p>	<p>also addressed in many other themes within the framework including Agricultural system, Complete communities, Natural hazards and Natural Heritage and Water Resources.</p> <p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>
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			<p>ask “how much” of the growth “will occur” in “delineated built up areas” and “how much will occur in “strategic growth areas”, along with clear definitions of each.</p> <p>-Priority for existing or certain higher order transit is of particular importance because Hamilton has been offered federal and provincial funding for public transit – around \$4 billion in the last couple of months alone! That commitment and its realistically expected future continuation is transformational. It should be re-writing the city’s plans!</p> <p>-Both “existing or planned transit” are apparently given equal weight. Why is that? Surely the current existence of transit is quite different from planned (hoped for) transit, and reasonably the existing should score higher than the hoped for. We know the current ridership and cost for existing transit; we have no real idea of those metrics for “planned transit”. We may be able to guess the latter based on the experience of existing transit, but both metrics are strongly influenced by location</p> <p>-More reasonable questions could much more objectively compare the two growth options. These might include how many additional transit riders can be expected from each option? What will be the likely cost per rider to provide transit service for each option? And specifically what will the impact of each option be on the ridership for the LRT that is already funded? Planning more transit, including more higher order, is nice but dreaming can’t be equated with reality.</p> <p>-Remembering that the overarching question is about the “focus” of the growth option, what possible use is there to use the metric “areas with existing or planned public services facilities”. Are these equally desirable objectives? Municipal government is required to provide public service facilities so that will occur with either option. Why not compare the options on simple and obvious metrics such as capital and operating costs, and “extent to which it utilizes existing public service facilities” against the</p>	
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		<p>metric of “extent to which new or expanded public services” will be required?</p> <p>-Climate Change theme: The first question is bizarre. The obvious essential climate imperative is to get carbon emissions to zero as quickly as possible. City council has promised to get to zero emissions though so far only by 2050. Which option will get us there fastest or at least closest to that goal? What does “providing opportunities” mean? If the option might allow a developer and new home owner the “opportunities” to install rooftop solar panels, does that qualify as providing opportunities? How about if the new resident has the “opportunities” to purchase an electric vehicle or a heat pump? Does that meet the current metric? And how can “opportunities” be measured?</p> <p>-We would also need to calculate and then compare such things as carbon storage and sequestration in vegetation and soils. Indeed most if not all of the other proposed theme areas will include substantial climatic impacts and consideration in light of the likely intensity of the climate crisis.</p> <p>-Natural Hazards: A better question is “how much does the growth option increase hazardous lands” such as by bringing them closer to population centres where they meet the current definition of hazardous. Will it result in higher stream flows, for example, and therefore more likelihood of flooding? Hazardous is primarily defined as prone to flooding or resulting erosion. This question is made vague by the “away from” modifier. How far away?</p> <p>-City Finance: Finance staff have repeatedly warned city council of the financial risks associated with growth. Where infrastructure doesn’t exist or is inadequate, it must be put in place by the public purse before planned growth occurs and that investment can’t be recovered if the anticipated growth doesn’t occur. Which option is most likely to aggravate this risk? A curious notion has been tossed around that all growth costs are the same</p>	
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			<p>irrespective of whether they involve upgrading existing infrastructure or building new stuff. However, the maintenance and replacement of existing infrastructure must be done irregardless unless we plan to abandon parts of the existing urban area. The addition of brand new infrastructure is, of course, an option with a definite cost.</p> <p>Infrastructure and public service facilities: “Does the growth option result in significant impacts to the City’s existing or planned infrastructure and public service facilities?” and indicates the data sources will only be “Assessment of infrastructure and public service facility requirements.” Comments: Again there is the question of what is considered “significant” which undermines the objectivity of the process. The inclusion of “planned infrastructure and public service facilities” along with existing is curious. City staff have already done quite a bit of planning, for example, of the proposed Elfrida growth expansion area. Does that planning count as equivalent to the already existing infrastructure? That seems quite unreasonable, but by conflating the two (existing and planned) the current metric is wide open to abuse.</p> <p>-An important factor that must be considered is the source of the new residents accommodated by each option. Historically, the vast majority of new suburban growth has come from existing residents shifting to the new growth areas. Over the last half century, for example, we know that the older parts of the city north of Mohawk Road have lost population to the tune of over 60,000 residents. So most of the new ‘growth’ has in fact been a shift of taxpayers rather than an addition. This likelihood needs to be a key part of the metrics for this criteria.</p> <p>-Transit: There are some very obvious transportation questions not being asked such as “how much will the growth option increase ridership of the HSR”, and “how much will each option increase the use of higher order transit (with a significant weighting on funded higher order transit, not dreamed of”, and “what amount of modal shift will likely occur with each</p>	
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			<p>option”. Senior levels of government are now financially committed to higher order transit in Hamilton. To what extent does each option support that senior government commitment to higher order transit?</p> <p>-The reality is that higher order transit will arrive first as an LRT line from Eastgate to McMaster (and then with possible extensions). The identified second priority (likely bus rapid transit) is from downtown to the airport. The other three BLAST lines exist on paper but currently have minimal or no actual ridership. Actual recent enhancement of elements of the BLAST network have been limited to the B and A lines. That is where the investment is going so the key metric is the extent to which each option bolsters ridership on those two lines, and especially on the LRT route.</p> <p>-The key metric is how many kilometres of active transportation travel will each option likely result in. Additionally, to what extent will new active transportation replace single-occupancy vehicle travel? Again these are actual measurable quantities. Important to this component of transportation is the likely cost of providing active transportation facilities that will actually be used, and measuring the extent to which they will be used. The objective here is not just to offer opportunities. It is to achieve a significant modal shift towards lower-energy transportation choices.</p> <p>-Complete Communities: We do know that Hamilton desperately needs more affordable housing, so the criteria should ask which option is more likely to provide that, keeping in mind that the cost of the housing is only one factor in providing appropriate accommodation to lower income residents. Low income precludes private automobile ownership making these residents dependent mainly on transit or active transportation. Distance from suitable employment, social services, essential shopping and other city services are additional key factors affecting the actual useability of housing options for low-income residents.</p>	
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		<p>Agricultural System: Provincial law requires that the city avoid prime agricultural land as much as possible, so every option MUST “prioritize development of areas that are non-prime agricultural” ensuring that the current question can only be answered “yes”. That doesn’t help us compare the two options. The obvious replacement is “how much agricultural land will be lost with each option, and how much of that will be prime agricultural land?”</p> <p>-The second question also must be answered “yes” since it includes pretty much every possible option – avoid, minimize (don’t avoid) and mitigate (reduce impacts when agricultural land is not avoided). It’s hard not to conclude that the first two questions were intentionally constructed to avoid revealing actual impacts on the agricultural system.</p> <p>-And will the evaluation consider the considerable and rapidly growing risks of disruption to food supplies imported from California and other lands that climate change is turning into deserts? How is ‘affordability’ affected by such obvious risks? Probably much before 2051, Hamiltonians will be desperately scrambling for at least affordable food, and quite likely for adequate food (something too many in our community are already struggling to obtain).</p> <p>-The first metric is already governed by city and provincial law. Natural Heritage Systems as identified by the city and the Growth Plan MUST be avoided and protected. However these laws do not successfully protect the ecological integrity of natural heritage features because they allow isolation of these features, cutting them off from the ecological system. So a more appropriate question would be: “which growth option ensures the maximum ecological integrity for wetlands, streams, forests and other natural heritage features.”</p> <p>-Natural Heritage and water sources: Natural Heritage Systems as identified by the city and the Growth Plan MUST be avoided and protected.</p>	
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			<p>However these laws do not successfully protect the ecological integrity of natural heritage features because they allow isolation of these features, cutting them off from the ecological system. So a more appropriate question would be: “which growth option ensures the maximum ecological integrity for wetlands, streams, forests and other natural heritage features.”</p> <p>-Conformity For criteria ten, Conformity with provincial methodology, the draft framework asks just one question: “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?” Data source given is “input from city staff, consultant, and the province”.</p> <p>Comments: This theme appears designed to have only one possible answer. City planning staff and their Land Needs Assessment consultant have already provided that answer, and claim that expansion is required by the province. So why is this question here? It appears that it’s purpose is to trump all the other criteria – hence its representation by a check mark – and ensure that the boundary expansion option will be adopted irrespective of the outcome from the other criteria in the evaluation framework. Or at minimum it is here to give the expansion option an advantage over the no expansion option. It is particularly revealing that this is one of the two themes that does not appear in the evaluation framework for where to expand the urban area. Since it is dealing with an actual ‘quantity’ it would appear to be exactly the question that would be applied – comparing various expansion options on the basis of whether they will meet the already decided (as far as staff are concerned) required outcome.</p> <p>I’ve done my best to summarize the points that spoke the most to me. I believe this framework is deeply flawed and needs a complete overhaul. It really seems when reading this that the fix is in.</p>	
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105.	August 17, 2021	Jutten L	<p>I believe the city should strongly consider “climate change “ with regards to the growth and future planning for the city of Hamilton. Focusing on the city’s growth through redeveloping the down town core and limiting carbon emissions from vast car transit to move through the city.</p> <p>I would be interested in see the results of all surveys regarding the city’s growth</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p> <p>The survey results will be released in September.</p>
106.	August 17, 2021	Megan S	<p>I would like to weigh in on the city of Hamilton's evaluation strategy for the boundary expansion proposal and demand that all development proposals and evaluation must be done not with the climate as a fraction of a whole strategy- but as the encompassing frame that holds all other evaluations.</p> <p>"The proposed framework is far from rigorous, putting the evaluation of climate crisis impacts on par with all other evaluation themes. Urban sprawl fuels climate change and the planet is facing a climate emergency." - Dr. Lynda Lukasik</p> <p>The IPCC declared we are in a "code red" for humanity just this past week. That means we are out of time to be evaluating options that do not immediately halt both emissions- and expansion.</p> <p>We do not need any more deliberation on how urban expansion into surrounding areas might affect our emissions and environment- we know it will be negative. The 10% response rate from the survey sent out on this proposal tells us that an overwhelming amount of your constituents know this. It helps that science also confirms us of this. But in our gut, we know.</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option.</p> <p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>

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			<p>The current criteria the city is evaluating seems to sideline the fact that the climate crisis is the biggest threat to humanity we will ever face. You can't weigh that against other themes- it must be what informs all else.</p>	
107.	August 17, 2021	Summer T	<p>The boundary expansion issue is a Climate Emergency issue. Please make no mistake in understanding that the more we pave the more emissions rise. Distant subdivisions are expensive and car dependent. We need more densification in the existing city, steps that Montreal, Calgary and Edmonton are currently undertaking. Poor land use is the key driver of greenhouse gas emissions and the effects of land use will last for centuries.</p> <p>The Climate Emergency should be the main view through which all land use decisions are viewed.</p> <p>The wording of the themes on this framework are so vague that both scenarios can easily earn a passing grade in pretty much every category. We need a much more robust examination than this! It really seems to be worded in such a way that 'ambitious density' will be the obvious choice. Really, it couldn't be more obvious that this is slanted!</p> <p>Both existing and planned transit / public service / infrastructure / transportation infrastructure are all considered equal. Existing and planned is the same as saying existant and non-existent. The only reason they would be given equal weight would be if the fix was in.</p> <p>I'm only 19 and in second year university but I know the difference between vague subjective outcomes and outcomes driven by actual data. Where are the percentages and actual measurements in this framework?</p> <p>EG: "The vast majority of growth will be within the settlement area" is ridiculously subjective. What's your idea of vast? 51%? 98%? Who knows. The question should be "what percentage of growth will occur within the settlement area in either scenario?"</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option. In addition, climate change is also addressed in many other themes within the framework including Agricultural system, Complete communities, Natural hazards and Natural Heritage and Water Resources.</p> <p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p> <p>Existing and planned infrastructure and transit is the wording from the Growth</p>

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			<p>Long and short is that this is an obvious attempt to make the "ambitious density" scenario appear to be on par with No boundary expansion in areas where anyone with a brain could see that Option 2 would be the obvious better choice.</p> <p>My suggestion is "back to the drawing board" and come back with a robust and unbiased framework that is not geared to the lowest common denominator with its grade school dumbing down when what we need is actual hard data.</p>	Plan which guides the evaluation framework.
108.	August 17, 2021	Karen M	<p>Please pass on these comments on the Evaluation Framework to guide Council regarding expanding or not expanding our urban boundary.</p> <p>Our current sprawling, low-density growth pattern in Ontario and Hamilton is not fiscally or environmentally sustainable nor sensible.</p> <p>The 10 categories should be prioritized in this order:</p> <ol style="list-style-type: none"> 1. Natural heritage and water resources 2. 3. Climate change 4. Agricultural system 5. 6. 7. Complete communities 8. Transportation system 9. Infrastructure and public services 10. Natural hazards 11. Conformity with provincial methodology 12. Municipal finance 13. Growth allocation 	The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.

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			<p>Locking in high GHG emissions in sprawling, car-dependent subdivisions is poor planning for the future.</p> <p>Preserve natural heritage and water resources. Don't expand the City boundary: increase density <i>within</i> the current boundary, by building <i>mid-rise</i>, purpose-built housing in walkable neighbourhoods that regular people can afford.</p>	
109.	August 17, 2021	Ramona J	<p>I am emailing as I believe that "climate change" should be prioritized in the evaluation framework for how Hamilton should grow. If it isn't, I believe that we will be endangering the food security of Hamilton and the people of Ontario for generations. At the same time, we will also be increasing toxic emissions as further development/expansion will invariably lead to greater usage of cars as public transit will not be an option until there is a proven demand for it in these newly developed areas. Similarly, the invariable loss of farmland will also lead to more transportation emissions due to now having to transport goods further.</p> <p>Yes, the other 9 criteria in the evaluation framework are important but they are all linked with the common theme of how they are affecting or are affected by the climate change that we are presently facing.</p>	The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.
110.	August 17, 2021	Lynn G	<p>I am writing to express my concerns regarding the Guidelines selected to determine whether the existing Urban Boundary should be expanded to accommodate projected population growth. While I am pleased to see that Climate Change is recognized, it appears to be only one of the several categories being considered, rather than the prime factor. All of the guidelines must be assessed in terms of their impacts on either mitigating or worsening our present carbon footprint.</p> <p>In addition, the findings of the public survey need to be taken in to account in your decision. To ignore citizens input will just heighten community frustration with municipal politicians.</p>	<p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p> <p>The survey results will be released in September.</p>

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			<p>Hamilton's urban boundary needs to stay as it is. Any future decision to build on existing whitebelt farmland must be based on science and not the lobbying skills of developers.</p> <p>Our time has run out for continuing to; destroy agricultural land rather than in increasing national food security, adding to our financial infrastructure debt due to sprawl, and, creating more car dependent suburbs filled with expensive single family houses.</p>	
111.	August 17, 2021	Leo D	<p>I am writing to you as a concerned Hamiltonian.</p> <p>I would like to emphasize the fact regardless of what 'evaluation criteria' are used to determine the need for urban expansion in this community, the protection of our climate and the reality of climate change MUST be the lens through which ANY decisions on urban expansion are both viewed and evaluated.</p> <p>We cannot afford to gamble with the our future by allowing short term financial incentives to compromise the long term necessity of establishing Hamilton as a vibrant, green, livable city for generations to come.</p> <p>We must focus on development that is circumspect and sustainable. We must stop the sprawl.</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary Expansion option and the Ambitious Density option. The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>
112.	August 17, 2021	Brody R	<p>Hello Heather and the GRIDS 2 / MCR team having only been able to briefly go through the report and associated documents, for which I apologize.</p> <p>I want to recognize all of the hard work that has been done so far and the pushes and pulls on the team in developing this project. I am glad it seems that many concerns I understood people to have had previously have been recognized in some way in the report.</p>	<p>Climate change is being considered and addressed as a stand-alone theme area in the How Should Hamilton Grow framework, including GHG emissions modelling of both the No Urban Boundary</p>

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			<p>My main concern is that this team of people/contributors is able to keep the climate emergency/associated disruptions/planetary crises at the front of mind when making these assessments. This is so the result of this project is a community that can live as well as possible through some of the worst case scenarios that are being predicted by scientists while providing a healthy fulfilling place for all of our community members including the most vulnerable, which may require examining some of your/our anthropocentric paradigms and biases which can and have hindered this outcome.</p>	<p>Expansion option and the Ambitious Density option. The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>
113.	August 18, 2021	G Jon	<p>I am writing to express deep concern for the expansion of Hamilton's urban boundaries. Hamilton can continue to grow sustainably within its existing boundaries.</p> <p>The key criterium to prioritize is climate change within the framework's ten criteria. Expanding into whitelands will negatively affect climate change because it produces more less densely populated suburban areas of predominantly single family homes, dependent on cars and expanded road infrastructure. It is less costly to service a more densely packed city than sparsely inhabited suburbs. Paving over farmland has severe consequences for the environment. Retaining the green belt and farmland will preserve our ecosystem and help feed everyone well into the future.</p> <p>I was born and raised in Hamilton and look forward Hamilton's continued transformation into a more vibrant, thoughtfully planned, more densely packed city, where the proximity of residents will lead to a vibrant street life, the cross-pollination of ideas, and more opportunities for diverse interests to flourish.</p>	<p>The framework does not assign priority to one theme over another, the tool will provide Council with balanced information which Council can use in their decision making process.</p>
114.	August 18, 2021	Alice P (Helping	<p>Thank you for you for considering my thoughts regarding Hamilton’s growth plans. I appreciated reading through the Final Growth Evaluation Framework and Phasing Criteria. All of the stated criteria are very</p>	<p>Housing affordability is an important factor to be addressed in all future</p>

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		Hands Street Mission)	<p>important and I appreciate the thought being put into them all.</p> <p>My thoughts will focus on the Complete Communities Criteria, as that is where my expertise lies. As background, I work day to day with people who are often marginalized due to social and financial poverty issues. At Helping Hands Street Mission, we connect with people who are homeless, who are precariously housed, and living in unfit housing. Many people who are unhoused do not wish to live in a shelter, due to undignified rooming conditions as well as rules that are difficult for them to manage. Many people who are precariously housed face the daily threat of eviction because landlords want them out of their units so that they can renovate them and rent them at much higher rates. Unfit housing in Hamilton runs the range of bug-ridden, leaking, moldy rooms to large families living in small apartments with no private outdoor play areas for young children.</p> <p>As I mentioned in my comments regarding the survey options presented to citizens of Hamilton in July, we live in a country and city where our goal should be to allow each person and family to be able to choose a safe and fit home for themselves according to their preferences and values. For some, this means wanting to live in an apartment in the city, because it's close to their support networks and other resources they need. These people deserve housing that is kept to humane standards, with hot and cold running water, ceilings or roofs that don't leak, appliances/fixtures that work and bug treatments provided in a timely manner. Other people value bigger families and space for their children to play indoors and out in safety. These people deserve a house with a yard or neighbouring park, as well as access to public transportation to get to work, grocery shopping and school.</p> <p>This shouldn't be wishful thinking or utopian dreams. In Canada, we should be able to provide our fellow citizens who are on disability support with a</p>	<p>planning processes. The framework addresses the need to provide housing options for all stages of life and all incomes.</p> <p>Future policy updates to the Official Plan will need to address this issue as well as future Secondary Planning exercise to the best of the City's ability through the limited tools available.</p>
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			<p>dignified home. We should be able to offer recent immigrants space for their families to flourish.</p> <p>I believe that part of the growth plan for the City of Hamilton should focus on deeply affordable housing for people who are vulnerable and marginalized, in complete communities across the city. As we plan where new housing will go, the conversation should right away include what affordability options will be put in place, and how these options match with the affordability growth need for the city. These plans need to be integrally tied together, so that as we grow, the needs of our vulnerable constituents will be foundationally included in the growth plan. If this does not happen, we will naturally cater just to more and more people from outside our community coming in as housing issues in other cities find their solution in Hamilton. We can't just keep being the affordable option for people from neighbouring cities to come and buy a home. We need to ensure that the vulnerable people of our community find a home right here where they chose to live and/or want to continue to live.</p> <p>This means creating more deep affordability right in the city, by increasing densification in as many ways as possible. But this also means developing the white belt, along with transportation access and options for deep affordability there as well, so that families can choose to live further out as well.</p> <p>I don't have all the solutions, but I do know that something must be done in creative ways to ensure that all people have safe, healthy and flourishing options. No one wants to live in a shelter. No one wants to live in a broken-down, bug-infested room, apartment or house. Everyone wants to choose what is best for themselves and their family. That's not utopia, it's just what's right.</p> <p>Thank you again for the opportunity to share my thoughts. If I can provide further assistance, please feel free to contact me.</p>	
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115.	August 18, 2021	Megan L on behalf of Alectra Utilities and IESO	<p>The IESO and Alectra Utilities would like to thank you for the opportunity to provide comment on your Growth Evaluation Framework. Understanding the limitations of existing service infrastructure is a critical consideration when evaluating approaches to accommodate long-term growth. While the proposed Growth Evaluation Framework identifies key considerations and information sources to account for limitations of water, stormwater, wastewater and waste management infrastructure it currently omits important considerations around the availability of electricity supply as it relates to the growth as well as future efforts in decarbonization (electrification of transportation, fuel switching).</p> <p>There are two regularly occurring electricity planning processes whose products may be suitable to leverage as inputs to your growth evaluation framework. Presently, these processes look to available information on the City’s growth plans and incorporate these, reactively, as inputs when determining the electricity demand forecast for the area for the purpose of assessing needs.</p> <ol style="list-style-type: none"> 1. The Regional Planning Process – develops an Integrated Regional Resource Plan (IRRP) for the Hamilton area. This process is initiated at least every 5 years, with the next cycle beginning in early 2022. This process involves the IESO, Alectra Utilities and Hydro One, and evaluates regional needs and recommends solutions (e.g. transformer stations, transmission lines, local resources, community based solutions) over a 20 year planning horizon. 2. The electrical Distribution System Planning (DSP) process – develops plans for addressing needs on the electrical distribution system, including work required to support growth and customer connections. This work is lead by Alectra Utilities and is conducted to facilitate customer connections, infrastructure expansion and 	Comments noted and will be considered as part of the future evaluation of growth options.
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			<p>renewal. The planning process is updated every 5 years to develop a five year capital investment plan that paces electrical infrastructure expansion and renewal investments.</p> <p>There are also opportunities, through your continued engagement in these regularly occurring planning processes, to help ensure the scope and outcome of these electricity planning activities can help better inform what distribution or transmission system expansion may be required to accommodate growth. Identifying the cost, timelines, and land-use requirements of any required electricity supply improvements may impact preferences for where and when growth occurs.</p> <p>We are available to discuss these comments, and any other opportunities to improve the integration of municipal and electricity planning, to help better meet the long-term needs of the City of Hamilton.</p>	
116.	August 18, 2021	Alissa D-R	<p>Thank you for forwarding this email to my attention as Chair of the Hamilton Municipal Heritage Committee; which is an advisory committee to City Council. Please note that the following comments are mine alone and do not represent that of the Hamilton Municipal Heritage Committee, as neither the Committee nor its Working Groups have had the opportunity to meet to review and provide comment. These comments have also not been endorsed by City Council.</p> <p>After reviewing the <u>revised Final Growth Evaluation Framework and Phasing Criteria</u>, I would offer the following comments:</p> <ol style="list-style-type: none"> 1. Under Part 2 - “How Should Hamilton Grow?” Evaluation Criteria Themes - Natural Heritage and Water Resources – “Considerations” (page 7): 	Cultural heritage theme added.

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			<p>a. Reference could also be made to Cultural Heritage Landscapes (<i>Cultural heritage landscape is defined as a geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g. a National Historic Site or District designation, or a UNESCO World Heritage Site).</i>)</p> <p>2. Under Part 2 - “How Should Hamilton Grow?” Evaluation Criteria Themes - Natural Heritage and Water Resources – “Data Sources” (Page 7):</p> <p>a. Reference should include for in-put from Heritage Planning Staff and the Hamilton Municipal Heritage Committee</p> <p>b. Reference should include for use of available heritage mapping, Inventories, Lists and the Municipal Register</p> <p>3. Under Part 3 – Evaluation Approach for Expansion Options, Whitebelt Lands – Step 2” – Whitebelt Evaluation Criteria Themes – Natural Heritage and Water Resources (Pg. 23-24):</p> <p>a. Reference should also include Cultural Heritage Landscapes (as defined above) - or if it would be more</p>	
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			<p>appropriate to be included as part of the theme of "Cultural Heritage Resources",</p> <p>b. Provide a definition of "Natural Heritage System" and note the difference from "Cultural Heritage Landscape"</p> <p>4. Under Part 3 – Evaluation Approach for Expansion Options, Whitebelt Lands – Step 2” – Whitebelt Evaluation Criteria Themes – Cultural Heritage (Pg. 29):</p> <p>a. If not listed under Natural Heritage and Water Resources, reference could also include Cultural Heritage Landscapes (as defined above)</p> <p>b. Under Cultural Heritage Resources</p> <p>i. The term “significant” is used. What defines significant?</p> <p>ii. The term “designated” heritage properties is currently used in this statement of theme only. This statement should include all status levels (Inventoried, properties located with a Heritage Conservation District and properties listed on the Municipal Register of Non-Designated properties).</p> <p>c. Under “What information will we use”</p> <p>i. Include for engagement with local heritage societies and archives (for example: such as that which exists in Waterdown) – Whitebelt areas may have a rich local history that has not yet been fully documented by the City of Hamilton.</p> <p>ii. Should reference be made to governing law (i.e. The Ontario Heritage Act, etc.)?</p>	
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117.	August 18, 2021	Spence	I would like to express my opinion that the city should take into consideration the survey results that have just been completed by Hamiltonians. The mayor made a comment that this was only supposed to be a survey & not a "referendum" on the issue. If the survey lacks any teeth then why bother to ask citizens what they want. If results are not heeded & implemented then this becomes discouraging for citizen participation.	The survey results will be released in September for Council's information and consideration.
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Stakeholder Comment Summary (August 2021) - REVISED Evaluation Framework and Phasing Criteria (additional consultation as directed by Council)

Email/Mail Comments

#	Date:	Name /Organization	Comment:	Staff Response / Action Required
1.	August 6, 2021	Bianca Caramento, Bay Area Climate Change Council (BACCC)	Really pleased to see “Does the growth scenario contribute to the City’s goal of carbon neutrality by 2050 by providing opportunities for reductions in greenhouse gas emissions?” included in the analysis criteria. Thank you for heeding our input.	Comments noted.
2	August 16, 2021	Michelle Diplock WEHBA	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 approximately 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 20,180 people, paying \$1.3 billion in wages, and contributed over \$2.3 billion in investment value within the Hamilton Census Metropolitan Area in 2020. The WE HBA appreciates the opportunity to provide further feedback on the City of Hamilton’s Final Growth Evaluation Framework. Since our submission on the draft Framework our association has commissioned research into Hamilton’s housing landscape we would like to see reflected in the work the City is doing through the GRIDS 2 / MCR process. In June 2021, our association funded research by the Smart Prosperity Institute, a national research network and policy think tank that delivers world-class research to advance practical policies and market solutions for a stronger, cleaner economy. The Smart Prosperity Institute report - <i>Ontarians on the Move - Local Intelligence Report – Hamilton’s</i> main findings are that:	Comments noted.

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#	Date:	Name /Organization	Comment:	Staff Response / Action Required
			<ol style="list-style-type: none"> 1. Between 2016 and 2019, Hamilton CMA lost, on net, over 10,000 people to St. Catharines- Niagara, Brantford, and rural Ontario. 2. Despite Ontario’s population adding 80 percent more residents in 2015-20 relative to 2010-15, Hamilton CMA built 2,598 fewer homes (single, semi-detached and row) in 2015-20 relative to 2010-15. 3. Had the growth in housing completions kept up with the changes in Ontario’s population growth, Hamilton CMA would have seen an additional 11,536 single, semi-detached, and row homes built and 349 additional apartment units in 2015-20, relative to what was actually built. 4. Between 2010-15, over 3,500 children under the age of 15 moved to Hamilton CMA from other parts of Ontario. Between 2015-20, this number fell to just over 2,000, an indication that the Hamilton region is becoming a less attractive destination for families with young children. 5. Despite regional population increases, the number of houses built in the Hamilton CMA fell in 2015-20 relative to 2010-15. Too many families chasing too few homes has now led to Hamilton becoming the city with the third worst housing affordability in all of North America, relative to median incomes of households. <p>Our association maintains that the population pressures leading to this point are unlikely to diminish. The outlook for Hamilton region to continue growth in attracting international talent is bright given the Government of Canada’s recently announced immigration targets and the fact that it is home to two leading educational institutions (Mohawk and McMaster). Our concern is that as the housing shortage worsens, it will push up home prices in Hamilton even further, pricing out current residents and causing newcomers to move elsewhere in Ontario as well.</p> <p>A lack of long-term planning of residential housing can lead to pressures on the greenbelt through leapfrog development, transportation-related pollution, and the threat of</p>	

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#	Date:	Name /Organization	Comment:	Staff Response / Action Required
			<p>diminishing protected areas. It also means that a continuous exodus of people from Hamilton to surrounding communities may threaten Hamilton’s ability to attract and retain talent, mitigate greenhouse gas emissions, and hinder our capacity to adapt to climate change caused by residential planning that does not consider an appropriate balance between our housing supply and growing demand.</p> <p>For this reason, the WE HBA would suggest that:</p> <ul style="list-style-type: none"> • Through the proposed greenhouse gas emissions modeling, consideration be given for emissions that may be caused by a density scenario—such as no urban boundary expansion—that would continue the existing trend of displacing residents further from their places of work due to a lack of housing that suits their lifecycle needs. • A priority is placed on quickly advancing new housing opportunities throughout the City— including through an urban boundary expansion—to ensure Hamilton continues to develop as a complete community that does not price out young students, families, and workers. <p>Thank you to the City of Hamilton for the work that has been done on this initiative so far. The WE HBA appreciates that planning for growth is a complex and multifaceted process that must balance a wide range of interests. A copy of the Smart Prosperity Institute report <i>Ontarians on the Move - Local Intelligence Report – Hamilton</i> is attached as Appendix A to this letter for your consideration as our city moves through this important growth planning process.</p>	
3	August 16, 2021	Nancy Mott NEC	Further to your emails of July 23 and August 6 regarding the City of Hamilton’s Growth Plan conformity exercise and consideration of options for future urban growth, staff of the Niagara Escarpment Commission (NEC) have reviewed City staff report PED17010(l) and Appendices.	Comments noted.

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			<p>NEC staff is not opposed to the evaluation framework proposed by the City as outlined in the staff report. We appreciate that City staff has incorporated the consideration of scenic resources and cultural heritage resources in the evaluation framework for possible urban expansions in Waterdown as these are important policy considerations in the Niagara Escarpment Plan for lands within the Plan Area.</p> <p>We note that a proposal to expand the urban area of Waterdown is included in Appendix D (513, 531 and 537 Dundas Street East). These properties were the subject of a proposed Amendment to the Niagara Escarpment Plan during the Co-ordinated Provincial Plan Review in 2015 (File No. UA 20). This application was not supported by the NEC and was refused by the Ministry of Natural Resources and Forestry. A copy of the staff analysis of the proposal from 2017 is attached for your reference. If the City determined that it did want to endorse adding these properties to the urban area, the Official Plan would have to contain a special policy indicating the land could not be designated as urban until an amendment to the Niagara Escarpment Plan was approved as part of the next Provincial Plan Review in 2025, pursuant to the <i>Niagara Escarpment Planning and Development Act, S.6.1(2.3)</i>.</p> <p>Thank you for the opportunity to provide input to the GRIDS2 and Municipal Comprehensive Review process.</p>	
4	August 17, 2021	Lynda Lukasik Environment Hamilton	<p>Environment Hamilton has deep concerns about the City of Hamilton Planning & Economic Development Department’s proposed ‘How Should Hamilton Grow’ framework for evaluating the ‘No Urban Boundary’ scenario VS the ‘Ambitious Density’ scenario for urban growth management to the year 2051.</p> <p>Our concerns are rooted in the reality that, up until now, the city has not undertaken any rigorous evaluation of the ‘No Urban Boundary Expansion’ option as a way to manage urban growth into the future, so there has definitely not been a rigorous assessment of this option utilizing a climate lens. In fact, the public has yet to see a rigorous assessment of the climate implications of city planning staff’s recommended</p>	Comments noted. The evaluation framework includes GHG emissions analysis being completed by the City’s Community Energy Plan consultant.

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			<p>‘Ambitious Density Option’ that would see Hamilton expand into most of the municipality’s remaining rural whitebelt lands (an area that it is worth noting is made up of 80%+ prime agricultural land wedged between urban Hamilton and the provincially protected Greenbelt). As a result, the city is moving quickly in the direction of making a binding decision that will lock in urban growth patterns to the Year 2051 without having completed any rigorous evaluation of growth management options using a climate lens. Our deepest fear is that there is simply not the time at this stage to complete an adequately rigorous evaluation prior to the date by which the municipality must conform with provincial planning requirements (July 2022). However, we would argue that this is no reason not to undertake the necessary groundwork and thorough evaluations required to determine the most climate resilient pathway forward. The climate stakes are too high not to get this right!</p> <p>We stand by the process concerns we raised at the August 4th General Issues Committee meeting. The ‘How Should Hamilton Grow?’ framework was handled differently than the framework designed to facilitate phasing in of urban expansion areas. The public consultation process was a truncated version of the process followed for the expansion framework and, as far as we can tell from the staff report, the ‘How Should Hamilton Grow?’ framework was not subjected to the same internal staff reviews as the expansion framework. We see no indication that the internal GRIDS 2 MCR steering committee was consulted, nor do we see any indication that the city’s Corporate Climate Change Task Force was consulted regarding the evaluation framework and this concerns us greatly. Further, there were not outcomes emerging out of the August 4th GIC meeting to rectify this reality. Our understanding at this point is that the framework and any modifications to it will be handled by city planning staff responsible for urban growth management planning.</p>	

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			<p>While we appreciate the additional time offered to the public to provide more detailed input on the ‘How Should Hamilton Grow?’ framework, we remain concerned that it now appears to be down to the community to provide feedback in order to address the shortcomings of this critically important evaluation tool. And we note that the offer of 10 additional days in August for the same limited list of community members on the GRIDS2-MCR email list does not do anything to address the public consultation shortcomings we have identified above. But this is where we find ourselves with this process so we are providing additional input for planning staff to consider although we fear that our input will profoundly change the course of this process or its outcomes.</p> <p>Detailed Comments on the city’s proposed ‘How Should Hamilton Grow?’ Framework</p> <p>For detailed comments on the city’s proposed ‘How Should Hamilton Grow?’ framework, we refer to the very thorough submission prepared by Don McLean. We have reviewed and we concur with the questions and concerns raised by Don in his response to the draft framework prepared by city planning staff and consultants. The issue of the ‘How Should Hamilton Grow?’ evaluation framework is serving to amplify the troubling reality that the City of Hamilton’s efforts to date to explore the implications of the climate crisis, and to plan for effective mitigation and adaptation measures moving forward remain deeply inadequate at this point in time.</p> <p>In order to explain why we believe the position Hamilton finds itself in right now is so problematic, we have prepared a chronological case study of how the City of Edmonton has approached planning for climate mitigation and adaptation in a manner that integrates urban growth management as one of many critical components being assessed using a climate lens. The Edmonton approach to evaluating urban growth management has unfolded over many years and was built on several key foundational plans designed to inform and facilitate the ability of</p>	

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#	Date:	Name /Organization	Comment:	Staff Response / Action Required
			<p>Edmonton to become a climate resilient city. In stark contrast, Hamilton is nearing the end of an urban growth management exercise without the benefit of the foundational pieces that jurisdictions like Edmonton have developed and utilized for the express purpose of guiding efforts to thoroughly evaluate various urban growth scenarios for climate implications. In Hamilton, foundational pieces like climate adaptation and action plans, or community energy & emissions plans either do not exist yet, are not being contemplated at all, or are currently underway but will not be completed in time to inform Hamilton’s urban growth management process. This, in our opinion, has resulted in the creation of a significant barrier to achieving a comprehensive and meaningful evaluation of the two growth management options at this moment in time. One need only look at the efforts that the City of Edmonton has undertaken since 2015 to see what we mean and why we are concerned. Hamilton should be charting a similar path that involves careful foundational work to understand the climate crisis context we find ourselves in, followed by efforts to map out an approach to urban growth management that is effectively informed by these understandings.</p> <p>Lessons learned from the City of Edmonton</p> <p>The City of Edmonton is growing and, subsequently, has taken a myriad of steps to figure out how best to proceed to accommodate that growth in light of the climate emergency our planet faces. Edmonton expects to reach a population of 2 million by 2065. Its carbon budget makes it clear that Edmonton cannot continue to grow in the manner that it has been growing. So Edmonton has made some bold decisions and bold plans. If these bold decisions and plans are adhered to, the city will accommodate 2 million people within a geographic area twice the size of Hamilton. That suggests that, if Hamilton embraced a similar approach, we could accommodate as many as 1 million people within our existing urban area. But we are being told that the idea of accommodating 820,000 people within our current urban area is untenable.</p>	

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			<p>We suspect that the in-depth planning and analysis undertaken by the City of Edmonton is what has led that city to recognize that a compact, climate resilient future is what makes most sense moving forward and that this future is totally viable, even essential. In glaring contrast, the City of Hamilton does not currently possess the in-depth understanding of what a climate resilient pathway forward could and must look like. We find ourselves without the in-depth information we need to effectively guide urban growth management planning via a climate lens at a point when the Intergovernmental Panel on Climate Change has issued the most dire report it ever has regarding the climate crisis and the need to realize significant greenhouse gas emission reductions immediately.</p> <p>The remainder of this submission focuses on plans and approaches embraced by the City of Edmonton. These efforts are presented chronologically to provide some understanding of how the pieces have evolved and been utilized over time. Some detail is provided regarding climate-related considerations that have been taken into account by Edmonton along the way. There are many considerations that we do not believe the City of Hamilton has even begun to look at and we are left wondering if and when such work will be done.</p> <p>Chronological Summary of Approach Utilized by City of Edmonton</p> <p>Right from the start of its urban growth management process, the City of Edmonton included a central focus on climate and on analysing the climate impacts of the various growth scenarios under consideration. But Edmonton’s urban growth evaluation process did not begin until <i>after some essential foundational work</i> was undertaken to develop an equivalent to Hamilton’s Community Energy & Emissions Plan (CEEP) and a climate adaptation and action plan.</p> <p>A chronology of key milestones in Edmonton is provided below along with climate and planning related highlights to to illustrate the point that planning for climate</p>	

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			<p>resilience requires an integrated approach supported by foundational climate-related plans. The City of Hamilton currently lacks these plans and is subsequently limited in its ability to undertake a rigorous assessment of urban growth management scenarios using a climate lens.</p> <p>2015 – City of Edmonton establishes Energy Transition Advisory Committee</p> <p>REPORT – April 2015 – first version of Community Energy Transition Strategy developed.</p> <p>Edmonton’s Community Energy Transition Strategy contains:</p> <ul style="list-style-type: none"> A DIAGNOSIS of the energy and climate challenges we face along with the related opportunities (Part 2); TWELVE STRATEGIC COURSES OF ACTION for addressing challenges and opportunities (Part 3); and, AN EIGHT-YEAR ACTION PLAN establishing the first step (2014-2017) and signaling the second step (2018-2021) of Edmonton’s energy transition journey. <p>The action plan establishes 7 opportunity areas – including ‘Land Use, Transportation & Development’ which comes with the following introduction:</p> <p><i>Research shows that energy used for transportation increases as a city becomes more spread-out and as housing, jobs, shopping, recreation and community destinations become more dispersed. Modeling performed for this strategy confirmed this relationship. It was determined that Edmonton could reduce its GHG emissions by 4% by 2035 (compared to the Reference Case) if it were able to attract a greater proportion of development to mixed-use and</i></p>	

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			<p><i>transit-oriented neighbourhoods within already-developed areas of the City (with the aim that by 2050, 40% of new development would be occurring in already developed areas of the city).</i></p> <p>The opportunity areas include ‘tactics’ – detailed actions set out under the following headings:</p> <ul style="list-style-type: none"> - Residential Infill: Encourage and actively facilitate development of more new housing in Edmonton’s mature and established neighbourhoods -Transit Oriented Development: Capitalize on the opportunity for Transit Oriented Development (TOD) to accommodate growth in Edmonton’s existing neighbourhoods. -Transformational Mixed-Use Developments: Capitalize on opportunities for transformational developments to accommodate growth in Edmonton’s mature areas – Downtown, Blatchford, The Quarters and West Rosedale. - Expand LRT: Encourage mode shift from single occupancy vehicles by expanding LRT - Biking: Expand on-street biking facilities to make active transportation safer and more convenient. - Sidewalks and Paths: Expand Edmonton’s sidewalks and shared-use paths to make active transportation safer and more convenient. - Transportation Marketing: Inform and influence Edmontonians about the advantages of sustainable transportation. - Parking Strategies: Assess and implement parking strategies in commercial corridors and transit oriented development areas. - Car Sharing: Encourage car-share programs in Edmonton 	

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#	Date:	Name /Organization	Comment:	Staff Response / Action Required
			<p>REPORT – November 2018 – Climate Resilient Edmonton – Adaptation Strategy & Action Plan</p> <p>Note that planning-related factors are integrated throughout Edmonton’s Adaptation Strategy & Action Plan, with a commitment to consider climate mitigation and adaptation as a central goal of planning, design, and development approval policies. This foundational plan sets out 5 paths to a climate resilient Edmonton. Each path has associated actions and goals. Of particular note is Goal 2 – which falls under Path 1 – Science & Evidence Based Decisions.</p> <div style="background-color: #e0f2f1; padding: 10px; margin: 10px 0;"> <p>GOAL 2: Edmonton is planned, designed, developed and built to be climate resilient today and for future Edmontonians</p> </div> <p>ACTION 4: The City of Edmonton in partnership with community stakeholders develops and integrates climate adaptation and resilience standards into urban and strategic planning, design, and development approval processes</p> <p>Description: To increase the resilience of our built urban environment, we will integrate climate adaptation and resilience into key city planning and development processes, policies and standards. This includes participation in federal and provincial initiatives such as building code updates.</p> <hr style="border-top: 1px dotted #ccc;"/> <p>ACTION 5: The City of Edmonton conducts climate change impact assessments on existing assets, ongoing maintenance programs, planned retrofits, and new infrastructure developments</p> <p>Description: We will develop a process for Edmonton to apply a climate lens risk management approach so that we can then access federal infrastructure funding. Beyond that, this action includes asset level climate resilient assessments and improvements to support climate resilient infrastructure.</p> <p>Table 8 – Climate Resilient Edmonton Action Plan — see pages 37-38 in the report.</p>	

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Variables fall into the following main categories: changing temperatures, changing precipitation, changing weather extremes, and changing ecosystems. 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		<p>REPORT - August 2019 – Developing Three Distinct Evaluation Scenarios for City of Edmonton</p> <p>In each of the evaluation scenarios the allocation of land use and population was informed by these inputs:</p> <ol style="list-style-type: none"> 1 Rationale for future land use allocation 2 Research on specific elements such as nodes and corridors, planning districts, climate impact analysis and mass transit <p>Land Use Rationale:</p> <ol style="list-style-type: none"> 1 Maintain population growth within existing urban boundary 2 Maintain & increase access to greenspace in Edmonton 3 Need for greater integration and connected thinking of/for places, systems, networks 4 Increase development potential within the city by rebuilding and repurposing spaces 5 Diversify Edmonton’s economy <p>The City Plan team incorporated the help of modelling software to understand the effects of the land use and transportation interaction for each of the evaluation scenarios. The modelling tools produced a range of conditions that could be expected if Edmonton followed a specific growth pattern set for each of the evaluation scenarios.</p> <p>In order to visualize the evaluation scenarios, the modelling tools use real-world data inputs such as:</p> <ul style="list-style-type: none"> ▪ existing plans and land use policies in effect that included approvals or targets, ▪ existing and proposed road and transit infrastructure, ▪ municipal survey and federal census data, and ▪ future projections for economic, demographic and employment growth. <p>These inputs were processed using several modelling software platforms in order to create a future projection of land use and transportation for each evaluation</p>	
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			<p>scenario. Once the modelling tools finished working through the data, City staff and consultants interpreted the information to inform the following topics relevant to the City Plan:</p> <ul style="list-style-type: none"> ▪ expected land use changes, ▪ housing mix at a district and city wide level, ▪ population distribution, ▪ transportation network performance, transit ridership, travel times, ▪ greenhouse gas emissions, and ▪ effects to natural areas and energy use. <p>August 2019 – Edmonton <i>declares a Climate Emergency</i> & Council directs staff to UPDATE the city’s 2015 ‘Community Energy Transition Strategy’.</p> <p>REPORT – November 2019 – Edmonton CityPlan Scenarios - Climate Vulnerability Cost Assessment</p> <p>‘In 2018 the City of Edmonton released <i>Climate Resilient Edmonton: Adaptation Strategy and Action Plan</i>. This document outlines a pathway towards climate resilience for Edmonton—i.e., to better prepare for, respond to, and recover from the anticipated impacts of climate change. It is complementary to the <i>Community Energy Transition Strategy</i>, which aims to reduce greenhouse gas emissions in Edmonton. As part of the evidence gathering process to inform <i>Climate Resilient Edmonton: Adaptation Strategy and Action Plan</i>, an Edmonton-specific vulnerability and risk assessment was conducted, which measured potential risks and opportunities associated with current and future climate conditions in Edmonton. This included analyses of expected economic (damage) costs for Edmonton—estimated to amount to about \$18.2 billion (2016 dollars) annually by the end of the century.’</p> <p>The purpose of this document is to extend the analysis, where possible, to:</p>	

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			<ul style="list-style-type: none"> • First, the Evaluation Scenarios to determine the relative climate-related costs arising under each scenario, as well as relative to the Business As Usual (BAU) Scenario; and • Second, the Draft Recommended Land Use Concept to determine the relative climate-related costs arising under this scenario relative to the BAU Scenario. <p>Anticipated changes in Edmonton’s climate include:</p> <p>Warmer temperatures: Mean temperatures are projected to increase in all seasons, with the largest temperature increase projected for the winter months (December to February).</p> <p>Increased precipitation: Mean precipitation is projected to increase significantly in the spring season, and modestly in the winter and fall seasons; projected changes in summer precipitation are negligible.</p> <p>Hotter drier summers: Substantial increases in temperature, coupled with essentially no change in summer precipitation, and significant evapotranspiration, will result in hotter, drier summers.</p> <p>Warmer wetter winters: Both mean winter temperature and mean winter precipitation are projected to increase significantly, leading to warmer wetter winters.</p> <p>More extreme precipitation: Warming temperatures increase the water holding capacity of the atmosphere, which supply storms, resulting in more intense rainfall events and ultimately to flooding.</p> <p>Extreme weather events: Increasing frequency, and in some cases severity, of extreme weather events such as windstorms, lightning, freezing rain and heavy snow.</p> <p>These changes will have a range of consequences for Edmonton’s buildings, infrastructure, municipal services, public health & safety, natural environment, economy and quality of life. The severity and likelihood of a selection of future climate-related consequences for Edmonton were evaluated through a vulnerability</p>	

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			<p>and risk assessment (VRA), which also included analyses of associated economic costs (as mentioned above). Climate-related risks and associated costs were measured for three impact pathways, for 17 climate stressors (or 'hazards') and for 20 asset and service areas of the city (see Box 1). In addition, the impact of gradual climate change for projected space heating and cooling demand in Edmonton was quantified as part of the assessment.</p> <p>Scope of Vulnerability & Risk Assessment?</p> <p>The impact pathways considered were: direct physical damage to the exposed 'asset' (man-made, natural, people); indirect service losses resulting from damage to that exposed 'asset', where relevant; and direct service losses resulting from exposure of a vulnerable service flow to climate hazards irrespective of damage to the 'asset' which provides that service.</p> <p>The climate hazards considered were: extreme heat, urban flooding, timing of frost free season, wildland-urban interface fire, drought, low flow in river, extreme cold, freeze thaw cycles, heavy snow, rain on snow, freezing rain, blizzard, river flooding, high winds, hail, lightning strikes and tornado.</p> <p>Assets and services considered, included, for example: residential buildings, commercial premises, water and sanitation infrastructure, electricity infrastructure, people, ecosystems, urban forests, road transportation and LRT.</p> <p>The climate hazards considered were:</p> <ul style="list-style-type: none"> - extreme heat, - urban flooding, - timing of frost-free season, - wildland-urban interface fire, - drought, - low flow in river, - extreme cold, - freeze thaw cycles, - heavy snow, 	

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			<ul style="list-style-type: none"> - rain on snow, - freezing rain, - blizzard, - river flooding, - high winds, - hail, - lightning strikes and - tornado. <p>sets and services considered, included, for example:</p> <ul style="list-style-type: none"> - residential buildings, - commercial premises, - water and sanitation infrastructure, - electricity infrastructure, - people, - ecosystems, - urban forests, - road transportation and - LRT. <p>REPORT – February 2020 – BRIEFING - GHG Emissions & Energy Analysis for the City Plan</p> <p>The approach taken to developing the City Plan Concept involved a four-step process of:</p> <p>1developing three evaluation scenarios (“City Scenarios”);</p> <p>2modelling the evaluation scenarios and evaluating their outputs against a set of performance indicators;</p> <p>3extracting learnings from the evaluation scenarios to inform the development of the City Plan Concept scenario (“Preferred Scenario”);</p> <p>4modelling and re-evaluating the Preferred Scenario against the indicators and updating the Preferred Scenario as needed.</p>	

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			<p>The CityInSight model was used to calculate projections of GHG emissions and energy consumption for each of the scenarios. CityInSight uses activity data for buildings, transportation and energy generation by geographic areas in order to calculate energy consumption and GHG emissions annually until 2065. For this analysis, the City Plan team provided population and employment projections and travel demand origin-destination matrices at a traffic analysis zone level as inputs into CityInSight for each scenario.</p> <p>In addition to the population and employment projections, SSG also incorporated the actions developed and evaluated as a component of Edmonton's Energy Transition Plan update into the Preferred Scenario analysis. In CityInSight these actions were modelled to take effect at various time horizons, with timelines reflecting an attempt to keep within the 1.5 degree budget. These actions² include the following assumptions:</p> <ul style="list-style-type: none"> - increasing the energy performance of new dwellings and non-residential space to net zero by 2030; - retrofitting all pre-2017 dwellings and commercial buildings with energy savings of 50% by 2050; - scaled fuel switching buildings to electric heat pumps; -scaled increase in solar and wind generation; -adding energy storage; -electrifying transit by 2030; -increasing walking and cycling infrastructure; -new personal vehicle sales are 100% electric by 2030; and -decreasing waste consumption. <p>Each scenario was then evaluated in terms of its impacts on buildings, transportation, energy systems and GHG emissions.</p>	

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#	Date:	Name /Organization	Comment:	Staff Response / Action Required
			<p>REPORT – April 2021 – <u>REVISED Community Energy Transition Strategy</u></p> <p>Revised plan includes ‘four interconnected pathways which are built on a foundation of climate solution leadership’. ‘The pathways represent bold and brave actions, and are grounded in the principles of prosperity, just and equitable, urgent and dynamic, collaborative and transformative. The interconnected pathways are’:</p> <ul style="list-style-type: none"> - A Renewable and Resilient Energy Transition that attracts the next generation of energy innovators to the region while transitioning Edmonton to 100% decarbonized energy. - A Low Carbon City and Transportation that continues to build on the transformative city building efforts outlined in The City Plan and those that are currently underway such as the Blatchford carbon neutral development. - Emission Neutral Buildings that are highly energy efficient, powered by renewable energy, and create a thriving energy efficiency industry. - Carbon Capture and Nature Based Solutions that catalyze innovative technology and efforts to make a greener and healthier city 	

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#	Date:	Name /Organization	Comment:	Staff Response / Action Required
			<p>PATHWAY #3: LOW CARBON CITY AND TRANSPORTATION</p> <p>Goal: Edmonton is planned, designed and built to be a vibrant carbon neutral city</p> <p>Strategy 14: Ensure sustainable urban planning practices to become a carbon neutral city.</p> <p>Strategy 15: Ensure low carbon districts with complete and compact communities</p> <p>Strategy 16: Support initiatives that allow all Edmontonians to have access to the benefits and opportunities of a vibrant low carbon city</p> <p>Goal: Safe and accessible zero emission mobility</p> <p>Strategy 17: Ensure a safe, accessible, and comfortable active transportation system that enhances walking and cycling.</p> <p>Strategy 18: Ensure the establishment and expansion of a zero emissions public transit system that is safe, convenient, reliable and connected across the Edmonton region.</p> <p>Strategy 19: Support the transition to electric and other zero emission vehicles.</p> <p>Strategy 20: Support the changing transportation system needs of a low carbon city.</p> <p>Goal: Edmontonians reduce consumption based emissions by supporting local businesses</p> <p>Strategy 21: Promote a circular economy that reduces consumption based carbon emissions.</p> <p>Strategy 22: Support a low carbon resilient food system.</p> <p>More on A Low Carbon City & Transportation:</p> <p>This pathway will see Edmonton with city districts that are carbon neutral by 2050, 50% of growth occurring as infill development, and the complete build out of the active transportation network by 2030. This pathway helps create the city that is attractive to top global employers by providing the lifestyle their employees are looking for. This pathway will see 50% of trips made by transit and active transportation by 2040, development and redevelopment that creates 15 minute communities with a nodes and corridor approach, and a city with a completed zero emission vehicle charging network by 2030. This pathway could achieve up to 28% of the needed emission reductions and would require an approximate average of \$45 million in annual public and private investment over the next 30 years, with a \$1.2</p>	

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			billion in local infrastructure investment required over the next 10 years. The level of public investment required will depend on the Levers of Change that are applied to achieve this pathway. (Excerpt from Page 21 of report – emphasis in original)	

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Public Comment Summary – General Comments Received since March 2021

#	Date:	Name:	Comment:
1.	Oct 18, 2021	Jamie B	In favour of no urban expansion. Intensify within the existing urban boundaries. Save the farm land.
2.	Oct 15, 2021	Ed F (Hamilton Chamber of Commerce)	<p>As you are aware, the Chamber of Commerce is supporting staff position with respect to recommendations regarding expansion of the Urban Area to the limits of the Greenbelt Plan. One of the reasons the Chamber supports this option is that we believe in the long run this option will help protect more farmland more than the option of limiting development to the existing urban boundary. Our position is that if future growth is limited to the existing boundary limits, development will simply leapfrog to the other side of the Greenbelt Plan.</p> <p>With the ongoing restrictions and expansions of the existing Urban Area, we are already seeing this happen in communities such as Brantford, Paris and Caledonia. It is our understanding that residential development in these areas is at a much lower density than would occur if this development were to be accommodated within the existing Whitebelt lands.</p> <p>Is staff able to quantify this implication in any way? For example, is it possible to estimate how much farmland outside of the Greenbelt would have to be available to accommodate displaced growth in the Whitebelt lands, assuming that growth outside of the Greenbelt would occur at a much lower density. Even if this impact cannot be quantified, would it be helpful for staff to ensure this implication is identified in a general sense in the next report going forward to Council?</p> <p>We also believe that accelerating growth beyond the limits of the Greenbelt would have a significant negative environmental impact. However, we have not seen this issue either identified or quantified. Is this an issue that should be part of the discussion as well? To us, it makes more sense from an environmental perspective for homes to be built in the Whitebelt, inside the Greenbelt, as opposed to lands outside of the Greenbelt.</p> <p>We look forward to bringing these matters forward to the next available opportunity for Committee to consider future growth option. Please give me a call if you have any questions or would like to discuss this matter further.</p>
3.	Oct. 3 2021	Dave M	<p>Hello, I just wanted to express my thoughts on Boundary expansion.</p> <p>I grew up on a farm in Flamborough, and “Farmers Feed Families “ is real.</p> <p>We grew half a million pounds of apples (or more) in Millgrove.</p>

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#	Date:	Name:	Comment:
			<p>We sold them at the farmers market downtown Hamilton. We were close to markets but out in the country. That is a lot of production to replace. Food prices are going up, we should not put our food reliance on even further sources or other countries through import. There are many properties in the inner city which are derelict and abandoned. These properties are close to mass transportation and should be addressed. They are not as convenient to develop/redevelop but if builders want to build, there are properties which have services at the curb. Builders build to make money, that's why, that's it. The pamphlet which has been sent out to vote against no boundary expansion is propaganda by builders. They use scare tactics, in my opinion they don't care about Hamilton, or any community, they care about their bottom line. Please don't fold to their lobbying or financial claims. This City belongs to the people of Hamilton, not corporations. That message needs to be explicitly demonstrated and the community should move a head in a manner which rehabilitates the inner core before we see irreplaceable farm land is built on and paved over.</p> <p>Just my humble opinion, but as a Fire Fighter, I work all around the city and if no effort is made to rehabilitate the inner core, Hamilton will develop "The Doughnut Effect". It may be a tough position to take, but it truly is the way to see the City turn around.</p>
4.	Sept 27, 2021	Steven O	<p>Dear Judi Partridge, Mayor of Hamilton, City Councillors and Dept Staff concerned.</p> <p>_____, as residents of Flamborough Waterdown, are 100% in favour to expand our urban boundary broadly with no constraint until we have adequate housing available.</p> <p>This expansion should include Flamborough, in particular East and West Flamborough along the Hwy 6 corridor from Dundas St to as far north as we need to go.</p> <p>We are, some say, 20 years behind in housing development so its going to take ten years or more to get back to where we need to be.</p>

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#	Date:	Name:	Comment:
			<p>There is a total lack of affordable single detached housing in this area and focus should be on single detached homes in the 1000sq feet to 2000 sq feet.</p> <p>Not only is there a complete lack of supply for young families, there is NOTHING here for retirees, like us, either. We are STUCK in our 4 bedroom home as empty nesters with no place to go in Hamilton at a reasonable price for retired couples. After searching for an alternative home in both Burlington and Hamilton, we have all but given up.</p> <p>We do not accept the biased City survey where objectors rallied against expansion and may well have submitted multiple objections. The survey is not statistically valid. It is a shame that the radical left objectors turned the City Survey into a sham. .</p> <p>Staff, would you please forward our email to the Mayor, all Councillors and dept staff who are making recommendations regarding our urban boundary. Please copy me on this.</p> <p>Thank you for listening at this time.</p>
5.	Sept 24 2021	Roger S	<p>If you vote now for Urban Sprawl (against the wishes of 90% of polled citizens), how do you synchronize that choice with that to agree to an LRT system unless you really don't care about the LRT system and the importance of reducing vehicle traffic? What the east west LRT may reduce is dwarfed by the added pollution generated by the urban sprawl you may be allowing. You are in essence thumbing your nose at your own decision you just made 2 weeks ago and spent 10 years over as well as to Hamilton. Hence, I truly don't think you care in the least about the LRT system; many simply didn't have the nerve to say no to the money because you believed your constituents would sour on you and you did not wish to explain your reasons as though they weren't valid. The LRT route that you have now chosen over a Bus Rapid transit route from Downtown to the Airport won't assist you in your argument to allow urban sprawl out by the airport area one iota. One is the antithesis of the other. Very clear example of irresponsible decision making.</p> <p>That there is even a serious decision to be made about urban expansion in lieu of all that is discussed about Vision 2020, from 8 to 80, the environment, etc, and how to utilize costly resources</p>

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#	Date:	Name:	Comment:
			<p>wisely clearly shows to me anyway, the lack of overall vision by our council in how to move Hamilton forward in a synchronized manner.</p> <p>This lack of vision by various iterations of Hamilton Council has been my point and many other Hamiltonians' for years. The City of Hamilton does not have a proper plan for the entire area and has moved along in a knee jerk fashion for the past 50 years and now is about to possibly ensure that there is no cohesive plan for the next 50 years if you choose Urban Sprawl.</p> <p>You will have unleashed a true mess for future municipal Hamilton governments. Nothing new though. Just so terribly disappointing considering how Hamilton and the area could have been planned.</p> <ul style="list-style-type: none"> - Not building a highway bypass with parallel service roads from QEW / Centennial pkwy up and past the Airport and out to what is now Hwy 403 in Ancaster but rather choosing to chew up the last significant major urban valley in Canada. Planning this in the 60s could very well have set the tone for planning even today. - Hmmm, when will the truly embarrassing escarpment face be repaired? - When will the Haida ever be brought out to be viewed and respected properly by thousands of Canadians? - The ridiculous new urban park at John and Rebecca instead of a simple attractive flowered and treed and flowered with benches park the downtown needs? That could be used to encourage even more Hamilton Pollinator gardens. - The wasting of the Chedoke Ski Park to nothing after 35 years of exceptionalism because the city couldn't let it go to private ownership? The ski area that had the highest paid lift operators of any ski area in North America because the city had to use city workers and couldn't let that go, aiding in it's very demise. - The inability to make a small historical parkette at the location of the first single room schoolhouse on Hamilton mountain. - The discharge of 30 billion litres of waste water into Cootes Paradise - The non transparent nature of the problem with the Redhill Parkway asphalt <p>Now, the city has of course done good things such as build the shoreline trail, the Hamilton Conservation areas (which is under attack however), preserved museums along with terrific virtual online accessibilty, has respected university and colleges, and world class hospitals.</p>

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#	Date:	Name:	Comment:
			<p>My point in bringing up the negatives is that they were easy decisions to make in the way that would have benefited all Hamiltonians and pressure from elsewhere changed the decision to thereby become a negative / stain on Hamilton.</p> <p>There is no need to rush or make short term gain decisions for our individual lifetime when viewed as what is best for Hamilton's long term. Urban boundary expansion is a bad long term planning plan. It's in essence not a plan whatsoever. If you can't control this urge now, what position are you placing your future council in? Thoughtless, arrogant and probably a few other adjectives come to my mind.</p>
6.	Sept 23, 2021	June S	<p>A petition is circulating by mail and online by HamiltonNeedsHousing.ca which with some closer scrutiny is a group of builders and land investors wanting support for urban boundary expansion. The survey circulated by the city was insincere at best, in the middle of summer looking like any other advertisement flyer to be tossed in the recycle bin. But from those few who did not toss, the choice was clear. Infill first.</p> <p>These biased stakeholders are taking advantage in the wake of the federal election that saw affordability linked to housing. In Hamilton affordability has become the issue because buyers from Toronto consider it a bargain to offer tens of thousands over Hamilton market value compared to Toronto prices.</p> <p>We will continue to monitor this file.</p>
7.	Sept 23 2021	Glenn F	<p>I was surprised to find a flyer in my mail today from "Hamilton Needs Housing" that does not identify themselves, but asks us to sign a petition to allow expansion of the urban boundary as in option 1 of the city survey.</p> <p>I am strongly against this. My concern is that this group is giving misleading information to serve their own needs. While not noted on the mailed information, the website indicates it is comprised of property owners on both sides of the current urban boundary line, and further information indicates that</p> <p>Coalition members include:</p> <ul style="list-style-type: none"> • Cardi Construction Limited • Artstone Holdings Limited

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#	Date:	Name:	Comment:
			<ul style="list-style-type: none"> • Corpveil Holdings Limited • Marz Homes • Melrose Investments Inc. • Multi-Area Developments Inc. • New Horizon Development Group • Paletta International Corporation • DeSosio Homes <p>These are all large companies who will financially benefit from urban expansion.</p> <p>With misleading information they are trying to convince the general public to support them, without saying who they are or that they will directly benefit. This is unethical. I strongly urge you to reprimand these companies and dismiss any petition or other submissions from this group or individual companies that are trying to lobby to serve their own interests.</p>
8.	Sept 23 2021	Connie S	<p>I am writing with my concerns over the potential destruction of farmland around the Hamilton area. I am also concerned about the group of developers that are pretending to be a concerned citizens group and duping people into signing their petition to plow over and destroy farmland.</p> <p>Hamilton Needs Housing is a group of developers that have been allowed to spread misinformation about the development of local farmland and are acting like they are against it but in fact want council to vote to destroy natural lands.</p> <p>Hamilton has more than enough unused buildings that can be repurposed to create affordable housing for our community.</p> <p>What we DO NOT need is more overpriced sprawling homes that no one can afford.</p> <p>Please make choices that are in the best interest of Hamilton and the citizens who call it home.</p>
9.	Sept 7 2021	Rick J	<p>Hello Councillors, Jason Thorne, GRIDS 2 - MCR:</p> <p>I hope that you and your families are well. I am writing to you as a followup to my previous letters in continued support of OPTION #2 regarding the proposed boundary expansion for the City of Hamilton. As a strong supporter of the SSHO position on proposed future boundary expansion, it has come to my attention that the</p>

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#	Date:	Name:	Comment:
			<p>group supporting OPTION #1 have realized that large numbers of Hamiltonians are opposed to any further City boundary expansion; apparently, the response of this moneyed group of developers and builders has been to hire the largest lobbying firm in Canada , Strategy Corp to influence city officials to vote in their favour and for OPTION 1. This group supporting OPTION 1 for their own personal gain has tried to give all appearances of being a genuinely grassroots organization supporting the protection of Hamilton’s greenbelt lands but in fact by means of social media ads via Hamilton Needs Housing, they are trying to convince Hamiltonians to write to their councillors urging their Councillors to vote for OPTION 1 as such a vote will indeed stop urban sprawl and protect 100% of Hamilton’s greenbelt lands; clearly, this strategy is false and equally clearly represents the very desperate interests of the group supporting OPTION 1 to further line their deep pockets with more gold!</p> <p>I am asking all City of Hamilton officials involved with the proposed boundary expansion to say no to the OPTION 1 supporting group and not be influenced by their underhanded attempts to convince city officials that OPTION 1 is the best choice for all Hamiltonians. In fact, OPTION 2 is the only legitimate choice in this matter as evidenced by the survey results; OPTION 2 is the only course of action that represents the position of Hamilton residents and Hamilton councillors have been elected to make decisions that best serve all Hamiltonians. I am asking all councillors to set aside the wishes of those who would profit personally from proposed boundary expansion and who have used their power and influence to convince Hamilton councillors to decide in their favour. To do anything else will not sit well with Hamiltonians nor will it accomplish the need to accommodate any future population growth!</p>
10.	Sept 2 2021	Brooke T	<p>I am sharing my email with you that I sent to my ward 1 councillor earlier today.</p> <p>I wanted to express my support to stop the sprawl. Unfortunately I missed the opportunity to pledge online my support to stop the sprawl, but after reading Laura Katz’s article “Why ‘sprawl’ is such a big deal” in the Hamilton Jewish News it mentioned there was still time to email the city to share support.</p> <p>Just the other day I drove by the closed Walmart on Mohawk and Upper Sherman. It’s a HUGE lot, vacant and completely wasted at this point. A perfect spot to build on and build up. There are so many of these “perfect spots” to build throughout the city. Please push the city to utilize the already available space without spreading and disrupting further land. It’s not necessary and we all know its just further damaging.</p>

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#	Date:	Name:	Comment:
11.	Aug 28 2021	Cheryl M	Develop and improve inner city!!
12.	Aug 26 2021	Michel P	<p>not only am i opposed to urban boundary expansions, i also think that all the \$\$ that the city normally spends on those surrounding infrastructures, as well as the \$\$ concessions given to developers, should instead be devoted to the renewal of roads and sidewalks within downtown Hamilton (haven't tried much coasting on roads outside downtown but suspect they might be worse).</p> <p>the proof of the need for rebuilding is simple to demonstrate: EVERY alderman should take wheelchair trips within his/her ward and report their experiences to the roads department.</p> <p>the sidewalks are corrugated, and the lines denominating every square are depressed - try those in a wheelchair! as for the road surfaces, ALL are a disgrace.</p> <p>in ward 2, ALL roads, sidewalks and bike lanes are gross; an absolute abomination for even pedestrians; a state of neglect that somehow no one in maintenance seems to notice.</p> <p>once again it takes citizens' intervention to hopefully get anything done, and then not necessarily redone properly!</p> <p>HELP!</p>
13.	Aug 27 2021	Michel P	further to my e-mail of yesterday, another position dear to me regarding boundary expansion into farmland is that, rather than appropriate farms for urban development, Hamilton should strive to become self-sufficient agriculturally - i.e. food-wise. only then should population expansion be considered based on secure long term availability of supplies.
14.	Aug 24 2021	Rick J	I hope that my email finds all of you and your families safe and healthy as we all continue to do our best to overcome the Covid virus. On July 15 of this year, I sent an email to all of you to express my deep and dire concerns regarding the City of Hamilton's proposal to expand it's current boundaries to include whitebelt lands adjacent to the current city boundaries for the alleged purpose of accommodating future population growth; as we all know, this planning committee proposal is clearly the most expedient way to deal with proposed future population growth but far from the best way when addressing the matter through a climate crisis lens which is

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#	Date:	Name:	Comment:
			<p>the only perspective that should be taken from the point of view of all Hamiltonians! I want to thank Councillors Wilson, Johnson and Clarke for responding directly to my email of concern sent on July 15; thanks also to Jason Thorne for his live response and to Mayor Eisenberger for his automated acknowledgement reply. I am still hoping to hear back from the balance of Hamilton City council on this matter but some 5 weeks later, I am not overly hopeful that I will.</p> <p>In any case, supplementary to my first email to Council and staff, I wanted to encourage and invite all of the City councillors to read former Hamilton councillor David Braden's opinion piece in today's issue on page A13 of the The Hamilton Spectator. Mr. Braden, very thoughtfully points out how sprawling urban development in Hamilton's Elfrida area is not good for the city and is definitely not good for all Hamiltonians but yet appears to be the favoured solution by the city planning department to address the Ford government's directive. Further expansion is the easy way out but certainly not the most cost effective solution nor does it even get close to addressing the needs of Hamiltonians when it comes to dealing positively with our climate crisis. Further urban sprawl is bad advice and bad policy (wherever that advice is coming from) and at this point, I do not trust the Hamilton city planning committee's solution to alleged population growth in the future. Although I am generally opposed to farming out requests for every little problem to expensive independent consulting sources, in this case, due to the significance of the matter, I agree with Mr. Braden that Hamilton needs to seek well informed advice and expertise from an independent and unbiased source not connected in any way to the issue of Hamilton boundary expansion; leaving this matter to the City planning committee is not the right choice. We cannot have another Sewergate or Red Hill disaster on our hands - enough is enough! Hamiltonians need our councillors to do this right the first time, please as we will all have to live with the decision for a long time to come!</p>
15.	Aug 18, 2021	Stefanie R	So not expand our urban boundaries! You need to prioritize climate change or we will lock in high GHG emissions in poorly planned, car-dependent subdivisions for centuries. We are in a Climate Emergency and land use planning needs to reflect that! The Climate emergency trumps all.
16.	Aug 17 2021	Chris M	Please consider the People of Hamilton and not the developers who are the only ones who will benefit from this expansion. Loosing valuable farmland, increasing greenhouse emissions, increasing infrastructure costs, destroying Species at Risk, more pollution from busses, cars, and lawn equipment and many other negative effects. There is plenty of existing land in Hamilton, ie. Parking Lots that can be used for additional housing/businesses.

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#	Date:	Name:	Comment:
			Please reconsider and Vote AGAINST Urban Sprawl. This is not a good idea, think about it.
17.	Aug 18 2021	LJB	We own a farm in Binbrook. We lease the land to a young farmer trying to make a decent living. All farmland is needed and used. Respect the Greenbelt.
18.	Aug 18 2021	Nicole S	<p>We do not need to expand on Farmland. First of all they never provide enough wide roads to accommodate the amount of the population without public transportation.</p> <p>It is a crime to destroy good Farmland for the profit of few. There are too many abandoned buildings and lot in the centre of the city that need to be looked at and developed.</p> <p>We must start looking to the future to be sustainable and not rely on foreign countries who have no respect for their own people let alone us.</p> <p>Now is the time to keep our green spaces and not encourage Global Warming. It is time to be responsible for everything.</p>
19.	Aug 18 2021	Brent F	<p>How much is enough? Think about your kids and grandkids. We can't even handle the sprawl we have now. And you want to shoe horn as much in as you can. STOP . enough is enough!!!</p>
20.	Aug 17 2021	Jen S	Now is the time for change, our children want it, our planet needs it, and it will help drive creative solutions to end the destruction of evolution (the end of biodiversity) Make it start in the city of waterfalls
21.	Aug 17 2021	Baker	I can't help but think that developers can't see past the money they make to see that removing farm land from the area to add housing that will cost tax payers for infrastructure that developers will avoid paying. There's areas around Hamilton which could use help with sewers water and housing. Why is the obvious decision so hard to see. All we're seeing on the news are countries around the world either burning or flooding. I guess if we keep looking the other way we won't see what's coming our way faster than we thought. I realize we are small in size compared to larger cities but at least we still have green areas and the ability to supply crops to markets to

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#	Date:	Name:	Comment:
			feed people. Why do we have to fill in the areas between our smaller towns with housing and destroy good farm land.
22.	Aug 17 2021	Mary C	Please don't let the treasure of the rural land around Hamilton be spoiled with more building and pollution. Take down some of the eyesores in the city and create housing in their place.
23.	Aug 17 2021	Madeline R	<p>EVERYONE SEES THE OBVIOUS. THERE IS NO NEED FOR ME TO CREATE ARGUMENTS> I WANT A GOVERNMENT WITH THE POLICIES TO SAVE THE PLANET FOR MY GENERATION. THERE WONT BE FUTURE GENERATIONS FOR THE CHILDREN IF MINE IS LOST.</p> <p>YOUR EVERY DECISION< EVERY WOERD, EVERY ACTION = SHIFTS ALL OF US TOWARD A FUTURE OR TOWARD A LOST EARTH AND CIVILIZATION. DO YOUR PART. ITS YOU AND I – NOT SOME OTHER GROUP. EACH OF US TOGETHER IS IT. DO YOUR PART SAVE ABD RECLAIM GREENSPACE!!</p>
24.	Aug 17 2021	Kim N	<p>I am writing from my hospital bed at Bridgepoint active healthcare in Toronto because I feel this matters of such urgency. I am a resident of Dundas Ontario, in fact I live at _____ in Dundas, and I am writing to weigh in with my opinion about the planning for The city of Hamilton. I strongly object to removal of urban boundaries. Climate change is at the upmost concern and the preservation of green space in order that we have oxygen, wildlife, farmland for sustainability and nature for Hamiltonian's to experience as a fundamental part of their well-being.</p> <p>With so much empty former industrial lands in the urban core it makes infinitely more sense to wisely develop those areas rather than encroaching on our ever diminishing farmland and green space.. furthermore, infrastructure already exists in the city centre rather than having to increase the tax base on the outer limits with development of more and more paved roads, sewers, etc.</p>
25.	Aug 17 2021	Kathy C	<p>We cannot allow the developers to rape our lands at their profit. They leave here with all the money to some lovely place in the world and we are left with their poorly built poorly designed buildings to pick up the slack. They do not care at all about quality of life here in Hamilton's only how much money they can make. They do not think of the citizens. It is the council job to care of us.</p> <p>Get a back one and tell them to back off.</p>

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#	Date:	Name:	Comment:
26.	Aug 17 2021	Constance B	When people came to populate this area of North America they adapted to a harsh climate and farmed to keep their farms and sustain their families by sustaining ours .they came from places that couldn't,t grow their own food without keeping them tied to land so that they couldn t feed their own .Now you want to pave paradise and put up a parking lot.irresponsible, I'll informed and a developers dream!you've managed to.make Hamilton a donut .now you want to dig a bigger hole in our food security.Shame on your short sighted greed!.
27.	Aug 17 2021	Steven C	<p>As a resident of the area for virtually my entire 61 year life I would like to strongly register my vote against urban sprawl. It is beyond the slightest doubt that we have a dire and long-term crisis with the climate and environment and it's time to start acting like grown-ups and taking it seriously. Please, please do the right thing and stop the expansion.</p> <p>With the utmost concern and respect,</p>
28.	Aug 17 2021	Don B	<p>Stewardship of the earth is not a trite saying. Both the COVID-19 virus and the Climate crisis are the result of the way mankind has been treating the earth. We continue at our peril.</p> <p>"Urban sprawl" offers an opportunity to rethink what we value. How can we use our talents to design the least disruption to our living room and the greatest benefit for the people who inhabit it? The science is there to guide us. The signs are there for those who have eyes to see.</p>
29.	Aug 17 2021	Warren C	<p>I have been following the latest arguments about whether to expand Hamilton's urban boundary as a way of allowing agricultural lands to be developed for what the province claims will be a larger Hamilton population.</p> <p>BTW, my wife and I did NOT get the survey the city says it sent to Hamilton households on this matter. I did see it in the Spectator.</p> <p>There are two shocking points that must be underlined.</p> <p>The first is that the changes to our society are so great and so unpredictable it stuns the mind to see that provincial civil servants imagine they can predict populations of towns and cities 30 to 40 years ahead. We do not know the what the birth and death rates will be in that time. We do not know what immigration there will be,</p>

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			<p>nor what emigration may occur. We do know that right now people are fleeing from the Toronto area in an attempt to find cheaper family housing, which has brought many people to Hamilton, But as Hamilton housing prices rise to meet those of Toronto and area. we must expect that population movement to stop. These unknowns are immensely wide. i</p> <p>What should be obvious but apparently is not, is that there will be no population increase in Hamilton unless there is housing for the extra people. So the province is fundamentally wrong. We do not have to add housing because a tidal wave of new people is coming. We are being asked to add housing, and maybe people will turn up looking for homes. Maybe. What this means is that if we build out for more housing, all the municipal costs of that will be borne by existing ratepayers unless the new people appear. If they do not appear, the city and ratepayers face a financial disaster.</p> <p>The second shocking thing came from Hamilton city hall. The survey sent to residents gave only two choices. Both involved expanding the urban boundary. How could city staff not realize that refusing to expand the urban boundary was a viable option thousands of us wanted? Worse, the survey referred to one pattern of housing on agricultural land as "ambitious" . It is hard to come up with a more inappropriate word for wasting land as suburbs and parking lots. It is astonishing that anyone could think this way in 2021. This huge blunder means the survey's results must be doubted. I wonder how many people who wanted no urban boundary expansion were tricked by that survey into thinking that expansion was required and all we can do us argue about the intensity of the damage to the land. It means your survey was fatally flawed and may be worthless as a guide to real popular opinion.</p> <p>(How much public money was wasted on this survey because town planners are so backward?)</p> <p>Now, may we turn to the merits of expanding the urban boundary or not.</p> <p>Even if the province, by some accident, is right about so many people arriving by 2040, the City could house them within the existing urban boundary. One incomplete city survey identified tens of thousands of housing sites readily available) ie zoning and services in place) for development. The downtown core is littered with parking lots that should be redeveloped as housing. Almost every shopping centre, mall and corner strip mall could have a second or third storey added for offices and housing. Thousands of older homes could have basements converted to separate apartments - I know because my wife and I did just that. Long stretches of bus</p>

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			<p>route roads like Barton, Cannon, King, Main, Queensway have failing buildings that could be replaced by the kind of 4 storey apartment buildings that are so effective in Paris, Rome London and Barcelona. Other streets could use the kind of duplexes and quads that give such grace and good living to huge sections of Montreal. We should build and re-build on these urban lands first, and see how many people they can take. There is no need to ruin agricultural land until everything in the urban area has been filled.</p> <p>The other critical aspect is the municipal costs of development. It is well known that Ontario municipalities never raise enough money from development charges and building fees to cover the full expense of providing ground and other services to new housing projects. I know Hamilton staff understand this because I have heard the city treasurer explain it clearly to council. We should remember former Mayor Bib Bratina used to warn about that. We also know that Hamilton has a huge backlog of infrastructure repair that is not funded. In this circumstance, expanding the urban boundary will lead to further continuing losses as the city tries to build, in advance of payment, the ground services for possible housing estates in the new areas. We cannot afford to do this. This alone should rule out any expansion of the urban boundary.</p> <p>On the other hand, re-building as I suggest within the present urban boundary can take advantage of existing services. Many of these are very expensive, such as roads, sewers, water supply, schools, fire and police stations. Whether developers will pay enough in charges to cover new services in that area I cannot say - but any shortfall cannot be as crippling as the city would face from building out in what is now agricultural land.</p> <p>Please mark me as opposed to any expansion of Hamilton's urban boundary. We do not need to do it, and we cannot afford it.</p>
30.	Aug 17 2021	Trisha L	I DO NOT WANT THE sprawl. We need these farmers to grow food for us. We can't have these farm lands destroyed.
31.	Aug 17 2021	Joyce M	Stop paving over farm lands and wetlands. Pay attention to climate change. Help the farmers produce food. Time is of the essence. Build homes in all the spaces left by Metrolinx. There will be no LRT, so use these properties.

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32.	Aug 17 2021	Tom B	THE WORLD IS ON FIRE! No more pavement for housing that no-one can afford anyways Food Security and the Environment should trump developers profits.
33.	Aug 17 2021	Michael L	<p>Hamilton's development should focus within the existing urban boundaries. Leave rural farmland and green spaces alone.</p> <p>A lot of what's needed to enable construction of sprawl neighbourhoods, and everything after their construction would be costs to taxpayers, and a drain on finite city resources. Operational costs can be better managed by remaining inside the existing boundaries and taking advantage of the resources and access we have already.</p> <p>Downtown areas have infrastructure in place that can be built upon. Empty and derelict lots, and underdeveloped zones are opportunities. There are already streets accessing them. Already busses passing through them. Already utilities connected and serving them. We don't need to make more streets farther away that will need snow plowed, etc.</p> <p>Staying within the boundaries will also be better for the environment, putting less strain on the region's watershed, etc.</p> <p>Tradespeople can get just as much work building within the current city limits.</p> <p>In short: sprawl will be bad for everyone except millionaire developers.</p> <p>Don't let it happen.</p>
34.	Aug 17 2021	Nicole J	WE need to put the brakes on the above!! we need green spaces!!! - there was a song out by J Mitchel today's paradise - put up a parking lot! please Hamilton STOP this sprawl!!!
35.	Aug 17 2021	Joanna K	I'm asking council to consider climate change and future arable land needs and vote no to urban boundary expansion in Hamilton.

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			Investing within our current urban boundary preserves surrounding farmland, lowers greenhouse gas emissions, and ensures our tax dollars are used to maintain existing infrastructure. By building on under-utilized land within the city limits, we can create more walkable, bikeable, affordable and less car-dependent neighbourhoods. Developing within our existing city limits supports small, local businesses, vibrant neighbourhoods and healthier citizens – for today and decades to come.
36.	Aug 17 2021	Erinn D	I am very concerned regarding the possibility of losing farmland and the natural areas of our fine community. Also we are spending millions of dollars to provide roads, sewers and water to undeveloped areas when we should be maintaining our existing infrastructure. There are lots of areas to be developed within our present urban boundary without expanding.
37.	Aug 17 2021	Sheila M	I want to be sure that my concerns around urban sprawl are registered by council. There must not be an Urban Boundary Expansion. Scenario. We must consider any development with climate change taken into account. This would mean that we cannot risk urban sprawl.
38.	Aug 17 2021	Sue C	I am writing further to express my hope that you will NOT look at expanding into natural lands and farmlands. There is sufficient land within our current urban boundaries that is available for redevelopment and remediation for future housing needs. We see so many reports these days about climate change and the need to protect our natural environment, that we humans are destroying the very land and environment that sustains us and to learn to live smaller, more simply on our planet home. I hope you have the courage and wisdom to show that Hamilton can lead the way in revisioning how a city can be developed for a cleaner and more sustainable future for the generations to come.
39.	Aug 17 2021	Nonni I	I recently drove through the cement-covered warehouse area of Brampton and felt a knot in the pit of my stomach as I realized that this is what might become of the fertile farmland and green spaces on the outskirts of the City. No birds, no trees, no fields or woods, no break from the concrete. Nothing says 'climate-friendly' like miles of grey. That we are entertaining the idea of simply MOVING wetlands to another location to accommodate something that will not only damage habitat and important farmland, but will further add to a City proclaimed 'climate change emergency', is so very wrong.

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			<p>Please consider more environmentally friendly options. Driving through Brampton was very upsetting. It can not continue to spread through Ontario. Nothing about the drive made me want to stop and spend any time there. I just wanted to drive through and forget about the arid, treeless expanse.</p> <p>We can be an example for other cities! This city can make things work, looking after the needs of the climate, the environment and our communities. Boundary expansion is not the answer.</p>
40.	Aug 17 2021	Elaine D	<p>Yes, we want the sprawl on good farmland to stop. If you want more land to build on go up over Mt Hope way. Leave Dundas conservation land and the top of Dundas alone!!! Don't let the money hungry developers try and sway your decisions! Build more affordable housing for the poor and underprivileged. Waterdown is another prime area, it is a nightmare to travel through now.</p> <p>Look what's happened on the Niagara Peninsula. Houses, houses, houses on the very BEST farmland in the country. Where are we to farm when all this prime land is gone? Once the developers get hold of any of this prime farm land they only have dollar signs in their eyes. As long as they can make lots of money they don't care what they do.</p> <p>STOP THE SPRAWL!!!! Future generations will shake their hands and say "What were they thinking?"</p>
41.	Aug 17 2021	K J	STOP using farmland for sub divisions etc!!!!
42.	Aug 17 2021	Brent J	STOP the Urban Sprawl!!!
43.	Aug 17 2021	Lyn J	<p>This truly is getting sickening not just the amount of condos etc that are being built - but on every darn corner - why does there have to be a gas station/Shoppers Drug Mart and or plazas in general????????????????????????????????</p> <p>This truly is getting out of hand - but not for the developers!!! give me a break!</p>
44.	Aug 17 2021	Sally P	I am writing as a concerned resident of Hamilton. I am deeply disturbed by the prospect of expanding city boundaries and eliminating farm land. We are in a climate crisis & this issue must be viewed through the lens of protecting our children's future. Once green space is gone it's never coming back.

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			Thank you for your time.
45.	Aug 17 2021	Mark F	<p>Thank you for the opportunity to express my opinion on expansion and Hamilton urban growth.</p> <p>In an era of increased threat from climate change it would be extremely short sighted to allow further urban expansion. Effects of this decision will be felt very long term. We should be leaders in the field of preventing climate change, not causing further environmental erosion.</p> <p>As well, in a time of growing world hunger it is unconscionable to be paving over food producing farm land. We are lucky enough to live in an area blessed with some of the best farmland in Ontario, in Canada, and on the planet itself. This should never to be taken for granted. This is an amazing resource that should be treasured and protected at all costs. This land is the birthright of future generations -ours to protect.</p> <p>Please reject any option allowing for expansion to the Hamilton urban boundry.</p>
46.	Aug 17 2021	Ron W	<p>Hamilton is forever expanding outward well underutilizing the existing space within the city. If we are serious about global warming and cutting down on pollution we have to start building up word instead of spreading outward. We need to leave a little space and farmland for future Generations not used up in a few short years.</p>
47.	Aug 17 2021	Meighan C	<p>I am writing to you today to express my support for zero urban boundary expansion.</p> <p>I believe that it is the responsibility of we, the citizens of Hamilton, as well as our elected officials, to protect our remaining green space and agricultural land from further development and compromise. This is imperative if we are going to have any chance to halt climate change and have a safe and enjoyable environment for our future generations.</p> <p>We have so much space within our current boundaries that can and should be developed. Let's challenge ourselves to be more creative in our approach, perhaps by reclaiming brown land and building smaller, 4-6 story, multi-unit buildings with greenspace in between them to create a sense of local community while being close to all that the wider Hamilton community has to offer.</p>
48.	Aug 17 2021	Matthew M	<p>I am writing in regards to the Urban Expansion debate that is underway. As a resident, living in the downtown area of the city, I am strongly opposed to the expansion or our urban boundary.</p>

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			<p>Expanding the boundaries isn't a sustainable approach for growth within our city. From an ecological standpoint, the downsides are obvious:</p> <p>a. Transportation: An increased boundary not only inherently requires further investment in public transport and other infrastructure, it also increases the total number of vehicles on the road and correspondingly the road wear and maintenance costs. The long-term maintenance costs of a widely distributed infrastructure are an inevitable fixed cost that the city will have to bare for decades.</p> <p>b. Environmental Impacts: The environmental lens should be incorporated as a factor in all investment decisions the city makes. Ensuring sustainable and environmentally sound decisions are being made at the council level will increase our ability to attract talent to the city and provide higher quality of life for its current residents.</p> <p>c. Natural Heritage and Agriculture: There are no benefits to further developing land that has the ability to deemed agricultural or that represents our heritage. Hamilton is. place with a wealth of natural beauty and as residents, we have the obligation to act as stewards of our lands, developing them further destroys one of our city's greatest assets: it's wilderness and natural offerings.</p> <p><i>The city needs to be better.</i> Council's track record against progressive policies is inadequate. Issues like preserving our nature, heritage and ensure that a city founded on steel, has the ability to evolve and respond to the current needs of its residents. The decision to expand Hamilton's urban boundary is an opportunity to articulate our city's identity and values.</p> <p>City council needs to display leadership on this issue.</p>
49.	Aug 17 2021	Carl Y	Do not pave over more of our green space- especially in light of our climate problems- when we have so much empty space inside the city itself. Stop catering to the money people.
50.	Aug 17 2021	Renee P	Thank you for your time! I wish to express my concern for the sprawl. Please preserve our green space! It can never return to its natural beauty and purity once developers contaminate the soil. We have empty buildings that can be repurposed and perhaps we can look at changing some municipal laws to make permits more accessible

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			for multiple dwelling space such as basement apartments. Perhaps Hamilton should look into more bachelor apartments too for low income needs.
51.	Aug 17 2021	Mary C	<p>I am hoping you are receiving huge numbers of email about the proposal for ongoing urban expansion around Hamilton. I understand today is a deadline to provide comments.</p> <p>The most recent IPCC Climate Change is so distressing.</p> <p>Data shows that Canadians care about climate change, and want to make better decisions that will protect our environment. But we NEED our politicians and governments to make decisions that will allow us all to do better.</p> <p>WHY is there a need for more development of farmlands? Isn't the existing data overwhelming? Local food sources are critically important. Being self-reliant, allowing for local businesses to thrive, not transporting foods across the planet that we can grow locally - all of these have a critical impact on our health and well being, both physical and financial, as well as on the health of the planet.</p> <p>Hamilton is already a huge urban area and there is underutilization and development of space within the city itself. Take our tax and development dollars and build up the city. Increased density is a better answer. Increasing bike lanes, investing in city green space, updating buildings and transportation infrastructure to allow for larger populations to live and move in more sustainable ways is possible!</p> <p>I want to live in a city that doesn't just do the same as everyone else. We don't need more and more remote neighbourhoods with huge individual houses that are only accessible by car. We don't need more Meadowlands development. We need to be creative and thoughtful and make the existing city better for people of all income levels.</p> <p>I want our municipal government to make the responsible choice so we can move forward in a better direction. Please don't waste this opportunity.</p>
52.	Aug 17 2021	Ron L	I'm unequivocally against any more urban sprawl period.

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53.	Aug 17 2021	Krystyna S	In my opinion we should not add anymore urban sprawl into farmland. We will need to eat in the future. You need to drive everywhere from Mount Hope so it is adding to the climate crisis with more cars on the road because council can't make up their mind about LRT. A lot of businesses will be gone after 18 months of closure. This already is evident when driving down Barton Street. Why not build high density in town where services and public transit are already established. When you build out in the country you have to put in all these services and pave valuable lands. I fear that your projections for growth were before COVID-19 and that there will not be the growth that you predict. Rebuild the core and bring people back to the heart of the city. There have been many “in fills” and that is where you should be building not on farmland.
54.	Aug 17 2021	Marilyn M	It is pure hypocrisy for the City of Hamilton to say it is concerned with climate change and at the same time allow more destructive environment killing expansion of boundaries. Remember folks, most of our Council politicians are funded by developer "donations ," hence they are in the pockets of builder- developers. For the sake of enviro-sanity vote for no expansion.
55.	Aug 17 2021	Marie S	We do not need urban sprawl. We need to reduce our greenhouse gases.
56.	Aug 17 2021	S F	We don't need more boundary expansion in Hamilton. There are plenty of unoccupied buildings and land that could be renovated or built upon. Let's try to make Hamilton a better place for everyone to live in.
57.	Aug 17 2021	Steve M	I requested a sign but did not get a reply, regardless, I am adamantly against the unnecessary development of farm lands.
58.	Aug 17 2021	Joanne E	Please do not expand the urban boundary. We have lots of unused/derelict land within the city to develop or redevelop for housing. Let's use this land to make the city more vibrant and liveable. Let's not steal farmland for more unnecessary urban sprawl. Once that land is developed, it's gone. We need our farmland and green space for food and to curb climate change. No to urban boundary expansion!!
59.	Aug 17 2021	Maggie F	If you look at the multiple criteria that municipal decisions should be evaluated against it is clear that we need to keep our current urban boundaries. It is critical for ensuring we have sufficient agricultural land and don't need to build out our infrastructure and transportation options to an unsupportable amount!

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60.	Aug 17 2021	Bob M	In very simple terms, we need to preserve as much valuable farmland as is humanly possible and the younger generation wants to live where all the services are located. Therefore, urban in-fill, taking advantage of all the gaping holes in the parking lot landscape of central Hamilton is where housing accommodation of various types and qualities should be developed.
61.	Aug 17 2021	Mona N	We are against urban sprawl. Make the city denser. At least public transport will be used.
62.	Aug 17 2021	Gillian D	What a no brainer.... do developers watch the news ☹️ We need to grow food on these rich lands Thank you
63.	Aug 17 2021	Mike	Stop the Sprawl!!!!!!
64.	Aug 17 2021	Clive T	Another sweaty day to take a walk outside and reflect how the state of the world will be for our children in the coming decades. If the forecast by the MIT 1972 study is even remotely correct, which so far it pretty well being bang on, we've got less than 20 year left in a world that we may recognize. And you want to continue with the status quo, continue with all the errors and mistakes we've made since sprawl began back in the 50's. You want to continue to leave a world devoid of hope for Our children, all for the sake of short term profit. If you actually agree with the above, I the state you are unfit to govern and should resign from voting in this issue. Best just resign period.
65.	Aug 17 2021	Joanne B	I totally support the Stop the Sprawl movement. As a life long resident of Flamborough Aka Hamilton. My roots are deep in the farming community. Growing up in Millgrove and moving to Waterdown the changes that are happening are devastating . I sat at a gas station at Evans road and watched trees and woodlands being plowed under. Every where you look they are paving over land and trying To stretch the boundaries.

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			If you are actually concerned about the climate and having food on your table , other then imported, we must maintain the integrity of our green spaces and agricultural land. STOP THE SPRAWL.
66.	Aug 17 2021	Patty H	I'm writing in concern of this proposed urban boundary expansion. I sincerely hope the city will take into account the survey that was completed. The citizens that took their time to respond need to be heard. I believe that this decision should be weighted heavily on the environmental repercussions. There is so much unused property in the already urbanized areas of our city it would be a shame to further encroach on the more naturalized areas. If we need to grow grow up not out! Urbanize good out further will increase traffic and car use. I thought the city wanted the LRT to reduce personal transportation. This seems like a leap back in time. Not forward thinking at all.
67.	Aug 17 2021	Greg S	I am a hamilton mountain resident and enjoy living in a single family home. That being said, I have had friends rent rooms from me over the years as rental prices have sky rocketed. This is a more concerning issue. I have lived in Hamilton for over 15years, and the city has become more and more congested with vehicles, people rushing through stop signs and trying to get from a to b faster, avoiding highways and making our neighbourhoods unsafe. The downtown of Hamilton is littered with wasted space! Everytime I turn around another heritage building is being torn down - and then left desolated. Why aren't companies held accountable for this? The city looks like trash! Where are the policies enforcing green roofs and policies enforcing beautification? Where are the urban trees to provide shade for pedestrians? There is so much focus on what will provide real estate giants with the biggest profits instead of what makes Hamilton a desirable place to live, raise a family. Stop expanding the borders of our cities. Stop building residential over prime farm land! Make the cities we have more efficient and liveable.
68.	Aug 17 2021	Milan G	The proposed expansion is based on projected population growth over the next 30 years, I believe. What is the basis for the projected population growth? Is it based on a simple extrapolation of what has been happening over the past 30 years? Does it include the certain contraction of the world population over the next 50 years, and how that will affect immigration to Canada? Canada's population would be shrinking now except for immigration. How long will we be able to get as many immigrants as we need to maintain the required population growth in Canada?

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			<p>Many countries are experiencing a shrinkage in population and are having to make economic adjustments. They are certainly not looking at urban boundary expansion. Two significant examples are Italy and Japan. Japan's culture does not accommodate immigration well, so, it may not be the a good precedent for Canada. But Italy should be. Italy is inviting immigrants and providing monetary incentives for immigrants to move into vacant homes (mostly in small towns, but big towns are not far behind). Most Eastern European countries are experiencing population shrinkage.</p> <p>Bottom line: how long can Canada depend on immigration to keep up our population growth? Even if we manage to attract immigrants, will they come in large numbers like they did over the past 30 years?</p> <p>The effect of expected population shrinkage in the world should be factored into the model used to project Hamilton's population growth over the next 30 years.</p>
69.	Aug 17 2021	Frank R	The city made a serious error in not respecting the many requests to remove the statue of JA Macdonald. Do not repeat that error by ignoring the citizens requests to leave urban boundaries where they are, or pay the consequences at the next municipal election. We are watching.
70.	Aug 17 2021	Sandy L	To the Mayor and all council members please stop the sprawl and save what nature we have left and save farm land after all that is where we get our food, unless of course you eat man made food only, which I doubt
71.	Aug 17 2021	Stephen D	As a rural resident on _____ in Ancaster, I am urging council to STOP the Urban Boundary Expansion...Ancaster needs to save our farmers and farmland from the greed of developers. PLEASE, DO NOT EXPAND THE URBAN BOUNDRIES.
72.	Aug 17 2021	Bea B	We do not need another strip mall and more housing on our prime growing fields.Find other solutions. Build up.
73.	Aug 16 2021	Laura K	<p>I was told to write to reiterate the need for NO boundary expansion but I'm wondering why this is necessary to repeat after having completed the survey.</p> <p>How are the survey results going to be used?</p>

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74.	Aug 16 2021	Connie B	<p>I would like to add my thoughts as a local realtor in the area and a daughter of a developer. I feel that expanding the urban boundary would be a big mistake and it feels that there should be much more forward and creative thinking for the benefit of our environment and our children.</p> <p>As a realtor of 20 years I know many buyers who would prefer to live in a much smaller and more affordable property in the city rather than travel to work from 30-45 mins away. They wouldn't be able to afford the proposed homes in Option 1. In addition, I also know of empty nesters and elderly people who welcome the idea of forwarding thinking living as is done in Europe and many other countries. Small homes/condos here in the summer months and a getaway to warmer weather in the winter. I include myself and my husband in that as well as many neighbours.</p> <p>My accountant would love a tiny home for him and his family and feels there are roadblocks to achieving that in our city. I hope to see a tiny home village of sorts in our city soon as there are many interested people out there and I applaud the movement towards this.</p> <p>When travelling through the Amazon rainforest 20 years ago I was surprised that a full 3 hours of my road trip only offered views of clear cut rainforest for cattle. I also was so pleasantly surprised by the way people in England and Mexico live within their community in small homes but know all of their neighbours, they live and eat healthy and have an interactive and enjoyable evening after work each day. Let's be part of a solution and set an example for other cities. I mention these things because they show the impact of our decisions and that how we live can affect the environment and our lifestyle/happiness.</p> <p>Our community is getting to a point where people start building gaming rooms in their basement and yet playgrounds are empty. Why are we catering to this lifestyle? People adjust and it's time they had a reason to. In all my travels and after living in 4 provinces, Hamilton shows the most promise I have seen in most cities I've seen and that is why I moved here 13 years ago. Please don't take the lazy route of doing the sprawl. Waterdown has become a sea of cookie cutter homes and cars. Is that what we want Hamilton to become???</p> <p>I love this city and the potential it holds. I just hope that our councillors can see the same amazing future that we have ahead of us. What about the tax dollars we can get from those smaller lots with mid to high density? Or the beautiful little parks and allies that can be created? And the pride that the less fortunate</p>

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			<p>members of our city will feel when they see that we are paying attention and care about what their neighbourhood looks like? People are ready for it and tourism dollars can be just around the corner if we do it right. Don't just listen to the few naysayers online who feel they need big homes and Hamilton is full of crack addicts. It's negative thinking that should be put to rest.</p> <p>It's definitely time to set an example for our kids and for the people that are watching us and what we choose to do. Thanks for your attention.</p>
75.	Aug 15 2021	Jane D	<p>I tried to read the documentation that was sent with your latest email but did find some of it difficult to follow: I would like to reiterate that I do not feel that Hamilton should be looking at an urban boundary expansion or an ambitious density plan. Areas that have already been designated for development should be controlled to include much more emphasis on green space within the developments, no new buildings within the city and its boundaries should be higher than five stories and alternate safe options to concrete in both buildings and walkways should be considered. there should be a mix of type of buildings and each (both residential and commercial) should either have a garden or access to a community garden and parks within walking distance. There should be more effort made to preserve natural areas. Governments can in part encourage this type of development by offering tax breaks for those who incorporate "green" in their developments. We are in danger of destroying our beautiful country and indeed the climate by allowing unchecked development and all levels of government, developers and individuals must by their actions and decisions being made now, leave our city in a better condition for future generations than how currently we find it.</p>
76.	Aug 15 2021	Lori C	<p>Hello. This a reminder that city councillors unanimously declared a climate emergency back in March of 2019. Please heed the dire warnings just released by the Intergovernmental Panel on Climate Change - the panel of the world's leading climate scientists - that has warned that urgent action to reduce greenhouse gas emissions is required to avert climate disaster. Based on the IPCC's warnings, now is the worst possible time to be sprawling Hamilton out into rural farmland.</p>
77.	Aug 15 2021	L M	<p>I am against Urban Expansion! We should clean up downtown Hamilton, clean up boarded store fronts and provide apartments for homeless or geared to income. We build new apartments for homeless and they turn</p>

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			<p>into slums!! That is part of my tax money. The Downtown is starting to look like slums and I hate to go downtown, there is also lots of crime and shady people. I don't feel protected.</p> <p>We should have some control when they move into these apartments that they maintain certain cleanliness and sanitation, regular check-up.</p>
78.	Aug 15 2021	Jennifer S	<p>Hi there I know you have a lot to do so I will try to make this short.</p> <p>Hamilton has a unique opportunity to set things right for the future of biodiversity, and life as we have been destroying it.</p> <p>The only way forward is to cut short the idea of monetary gain for reasons of happiness and fulfillment. This is not true, it isn't what's good for us. It's good to want to better ourselves and our children with work and ingenuity, but it's not helping them if we "prosper" by the old ways. It's hurting the very soil we stand on. Money is the bad guy here.</p> <p>Mindfulness is what's inside us.</p> <p>It's what our children crave.</p> <p>New builds and sprawl is on the uptick here and will take away naturalization from all of us. We will have to travel farther and farther to find find peace and an unencumbered skyline. Where the wild things are.</p> <p>Wilderness today lives in poverty, nowhere to go, no peace from people, not so with us. We have technology to make and grow food in a small space. (See Holland, I watched DW on YouTube, very informative) Wilderness only becomes sustainable and happy when it's left alone, and when we believe in it.</p> <p>Restrictions are the best and only way to invoke and invite creative ideas for people to prosper.</p> <p>Get your people on board, or soon their money will be dust.</p> <p>It's time.</p>
79.	Aug 14 2021	Ian B	<p>In my neighborhood, Ward 4, there is going to be construction of 1407 apartment style condos, at the old site of Brock University. This is exactly the type of construction that we need. It is on a main bus route on King Street. It is close to a plaza with groceries, a pharmacy, banks etc. It is so close to Rosedale Plaza people will find it easier to walk than drive. It will not require more sewer and water infrastructure and it is close to work for people in the industrial area or if they work on the mountain. The buildings will be 12 stories high, so the population will not be spread across valuable farmland. This also offers people in the neighborhood an opportunity to downsize into an apartment, which is in short supply around here. There are many places around Hamilton that have this potential. Through creative planning we can meet our growth goals rather than destroy our future. Things such as closing part of Barton to traffic (except buses and EMS), will encourage more shops,</p>

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			more trees, more activity and with all day trains to Hamilton people will be more inclined to move there. It will become the coolest neighborhood in Ontario, far more interesting than 3300 acres of townhouses. I suggest we change the name to the "Creative City" rather than "Ambitious City". Thanks for your time.
80.	Aug 14 2021	Barbara N	Please do not expand our urban boundaries. Climate change needs to be addressed and urban sprawl only makes things worse.
81.	Aug 14 2021	Isadora V	I am writing to express strong support towards densifying Hamilton. Build up, not out. This should justify better public transit, more interconnected greenspaces, and protect our watershed and food security. With less parking, and road congestion, public transit will be in demand and get better. Parking should be below ground anyway. Hamilton has many vacant lots and buildings, or parts of buildings. There is room for us all here if we more efficiently use the parts we have paved over already. I believe we have already paved too much. I want to see sprawl stopped, not reduced. We need soil to catch the rain and grown the trees that capture carbon. We need soil for resilience. Quality of life starts with the air we breathe and the ecosystem we live in.
82.	Aug 13 2021	Bill B	We here in Hamilton may have the lowest vaccine rates in Canada, could that be because of leadership? I think so. Please show that we are not leaderless an STOP the Urban Sprawl that only benefits developers and negatively affects all Hamiltonians.
83.	Aug 13, 2021	Mark C	I remain opposed to any option to expand boundary. I feel like the decision is baked, or even if council has the courage to think inward vs reward land speculators with greenspace and farmland, the province will not approve. At the very least, if the city is forced to expand boundary if should be done with the following non-negotiable conditions: 1. all new homes/neighbourhoods built must be net zero as a condition of issuing both development and building permits 2. all new neighbourhoods must be built using the CSA W204:19, which provides practical guidance on best practices for development of new communities. Adoption of the new standard would promote public safety and reduce potential flood damages.

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			<p>Who benefits from new standard?</p> <p>Home owners, municipalities, consultants, home builders, mortgage lenders, insurers, real estate brokers, building inspectors, water utilities</p> <p>Residential Building types: Detached; Semi-Detached; Row Houses; Mixed-use</p> <p>Flood hazards considered: Riverine; Overland; Storm and Sanitary Sewer Surcharge; Drainage System Failures; Groundwater Seepage</p> <p>Flooding from sudden and intense storms as a result of climate change is a major challenge for all levels of government.</p> <p>When you pave over open space, you reduce the water recharge areas needed to absorb overland flood waters and eliminate the opportunity to convert these areas to natural infrastructure.</p> <p>We have seen flooding first hand in Hamilton, as well as Burlington in recent years.</p> <p>I'd be interested to see 5 m lidar flood mapping for the proposed area, so any potential residents can know first hand that a property they may purchase will be at increased risk for flood.</p>
84.	Aug 13 2021	Wendy J	I say NO to urban expansion , enough has been done already, no more.
85.	Aug 12 2021	Mary Ann F	<p>My position remains firming at no border expansion. The latest warnings from the U.N. on climate change should give us all pause. We must protect the wetlands and farmlands from destruction.</p> <p>There are ample opportunities for growth within the city. The recent allowances for laneway homes and secondary dwellings within homes are a great start, as is taxing unoccupied homes. As a walker, it is easy to spot the many empty homes in Dundas. Westdale has so many lovely family homes that are used for student housing part of the year, perhaps the new rules on second dwellings will free up this great neighbourhood I have heard from many that office spaces are being reconfigured to a different model post covid. Many companies will be downsizing workspaces and along with that, less parking spaces will be needed.</p> <p>The wonderful condo projects along the lrt route could help to transform Hamilton into a world class city.</p>

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			Please stand firm on border expansion and make our beautiful city all that it can be
86.	Aug 12 2021	Walter	<p>More expansionary planning leads to more inefficient communities. As we know planners have created the most inefficient communities in human history over the last 60 years. These communities are unsustainable. Planners are not likely to get us out of this trend.</p> <p>People are now recognizing this reality and are speaking up. This is a message to our leaders to please consider other models for developing and creating sustainable communities. Of course this would include overhauling the current planning organization and bringing in people who understand how to create sustainable communities. It cannot be based solely upon an artificial human creation called the economy and otherwise known as economic development.</p> <p>The people that can create this change for the most part do not come out of modern planning schools.</p>
87.	Aug 12 2021	Susan S	Lots of vacant buildings in urban areas that could be converted to affordable housing. Save our farmland and rural areas please.
88.	Aug 12 2021	Evelyn A	<p>The increasing crush of development on our arable lands and waterways will lead to unsustainability for Hamiltonians as locally produced food is pushed further and further away behind the reach of walkers, cyclists, and public transit. Services' expansion would add to the burgeoning tax load that is becoming unreasonable. Species that live and thrive in our locale are threatened by unbridled development and outward sprawl.</p> <p>Say no to outward expansion and inward predation on our breathing spaces of park lands, urban forests, and farmlands.</p>
89.	Aug 12 2021	Bill V	<p>There are many other options which will fill the need and protect our children and grand childrens future. Please be responsible and take a look around.</p> <p>Make choices that will benefit us all.</p> <p>Let's clean up the parts of our city that could use it and put nice affordable housing within these boundaries. This continuous sprawl is not sustainable and we all know this.</p>

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90.	Aug 12 2021	Gail O	<p>If one thinks the lower city is something to be proud of, I suggest that one has never walked down Barton, or King streets, just to name two. Businesses will not return in droves to the lower city until there are citizens to purchase their wares. Or, put another way, until those old, unoccupied buildings (out of a book by Charles Dickens) are replaced with new family homes, apartment buildings and green spaces. An overall design plan of the lower city is needed.</p> <p>The Hamilton lower city could be truly beautiful and we could truly deserve the name “Ambitious City.” As a fibre artist, I prefer new material to old; the same as a developer would prefer a nice flat field to build houses on, rather than build in the lower city. We can all understand that. Developers need to be given incentives to entice them to improve our lower city. Let’s use what needs rejuvenating rather than farmland that we need to feed our growing population.</p> <p>The LRT will not attract businesses, only an influx of families will.</p> <p>The way it looks now, tourists travelling down Barton Street or King Street are not likely to be in a hurry to return. Let’s make the lower city attractive and populated with young families.</p> <p>Further, I am extremely distressed by what has happened at the corner of King and Queen streets. Two buildings that look like they were designed by architects from Russia. No redeeming features. No decent architect would want to admit they designed those block buildings. Ugly. Too high. I’m horrified that we will have to live with these two monstrosities for years to come.</p>
91.	Aug 12 2021	John B	<p>There are enough vacant or derelict buildings within the City of Hamilton boundaries that need renewal rather than destroying farmland surrounding the city. The City should provide incentives to developers to renew in the areas within the boundaries and put a moratorium on approving any development beyond that.</p>
92.	Aug 12 2021	Richard M	<p>Mankind: The ones that really have the power and the clout to save Earth. These are the greedy and dense. They need a reality check, and if that does not work, a swift kick in the head.</p> <p>Hire smart people.</p> <p>Create a he'll of a lot of green space!</p>

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93.	Aug 11 2021	Pierre A	The study is over a 50 year period. It seems to me that plans to rebuild new below the escarpment is close to 100% dependent on rising lake levels. I can't find a study regarding lake levels for Hamilton. Planning with a 100 year look ahead would be more appropriate.
94.	Aug 11 2021	Anne H	It is essential that Hamilton <u>avoid</u> urban sprawl into good quality farmland. There is already far too much sprawl in the countryside surrounding the city. The Hamilton-Niagara region contains some of the best farmland in North America, particularly fruit and vegetable production. It has been disappearing at an alarming rate. Hamilton needs to figure out how to get young families back into the urban and downtown neighbourhoods, intensify, and avoid prime farmland.
95.	Aug 11 2021	Chris R	Please....no expansion. Our grand children will thank us.
96.	Aug 11 2021	Heather P	I find it beyond disappointing that our local Government fails to listen to the very residents they claim to represent. WE DO NOT what the boundaries extended. Hamilton is failing it's most vulnerable as it is, every resident in LTC every child on the street and the growing number of homeless. They claim growth will provide more jobs, but this very council voted against a living wage, minimum wage earners can not afford to rent, or consider a mortgage. Shame on all the councillors, We say no to grow, fix your house first.
97.	Aug 11 2021	Jeanette L	Our greenbelt was put in place for a reason. The builders will never be satisfied until we're a concrete jungle. Is this what you want for the generations to come? I surely hope not. We need our green belt and farm lands, stop being greedy. Our generation has know the joy of going for a drive and seeing all our beautiful farms and fruit trees, animals in the field and the sheer joy of open green space.

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			Anyone who is looking for urban sprawl are very selfish individuals who don't have any consideration for our youth. Builders have had their way with council far too long, say NO to their requests they do not have our city's best interest at heart, their only looking at their bank accounts.
98.	Aug 11 2021	Maxim M	<p>I've been living in Hamilton for many years and learned about the plans to expand the Urban boundaries. I strongly oppose these plans. The quality of life in the city is gradually declining with the population growth. This is not sustainable. Loss of green land would make Hamilton less livable. The farmland and wildlife habitat has to be preserved.</p> <p>I'd like to know if the residents will be given a choice to express their opinion. How is the matter going to be decided? Is it going to be an open vote of the city council members? If so, would I be able to obtain names of those who participated in the votes along with their choices?</p>
99.	Aug 11 2021	Barbara S	Hamilton should use infill spaces to use as building sites. Before any thought of expanding, land inside Hamilton must be used.
100.	Aug 11 2021	Sheila S	Please do not go ahead with advancing “city buildings“- housing or otherwise- into green space. In light of a CODE RED for our precious planet, it only makes sense to stop urban sprawl of any and all kind.
101.	Aug 11 2021	C M	<p>My time on this big blue marble is quite limited. I will not see an end to urban sprawl in my lifetime. But I can certainly lend my voice to the many others who oppose the expansion of Hamilton and the overtaking of surrounding farmlands, wetlands, and other environmentally sensitive lands. What more can I do to stop this? I'm sick to think of this city when I am no longer here to appreciate what a beautiful place it could be for my children's children and their children. Can we for once not consider the monetary gain no for a few select.</p>
102.	Aug 10 2021	Subhas G	I strongly support the stopping of urban sprawl and the protection of farmland by not building more houses on farmland.

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103.	Aug 10 2021	Joanna G	<p>I am a resident of Ancaster and a concerned party regarding the proposed Urban Boundary Expansion.</p> <p>I would like to register my formal opposition to such an expansion. Many parts of the country are experiencing urban sprawl, which has multiple negative impacts on the environment. This area is home to some of the best farmland in the country – in a world where we see increased demands on farms due to higher population and the impending Canada Clean Fuels Standard, I cannot support removing this precious resource. Of course, we must also consider the impacts on wildlife habitats, climate change and stress on existing infrastructure that this would have. We need to be smarter with our land instead of continuing to mindlessly expand urban boundaries which is the easiest option. I encourage you to reevaluate the proposal and move in the direction which will preserve our farmland – although not the easier of the two solutions it is certainly the more sustainable one. Now is the time to act smartly and preserve farmland for future generations.</p> <p>I would like to understand what options have been looked at for repurposing EXISTING land within the Ancaster/Hamilton area to accommodate our increasing population. I would also like to understand where we propose to 'move' this farmland should the urban boundary be expanded; as expressed earlier we will continue to see an increased demand for farmland...I expect folks are assuming we will deforest to make up the difference – an unacceptable solution.</p>
104.	Aug 9 2021	James W	<p>I believe that it is important for Hamilton to grow within it's limits rather than through urban boundary expansion. Limiting growth to within current boundary is better for residents and better for the environment by enabling residents to live in walkable and bussable neighbourhoods rather than car-centric developments.</p> <p>Environmental concerns ought to be at the forefront of the city's decision making. Climate change is real, occurring now, and will only get worse if the city prioritizes expansion over density.</p>
105.	Aug 7 2021	James F	<p>I am for expansion into countryside. I would like expansion to follow the city recommendations that was done 4 years .stop making changes and get something done. You installed a Two Billion Dollar sewer that can only be paid for if you expand the boundaries. Stop lying to the people .You expand the boundaries and you get the funding for the LRT .Everyone is happy.</p>
106.	Aug 7 2021	Alan T	<p>Any proposal to achieve growth by boundary expansion is short-sighted to say the least. There are plenty of areas where intensification would achieve growth and make the City more walkable and less reliant on cars by building a sensible transit system.</p>
107.	Aug 7 2021	Susan P	<p>I fail to see the reasons behind expanding the boundaries of Hamilton when most often homes on the current boundaries are people coming from "outside" of our area - mainly Toronto. Local people of Hamilton need</p>

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#	Date:	Name:	Comment:
			<p>"affordable housing" within the existing area. These are mostly 1st time home buyers....younger people looking to afford their first home.</p> <p>The <u>demands</u> people make on the city to grow and expand are at exceptionally high credit limits because of "I WANT" preferences. At some point we all have to accept the fact we can't always have what WE WANT. Each younger generation is asking for more because that is what they have grown up within. They can't afford it.....but they WANT IT.</p> <p>The need for keeping up with the Jones's is exceeding the limits of Mother Earth. Building plough down fields of scrub brush displacing animals, removing trees that prove oxygen and keep the earth from eroding.</p> <p>The Niagara Escarpment is fragile as it is. Tourists now flood the natural areas caused by extensive advertisement. Everyone has a cell phone with a camera and they all need that perfect shot so they step outside of the trails and further destroy habitat.</p> <p>The larger the lot, the more people will build on it. Meaning, paved driveways, pools and houses that leave little room for gardens and grass to absorb rain water. Our storms are noticeably more fierce so overflow ponds have to be built instead of feeding the natural water tables below. Wetlands are destroyed with urban expansion.</p> <p>We need to be mindful of the ecosystem in place will not be there in 50 years because "WE WANT MORE" and Hamilton can't service what it has with police force especially.</p> <p>I say NO MORE EXPANSION of urban boundaries. The small towns and villages have much pride in the areas we live and we won't have these if urban expansion continues at the rate it is wanting to push. We have already notice changes from building growth just above us. The builder grows his/her income at what expense to Mother Earth and existing tax payers??</p>
108.	Aug 6 2021	Peter V	<p>It is a "no-brainer" to expand the urban boundary to accommodate Hamilton's future growth. The targeted whitebelt areas meet the various expansion criteria as previously spelled out. Particularly the Twenty Road East land.</p> <p>We look forward to getting to the next stage of this process.</p>

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109.	Aug 6 2021	Herb F	In my opinion: The Urban Boundary Expansion is the best Option to accommodate the anticipated growth in the greater Hamilton area. Stay away from over intensification. It will create future social problems.
110.	Aug 5 2021	Sarah D	<p>Truthfully, I'm a little irritated driving around town and seeing "No urban boundary expansion" signs on people's lawn. This is unrealistic. To think that a city of any size isn't going to inevitably expand is ridiculous and these expansions must be planned for. These are the same people that will be the first to complain about overpopulation, traffic congestion and not enough reasonably priced homes when things inevitably expand with or without these discussions.</p> <p>That being said, shame on you guys for sending out this rinky dink one page flyer with nowhere near enough data to make an informed decision. If people are going to weigh in on expansion over farmland which seems to be their primary concern, don't you think before they join one camp or another they would need to know your plan? This type of flyer is only going to create fear and anger.</p> <p>For this email I will speak for myself and say obviously we are going to expand eventually but I want to know how much of this land being proposed will be used for what? Condo's? Townhouses? Smaller, more affordable detached homes? How many of each or any of these? Then of course, these people will require shopping centers, transit, parks, rec centers etc.</p> <p>Option 1 proposes 28,660 new housing units. At approx. 2.5 people per family unit that's approx. 71,650 people. That's a lot of people. If you have an idea of the current expansion plan, before I stand behind either option, I would be very interested in reviewing it.</p>
111.	Aug 5 2021	Susan P	<p>I don't understand why we have to expand our area to satisfy the needs of people moving from Toronto?? Homes that are up for sale in my area are quickly scooped up (most often overbidding the selling price). People coming from areas related to Toronto are not familiar with caring for the properties; don't understand water conservation when you rely on a well or lay of the land when living on the escarpment.</p> <p>So why do we have to expand into natural habitat for birds and animals or reduce farmland to accommodate more coming from outside of the area??</p>

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			<p>We need affordable housing for our own people in Hamilton and surrounding areas and there are plenty of sites that could be "repurposed"!!!</p> <p>We are overpopulating the earth and continue to say yes to building more and bigger when in fact we should be saying let's stop crowding outlying areas with more pavement and houses. Mother Earth is not going to be here forever at this rate.</p> <p>I'm totally against urban expansion at the expense of giving up fertile farm land.</p>
112.	Aug 3 2021	Anne W	<p>You will have received many reasons why Hamilton's current urban boundary need not be expanded to accommodate the expected population growth in this area over the next thirty years. These include the wise use of existing, unused land within the boundary bearing in mind set backs from the streets for trees and green space. You will surely already have considered ways to Intensify housing in areas already developed.</p> <p>A major concern for all of us is for food security as the ever diminishing land upon which farmers grow our food, is either being taken over for development or is threatened as is the case with this latest discussion about expanding the urban boundary.</p> <p>Right now much of our food is imported. With Climate Change threatening the production of those foods coming from other countries, the increased transportation costs which also contributes to the climate crisis, the surge of public opinion to protect the farm land and the natural world, I trust that you will do what is right and not expand Hamilton's urban boundary.</p> <p>Once it is gone, it is gone!</p>
113.	July 30 2021	Sherry C	<p>Although I do not live in these areas of concern indicated on the PDF's , I sympathize with these residences. I too believe that the greenfield lands should not be encroached upon. We need farmland, vinelands and green space to remain intact. There is enough vacant building properties that could be repurposed. I believe that there is a need for more single family houses, especially in my area. I hope that city council really listens to the concerns of the people.</p>

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114.	July 24 2021	Ilana G	<p>Before expanding the boundary of the City of Hamilton and allowing mass subdivision building to eat up precious farmland and green space, please rebuild in the core of the city. There is so much land that needs to be rebuilt along Barton and Cannon Streets, King Street East, Main Street East. Developers can bring back beauty, green space, parks, commerce, offices into these areas. The developers should also be required to have a percentage of their buildings to allow for lower income or subsidized housing to be able to have diversified neighbourhoods and options and availability for housing for those in our community who need it and may be or are being displaced by developers repurposing, updating or rebuilding buildings they are already in - as being widely reported in the Spectator.</p> <p>These areas of the city already have infrastructure available to connect to or update while buildings are being built, bus and transit lines are already there, and it is easy to connect to GO transit. Proper bike lanes can also be built while rebuilding in these areas. These neighbourhoods can support individual homes, town housing, and multi levelled buildings - homes for all kinds of family sizes and incomes. Building outside of the existing city boundary will only bring more cars, traffic, air pollution and is not healthy city planning. There is no rapid transit from the mountain to the south ends of Hamilton into the city so accessing public transit like GO is difficult and very time consuming. Hamilton has chosen to invest billions in light rail transit for a short distance east west when really Hamilton needs light rail/rapid transit north-south to improve traffic flow in our City. Insist that development happen where development has and is already existing and improve neighbourhoods that are so run down. Return those neighbourhoods to the beautiful hubs that they were.</p> <p>It may be easier and cheaper for developers to chew up new land but it is a huge expense for the taxpayers and residents of the city. It may be harder or more expensive to rebuild and develop within the City but let us insist that we exhaust all options of building within the city boundary before we allow expanding the city boundary.</p> <p>I would also encourage the Planning Department to demand that the units in high rise buildings that they are building be larger in square footage per unit. Their goal is to cram as many units into a building to increase profits for the development. What they are building as two and three bedroom apartments/condos are largely under 1000 square feet and often have only one occasionally two windows in the unit - hardly a space that would encourage the family housing that you are wanting to attract or are expecting the city of Hamilton to attract in future decades. This will reduce the number of units permitted in new development but will help to reduce over densification in neighbourhoods. We need families to repopulate our existing schools and rec centres and desirable units/homes for them to want to move into.</p>

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			<p>How sad it is also to feel that City Council does not help existing neighbourhoods to have a greater influence in what they would like to see built in their neighbourhoods instead of bowing to the pressure that developers are putting on City Council to approve inappropriate sized buildings and population density in existing neighbourhoods. Projects can be built but these must be scaled down. There has to be greater compromise with the developers as they rebuild in our communities and neighbourhoods. We have lost confidence in our council members who are attracted with the lure of development and not valuing the needs and concerns of neighbourhood members. There are serious concerns regarding overfill, over densification, increased air pollution, over intensification of traffic, loss of green space, forested areas and trees that are crucial for ground absorption of water runoff and air quality. So many of these buildings go against reports of environmental and conservation reports.</p> <p>Columbia College building on Longwood is a good example Against conservation authorities warnings they are continuing with their plan to infill part of the ravine to build their tower buildings. This is not safe. City Council of Hamilton ignored this warning and their comment was only that Columbia could build at their own risk!! How can City Council still approve this building with risk of collapse after what the world just witnessed in Florida with the Surfside Condo collapse.</p> <p>I urge City Council and the City of Hamilton planning department to advocate for the residents of Hamilton to ensure that developers applying to build in our city build attractive buildings to be in concert with the neighbourhood that they will build in.</p>
115.	July 24 2021	Alondra M	<p>Thank-you for asking the community about how they would prefer to see the city grow within the next 30 years. Although I am new to Hamilton, I have passion for urban planning and economic growth within Canada and our communities.</p> <p>I have a suggestion that would not completely replace option one and two, but it could limit the need for both to a certain extent. I would like to propose turning Jackson square and other vacant, or almost vacant buildings (Barton st., old condos, apartments and houses), into low-income housing. Other cities have turned partial, or entire malls into apartments. One example is Avalon Alderwood Mall in Seattle https://www.bloomberg.com/news/articles/2020-06-30/a-case-for-turning-empty-malls-into-housing They kept</p>

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			<p>the bottom floor as stores, pharmacies etc. and turned the top floor into housing, thus creating a micro-economy while simultaneously reviving downtown.</p> <p>This combined with more initiatives for flippers (re-doing older houses and buildings that need work), would lessen the need for high rises and urban expansion into rural areas.</p> <p>Although expansion is inevitable, I would love to see Hamilton take note of the mistakes made in other city centres and avoid them. (ex. glass high rises carbon footprint and reflection of heat onto the city https://www.theguardian.com/environment/2019/jul/28/ban-all-glass-skscrapers-to-save-energy-in-climate-crisis, "wind tunnels" in downtown Toronto leading to fast spread of fires. https://www.cbc.ca/news/canada/toronto/wind-toronto-buildings-skyscrapers-construction-1.5079986)</p> <p>Thank-you very much for taking the time to read this. I look forward to more encouragement of communication between public officials and the community.</p>
116.	July 22 2021	Carmen C	<p>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:</p> <p>“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.</p> <p>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.</p>

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			<p>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.”</p> <p>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 ...”</p> <p>My questions are:</p> <p>1-What percentage of our population was sent the surveys, how do you know who actually got them, number of responses?</p> <p>2-Where is our present green belt protection boundary? How is it protected and enforced?</p> <p>3-Why should Hamilton grow to 236,000 more people by 2051? Pg/ 1/2</p> <p>I am respectfully requesting that we need more time and proper public consultations to discuss this very important issue.</p> <p>Some concerns that came to mind were:</p> <ul style="list-style-type: none"> - 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”

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#	Date:	Name:	Comment:
			<ul style="list-style-type: none"> - 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 <p>I am sure there are many more concerns but given short time to respond please accept my present submission</p>
117.	July 20 2021	Gail J	I beg of you to stop reducing our farm and rural space. Some time ago The Hamilton Spectator showed a photo of upper James St. redeveloped with a boulevard, storefronts and apartments above, it was compact and very attractive. Please consider more of the same all over our wonderful city.
118.	July 19 2021	Helen M	“We believe that our municipality needs to be strongly committed to urban intensification and increasing density in greenfield (suburban) areas within the urban boundary, to avoid opening the door to more and larger urban boundary that will be damaging to the environment. Our greenbelt should not be for sale to housing and commercial developers. We need this land for growing food and increasing and restoring biodiversity”.
119.	July 17 2021	Alexander D	<p>I am responding to the request for citizen input about how the city should try to accommodate an increase in population. I believe that the questionnaire is simplistic, and the results will not be valuable. We elect officials to study matters, so that informed decisions can be made. Citizen input is desirable, but this should be obtained in a more thoughtful manner than simply giving two options with no arguments for and against each option.</p> <p>As Vice-president (Administration) at McMaster, I had a significant role in planning the physical structure and lay-out the campus. Following that I was a vice-president at The American University in Cairo (AUC) at a time when we were planning to build a completely new campus to replace our cramped quarters. The latter experience was particularly instructive.</p> <p>As a result, I believe that city council and its planners should spend time considering what challenges and opportunities face both humankind and the city. As a result of this exercise, the next step should be to prepare overall objectives, and some of the options to achieve these. There should also be some visioning about what kind of city we wish to hand down to our children and grandchildren, because I for one shall not be here in 2051.</p>

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			<p>The biggest challenge facing society is climate change, and the physical lay-out of our cities can have both positive and negative affects. Another significant challenge is to achieve greater social cohesion and reduce the increasing divides that we see in incomes, social inclusion, health, political views, etc. We also need to deal with the increasing difficulty that many, including the young and those of fewer means, have in finding suitable accommodation. If our leaders spend time considering our challenges and opportunities, I believe that they can develop a more comprehensive list than I suggest below. It is probable that some objectives may not be fully compatible, and so difficult and thoughtful choices will need to be made.</p> <p>Given the primary challenge of climate change, we have to preserve land, wetlands and natural areas that serve as carbon sinks, reduce the travel for work and other activities, and increase density. To stop the sprawl, we need to rethink traditional zoning to permit an increase in the number of people living in a dwelling or on a plot of land, and to have more mixed use.</p> <p>Our planning studies at AUC revealed that in the most livable cities most buildings are limited to no more than five or six floors. Once one exceeds that height there is less social cohesion, and more alienation and loneliness. When I lived in Cairo, it was common for buildings to have mixed occupancy of businesses on lower floors and residences above. This means that one could make purchases locally and there was life in areas where commerce existed rather than creating city centers that are dead in the evenings and nights. For social cohesion there should be access to places where people can mingle; traditionally such needs were met by village greens, plazas, shared gardens and parks. When I lived in London, England, our apartment building had a communal garden at the back, and there were shared gardens for many who lived in five or six-floor building in Georgian squares.</p> <p>One can look locally at some good and bad examples. In Hamilton, Westdale was built as a community with a center and accommodation that served different groups in society with multi-level buildings near the core and both small and large houses. There were also employment opportunities. An example locally of what not to do can be seen in Aldershot, Burlington, where a large shopping plaza was closed and multi-level buildings were erected; a result is that people have to travel to Waterdown, Hamilton or near the QEW for regular grocery shopping, thereby increasing car usage.</p> <p>My suggestions are not a comprehensive list; rather I am trying to suggest that different options exist for those with more professional expertise, experience or knowledge to explore and develop. The planning process must</p>

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#	Date:	Name:	Comment:
			<p>be driven by clear objectives that address the major challenges and opportunities that we face. This does mean rethinking some of our past approaches and more flexibility.</p> <p>In short, we need to reduce our production of carbon, but at the same time improve the quality of life and provide more opportunities for social cohesion. Higher density with opportunities for social interaction and recreation should be used. If I were forced to answer the bifurcated questionnaire, I would have to vote for no expansion.</p>
120.	July 15 2021	Paul S	<p>I have a few comments on the growth options which cannot be accommodated in the mail in questionnaire. The Growth Plan projections have a reputation for being very optimistic as demonstrated in previous versions of the Growth Plan.</p> <p>The latest Growth Plan population projections and allocations per municipality were completed prior to the Covid 19 pandemic and the latest housing boom in Hamilton, making it one of the least affordable cities to live in. Has the changing settlement patterns, e.g. moving to smaller municipalities for more affordable housing coupled with the increased ability to work from home been taken into account?</p> <p>The pandemic showed the higher density housing, especially high-rise developments, which rely on restricted access like elevators, seem to have a higher rate of cases and outbreaks. It would seem that lower rise intensification (gentle intensification) would be more appropriate and reduce the health risks associated with very high buildings. (Unfortunately, I expect there is less financial benefits for lower rise buildings.) The lower rise intensification also would be more compatible with existing lands uses, yet still achieve intensification targets. The lower rise intensification could also provide more affordable housing.</p> <p>Given the above I believe some modest increase in the urban area will be needed in order to provide a range of housing types and avoid an over abundance of incompatible very high rise buildings, e.g. over 8-12 storeys. Hope these comments are of some help.</p>
121.	July 15 2021	Rick J	<p>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</p>

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			<p>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.</p> <p>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.</p> <p>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</p>

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			<p>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!</p> <p>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</p>

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#	Date:	Name:	Comment:
			<p>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.</p> <p>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.</p> <p>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</p>

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			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.
122.	July 15 2021	Geoff A	<p>You indicate that intensification will reduce the need for additional greenfield lands. Have you investigated the negative impacts that intensification will produce? Specifically, the increase in crime rate that has been documented to occur in higher density environments.</p> <p>Also, have studies been done to determine what type of housing the actual taxpayers would like?</p> <p>Given the likely changes to areas suitable for agriculture due to climate warming, have studies been done to estimate the amount of arable land in Ontario say fifty years in the future and what population that land could support? My guess is that arable land may in fact increase over the present.</p>
123.	July 14 2021	Michael A	<p>At a certain point in time, Hamilton will have to impose a maximum population growth target. The City cannot simply grow in population and expand into the wilderness forever.</p> <p>My question is, "What is the maximum number of people who will be living in The City of Hamilton?"</p>
124.	July 8 2021	Steve M	We don't have enough infrastructure in Hamilton to keep building condo, strip malls etc. The roads we have now are packed with traffic they can't take much more. We are also losing farm land, how are we going to feed the residents we have now?
125.	July 6 2021	Steve W	<p>Came across this amazing transport-aero-lift website airship https://skylite.aero. Check out the In a nutshell and other options.</p> <p>It can carry up to 1000 metric tons or 600 passengers.</p> <p>It needs no airports or runways, and can land on unimproved fields without a ground crew.</p> <p>Hamilton (if it halts expansion) would have several plots of land that would serve as landing or lift off points.</p> <p>Join the vision of environmentally sound transportation.</p>

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			Please share with City Councillors.
126.	July 5 2021	Harry D	I am in favour of first limiting the urban boundary until all available land within the current boundaries are exhausted. But in doing so there needs to be some basic conditions, one of which would need to be that every resident has is required to have a certain amount of green space allotted to them. Ideally on the place of residency or within, say, 1 kilometer. That is not the case with the 2 retirement/condo buildings across from each other on Hwy 53/Rymal and Garth Streets. There is grass at their building fronts but only paved parking lots behind them. That absence of green landscape should not be permitted. I hope future planning of the Airport Development Lands will not allow the erection of any housing units, in that name of helping housing shortages, without a defined green space per person who may come to live there.
127.	July 4 2021	Harry S	<p>We are two biostatisticians at McMaster University, who have conducted numerous surveys. We have seen the survey of households in Hamilton asking residents for their views on how the city should grow. We have a number of concerns about the survey design, and we are volunteering to help look at how these problems might be dealt with.</p> <p>The problems we see include the following:</p> <ol style="list-style-type: none"> 1. The survey arrived in mailboxes as one sheet of folded paper. The outside gives no indication that it is an official City survey. It looks like junk mail. 2. The survey describes two questions. Question 1 asks how much growth can be planned within existing boundaries. Question 2 asks how much growth should be planned outside current boundaries. Residents are then asked to make a choice. Option 1 is to plan some growth outside the boundaries. Option 2 plans for all growth within current boundaries. So options 1 and 2 are reversed from the way they are described in the earlier questions. This inconsistency is liable to cause confusion. 3. Option 1 is labelled "Ambitious Density." The word Ambitious implies a value judgement. Using it violates basic principles of survey design. Option 2 is simply labelled "No urban expansion" which is objective, as Option 1 should have been. Given the positive connotations of 'Ambitious,' this is likely to bias the responses towards Option 1. 4. A further concern is who can and should complete the survey. Is it the household, each adult in the household, or all people in the household including children? The GRIDS website says that the survey is to 'ensure that all residents of the City of Hamilton have an opportunity to voice an opinion.' What if the

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			<p>occupants of a household disagree? It will not be possible to get all residents' views since each household has only one copy of the survey, and the survey form does not state that choices can be submitted by email.</p> <p>5. One of us [HSS] spoke with Heather Travis by phone. She noted that there were limitations for the staff conducting the survey based on the instructions from city Council and the pandemic. We understand these difficulties. She also stated that households with a "No Junk Mail" stick on the mailbox would not receive the survey. If, as we expect, such households are more environmentally concerned and likely to choose Option 2, this is a further bias towards Option 1. As well, it contradicts the City's claim that all households will receive the survey.</p> <p>6. Heather Travis also noted that those households could submit a choice by email. [She subsequently sent one of us, HSS, a copy of the survey, for which we thank her.] This requires people to know about the survey, other than through the City's mailout. It also means that people could submit both a paper form and an email response, and it is impossible to distinguish 'valid' email choices from repeat votes. Presumably because of this, Heather Travis also stated that results submitted by email would be reported separately from those submitted on paper when the city staff report results to the Council, and that the reason would be explained in the report. This would partially, but not fully, deal with the problem.</p> <p>As we noted above, we are volunteering to explore with you how these concerns might be dealt with. We hope you will take up our offer. Given the timeline for the survey, we look forward to you rapid response.</p>
128.	Michelle H	June 25 2021	<p>I'm writing to express my thoughts and feelings of this card.</p> <p>I'm assuming that this presentation was created by a consultant.</p> <p>It is pretty lame and the choices given definitely do not allow for the voices of those struggling either homeless or nearly unhoused to be heard.</p> <p>No where in this exercise is the call for social housing and the language of affordable housing is vague and has multiple definitions, thus making housing unaffordable for the working class and others struggling in low income.</p> <p>My suggestion is building little houses which would include some green space to have a garden to grow food and flowers opposed to being stuffed into a little box.</p>

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#	Date:	Name:	Comment:
			<p>I was listening to The Shift, Shane Hewitt had a guest on who talked about building little houses which include new technology for bathroom etc which could be purchased for around \$25,000.</p> <p>I am not a advocate that says take more of green belt space and I'm not an advocate that allows for for profit developers and their greed to create housing that leaves out at least one third of the population.</p> <p>Your survey lacks insight and definitely does not allow for the people to speak. Covid has shown great canyons and as city council and other community meetings have moved online, those who lack resources to engage in zoom meetings is very concerning.</p> <p>These are my thoughts and feelings.</p>
129.	June 25 2021	Susan C	<p>I am a ward 8 constituent. I appreciated the attempt to engage Hamiltonians in the decisions around urban growth and intensification. However, I have several major concerns about the use of a mail survey to 'all households' in Hamilton:</p> <p>There is one survey in our mailbox. For a multi adult household this means that only one of us get a voice. Is it meant to be 1950 and the 'head' of my household has the privilege of having a voice, are we meant to debate and come to consensus as a household? This survey will silence many young adults who still live at home, or have returned home in the pandemic - who may have very different opinions than their parents.</p> <p>The concept of household privileges home owners and renters, or those in stable housing, and leaves out the many people during this pandemic especially in uncertain and temporary housing, shared accommodations, living with family or friends temporarily. For example were multiple surveys dropped off at student housing? This privileges rural communities where there is majority single family dwellings and less congregate housing.</p> <p>One survey per household literally silences the younger people in this community. Many adults 18 to 25 live with their parents - this is no way should mean they do not have a voice about the future that they will be living in. One could in fact make an argu that those under 30 are perhaps the most important voices for something that will directly impact them and not those of us securely housed and settled. This age group is also the least likely to use mail and the most likely to engage through social media etc.</p>

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			<p>I can find no reference to accessibility for this survey. It is inaccessible to the visually impaired, who rely on voice technology to complete forms etc., to any person whose disability prevents them from easily filling out a paper form, or transporting the form to a mail box, to any one whose first language is French, to anyone whose command of written English is less strong than using voice technology to have the statements read to them;</p> <p>The only demographic collected is postal code? You will have literally no idea if this survey reflected Hamiltonians with even the minimal demographic of age. This risks an outsized response by one demographic over others. My Ward is huge and we are not monolithic.</p> <p>The survey does not immediately look like it came from the city - I have talked to neighbours who assumed it was junk mail and did not even read it. You have to literally unfold it to see a small city logo on the mail in portion. it looks like mail from MCR GRIDS - which will mean nothing to most people. Mail in surveys are known to have the lowest return rate.</p> <p>The survey itself is confusing and took several read throughs to understand. It is a jumbled amount of information.</p> <p>I am extremely concerned that is survey is a performative action to be able to say Hamiltonians were consulted, but has been sent out in a way that is significantly biased as to who will respond.</p>
130.	June 25 2021	Jen K	<p>I have completed the survey and submitted my comments, but wanted to ensure that my strong opposition to any urban boundary expansion was noted.</p> <p>It is both environmentally irresponsible and reprehensible to continue to destroy green fields to sprawl our outward boundaries. In the midst of an acknowledged climate crisis, that this is even a consideration is unbelievable- especially when we have the ability to increase our density within our existing borders.</p> <p>The infrastructure and environmental debt that would be created by outward sprawl in the name of profits would be incredibly harmful to Hamilton and future generations.</p> <p>Seriously, stop paving over paradise. We have enough parking lots that we can reclaim to achieve our housing needs as Hamilton grows.</p>

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131.	June 24 2021	Chris N	<p>It's preposterous to distribute a general survey on complex urban planning strategies to non-specialists. There are so many regulations and technical studies that constrain choices that to offer two options (with a third open to non-specialist suggestions) smacks of manipulation of data before the fact.</p> <p>The survey options, as presented, misrepresent the controversy and the outcome. It's not a simple matter of whether the city should expand beyond its current urban boundary or not; the controversy is that the expansion will consume a lot of productive farmland (Although the environmentalists and others of that ilk do not say if the affected farmland is significantly productive).</p> <p>It is also a misrepresentation to say that zero hectares of land will be required under Option 2 (playing with the term "Urban expansion land") rather than indicate how much land will be required for development WITHIN the current boundaries. You won't convince me that 110,000 new housing units won't require any land. Development within and outside the current urban boundary will definitely occur so limiting the choices to 'in or out' is non-sensical.</p> <p>The biggest limitation is that there is no consideration as to what either option will look like. Planners are not providing options on the shape of new communities. People prefer village-like neighbourhoods that contain: shops, cafes, banks, schools, services, etc., all within walking distance. If one of your goals is to reduce the carbon footprint, you need to plan communities so that people don't have to get in a car or on a bus just to get a bag of milk.</p> <p>Look at the developments of Mount Hope, Hamilton Drive off Garner Road, and even the business park down Tradewinds Drive. They weren't planned to allow people to walk to the store, bank, restaurant, schools, shops.... Everyone has to keep driving everywhere. The big box stores lobbied the cities to prevent local stores from opening near people's homes.</p> <p>I'm still studying these proposals and looking at all the open land within the city boundary. But why worry about Hamilton as a city? Why not plan integrated communities as far away as Hagersville and concentrate on rapid transit and beautified road networks?</p> <p>There are other factors I'm looking at but these studies take years:</p>

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#	Date:	Name:	Comment:
			<p>The city has no control over the causes of demographic growth (Immigration). Therefore, unemployment and underemployment will continue to plague an economy driven by inequitable incomes.</p> <p>Property tax needs to be converted to a progressive system.</p> <p>A two kilometre buffer is needed around the airport (Too late).</p> <p>There are a dozen golf courses in the immediate environs.</p> <p>You can hire any consultant firm you like but they will all follow the normative template. They do not have the time, imagination, or inclination to develop innovative urban communities.</p>
132.	June 24 2021	Peter B	<p>Raze several blocks of blighted city land and prepare for redevelopment. What is the cost and what can be generated..</p> <p>Can't consider 1 and 2 until we have an answer to my question.</p>
133.	June 24 2021	Sherri G	<p>I am not qualified to make an informed decision regarding this issue. However, there are so many areas in Hamilton that the properties are not being utilized effectively. For example, all along Barton St. there are many old, unkept vacant buildings. These could be raised and redeveloped into residential housing to save our greenfield land.</p>
134.	June 24 2021	E G	<p>While I am against urban growth, I am in favour of the City cleaning up and re-using what they already have. The downtown, east-end, and the north are terrible. The City had no issue with MetroLinx gobbling up people's homes for a track that hasn't even been officially approved. They shouldn't have any issue with a Developer doing the same in these areas to knock them down and put up homes and apartments of various pricing. And then they will have a city that actually looks nice.</p>
135.	June 24 2021	Sam M	<p>I suggest that if Eisenberger is hell-bent on shoving LRT down our throats, that he focus on building new hi-rise condos and apartments along King St. from Eastgate to McMaster instead of ruining our rural areas. He has expropriated millions of dollars of properties on this route already with our tax dollars!</p>

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			His goal is to have everyone sell their cars and take public transit. Yeah, right. This city is dead in the inner core and thriving in the suburbs. What better way to fulfil his pie-in-the-sky dream than to build thousands of high density units along the LRT route!!!
136.	June 24 2021	Annette S	Thanks very much for your quick response. Unfortunately, none of the options presented are ideal, for obvious reasons. Hopefully the City will not experience the growth currently projected. If so, I am hoping the City can come up with a reasonable alternative that will help protect our environment as well as our current residents.

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Public Comment Summary – Property Specific Comments / Requests

Whitebelt Lands – Residential

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1	July 27 2017	J Farber	Twenty Rd W	<p>We are the solicitors for the Twenty Road West Landowners Group, owners of lands south of Twenty Road, between Upper James and Glancaster.</p> <p>The southerly portion of the Twenty Road block is currently designated as employment lands within the AEGD Secondary Plan, with the northerly portion designated rural as part of the “Whitebelt”. In the context of the Employment Land Review and GRIDS2 our client is currently preparing and will be submitting detailed block planning concepts for the proposed development of the north portion of the block including for residential, commercial and employment uses in contemplation of an urban boundary extension.</p> <p>In connection with the detailed design planning for the Twenty Road West block, our clients will be proposing certain modifications to the existing boundary of the employment area designations within the AEGD in order to conform to proposed road patterns, storm water pond locations, environmental constraints, airport noise contour lines; and land budget and density matters resulting from the recently released Provincial Growth Plan. In addition, we are unable to understand the basis for the City’s stated intention to not consider conversion requests within the AEGD. Furthermore, we are of the view that the City would not be fulfilling the requirements of a Municipal Comprehensive Review if it were to exclude certain lands from the analysis. We trust that the City will not prejudice or foreclose consideration of our clients proposed block planning concepts including modification of the existing AEGD boundaries within the Twenty Road West block.</p> <p>Finally, the Twenty Road West Landowners Group has engaged MGP (Lee Parsons and Lincoln Lo) for the purposes of participation in the City’s land budget and growth option evaluation to occur in the context of the MCR/GRIDS2. We are concerned that this critical planning initiative is being undertaken without sufficient participation and input from the key stakeholders. As a first step, we would ask that our consultants be provided an opportunity to meet with staff to discuss the MCR/GRIDS2 process so that our consultants are able to provide advice and recommendations to our clients and so that we are able to make the appropriate submissions on behalf of our clients before the deadline of September 15, 2017. We are aware that Public Consultation events will be held in the fall of 2017, but this will be too late to assist us in completing our September submission.</p>

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2	June 13 2018	D Anderson (MHBC)	7700 Twenty Rd E	<p>As you may know, MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) was retained by 456941 Ontario Ltd., 1263339 Ontario Ltd. and Lea Silvestri (hereinafter referred to as “the Owner” or “Silvestri Investments”) in June 2015 to provide independent professional advice on land use planning and the appropriate policies pertaining to Silvestri Investment’s lands.</p> <p>Silvestri Investments owns a 20 ha (49 acre) parcel of land located on the north side of Twenty Road East, between Twenty Road East and the Hydro One Corridor, west of Miles Road and east of Homebrook Drive, known as 7700 Twenty Road East (the “Subject Lands”) in the City of Hamilton. The Subject Lands are located adjacent to and immediately south of the current City of Hamilton Urban Boundary.</p> <p>The following letter provides a brief history of the Subject Lands and summarizes the work undertaken to date to advance the Subject Lands to allow for their future development via consideration of their inclusion as part of the City’s Urban Boundary. In this regard, a comprehensive Planning Justification Report and technical reports were prepared for the Subject Lands in support of their inclusion within the City’s Urban Area Boundary. These reports were formally submitted to the City of Hamilton Department of Planning and Development in November 2017. We also recently submitted these materials for consideration as part of a Formal Consultation meeting.</p> <p>Background History</p> <p>As you know, the City of Hamilton Urban Official Plan and Rural Official Plan were adopted by City of Hamilton Council on September 27, 2006 and approved with modifications by the Ministry of Municipal Affairs and Housing (“MMAH”) on December 24, 2006. At that time, MMAH modified and approved the Official Plan maintaining the pre-existing urban boundary of the City of Hamilton for the entire 20 year planning horizon of the Plan, which we agree underestimated the land needs within Hamilton. 2</p> <p>On April 4, 2011, appeals were filed to the Ontario Municipal Board (“OMB”) by Silvestri Investments for three of their properties, including the Subject Lands (“Silvestri UHOP Appeal”). Specifically, Silvestri Investments appealed the decision of MMAH to approve and modify the Urban Hamilton Official Plan (“UHOP”) and sought modifications to both the Urban Boundary and the specific plan policies to include the Subject Lands.</p> <p>Silvestri’s initial appeal letter noted that the exclusion of the Subject Lands from the City’s urban settlement area represented poor planning. During the first GRIDS planning process, conducted in 2006 by the City as part of its Official Plan Review, the Subject Lands were identified for inclusion within the urban boundary in the initial growth options. Previous evaluations of the growth options through GRIDS also supported the inclusion of the Subject Lands as a part of an expansion of the City of Hamilton</p>

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				<p>Urban Boundary. As specifically indicated in the grounds for the Silvestri Appeal, the Subject Lands should have been included in the urban boundary and placed within the “Neighbourhood” land use designation.</p> <p>The two other properties owned by Silvestri Investments were part of appeals that were directly addressed through the Phase 3 UHOP hearing related to AEGD Secondary Plan. After a lengthy OMB hearing process on the AEGD, a settlement was reached in January of 2015 which provided land use designations and policies for the two Garner Road properties owned by Silvestri Investments. The Subject Lands are part of the remaining appeals still before the Local Planning Appeal Tribunal (“LPAT”) related to the City of Hamilton’s Urban Official Plan which is currently in adjournment awaiting hearing.</p> <p>Update – Work Completed on the Subject Lands</p> <p>Since the filing of Silvestri UHOP Appeal, MHBC has undertaken a comprehensive planning assessment of the Subject Lands and developed a draft plan for development which is supported by a functional servicing report, transportation report and environmental report. As noted earlier, this was formally submitted to the City in November 2017 (“Silvestri Twenty Road Lands Submission”) and a Formal Consultation request was submitted to the City on May 18, 2018.</p> <p>The justification for the inclusion of the Subject Lands as part of the City’s Urban Boundary provides a complete planning analysis of the City of Hamilton’s land area needs, land budget process, urban structure designations, applicable policies, and urban boundary expansion conditions. The report also provides an assessment of the Subject Lands in relation to the Growth Plan (2017) policies.</p> <p>The Subject Lands, given their physical context have also been considered, through our planning assessment, as an intensification site as they can be immediately and efficiently serviced from the contiguous urban neighbourhood and developed for a range of housing types and densities to meet the projected requirements of current and future residents. The Subject Lands are already serviced by adjacent parks, recreational amenities, social services, transportation and servicing infrastructure. To date, no comments have been received from City staff on the Silvestri Twenty Road Submission and we were advised on June 6, 2018, by City staff that in speaking with you, the identified property is included within the 2041 GRIDS review which is still in the preliminary stages and that consideration of any application for the lands before knowing if they could be included in the urban boundary was premature.</p> <p>3</p> <p>The Subject Lands and GRIDS 2</p>

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#	Date:	Name:	Property	Comment:
				<p>The City has now initiated their GRIDS 2 and Municipal Comprehensive Review process. Our client would like to commence a public planning process with respect to inclusion of the Subject Lands within the urban boundary as a logical residential infill development in the context of decisions currently being made by the City to expand its urban boundary. On May 18, 2018, we submitted on behalf Silvestri, a request for pre-submission consultation with respect to the Silvestri Twenty Roads Submission and associated planning applications. As noted, staff stated they could not consider the Subject Lands as they were not in the City's Urban Boundary and would have to be considered through the GRIDS 2 review before knowing if they could be included in the Urban Boundary.</p> <p>We would like clarification as to why or how the lands in the southeast of Hamilton, known as the "Elfrida Lands", also not in the City's Urban Boundary, are in a public planning process for consideration and not subject to GRIDS 2? We are unclear why the Subject Lands are not able to be addressed in a manner consistent with the City's approach to the Elfrida Lands. The Subject Lands are in an identical position to the Elfrida Lands in terms of their status in the planning process. Both are lands presently located outside the urban boundary within the City's Rural Official Plan and both are the subject of the present adjourned LPAT hearing whereby the Tribunal will determine their status in the context of the City's Urban Official Plan.</p> <p>We note that on June 1, 2018, the City gave formal notice of a community meeting to discuss a potential future urban expansion to accommodate future growth on the Elfrida Lands to accommodate growth to 2031. Our clients are seeking to undertake a parallel and concurrent process with respect to the Subject Lands. The Subject Lands should be given an equal opportunity as part of the City's consideration of where it should grow.</p> <p>Given our clients' interest in commencing a public planning process related to the Subject Plans, we would like to set up a meeting with you at your earliest convenience in order to further discuss the November 2017 Silvestri Twenty Road Submission and obtain direction and a response from the City on next steps to move ahead with a planning process for the Subject Lands. As you know our cover letter with our submission asked a number of questions, similar to those below, which were not responded to and for which we are still seeking a response on from the City.</p> <p>We again propose the following questions be answered:</p> <ul style="list-style-type: none"> • Confirmation that both the Subject Lands and the Elfrida Lands are subject to the Growth Plan, 2017 (there appears to be ambiguity on this point as the public notice for the community meeting for the Elfrida Lands only references growth to 2031, while the Growth Plan 2017 and the GRIDS 2 process require the City to addresses growth within the 2041 planning horizon);

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#	Date:	Name:	Property	Comment:
				<ul style="list-style-type: none"> • Clarity on the timing, process and milestones for the GRID 2 process as it relates to both the Subject Lands and the Elfrida Lands; • Staff comments on the planning and technical submission, Silvestri Twenty Road Lands Submission, filed with the City in November 2017; and, • Clarification on the next steps including scheduling of public consultation and any additional study requirements for the Subject Lands recommended by staff. <p>4 We would appreciate if you could please respond at your earliest convenience to schedule this meeting. Thank you for your assistance. We look forward to a discussion with City staff on these matters.</p>
3	Aug 20 2018	D Anderson (MHBC)	832 Garner Rd E	<p>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”) to provide independent professional advice on land use planning and the appropriate policies pertaining to Silvestri Investment’s lands.</p> <p>Silvestri Investments owns a 12.14 ha (30 acre) parcel of land located on the south side of Garner Road East, west Glancaster Road and east of Southcote Road, known municipally as 832 Garner Road East in the City of Hamilton (the “Subject Lands”). The Subject Lands have remained in the City’s Rural Area Plan as a result of the Ontario Municipal Board (“OMB”) decision on the Airport Employment Growth District (AEGD) Secondary Plan. The Subject Lands are bounded by the current City of Hamilton Urban Boundary on all four sides.</p> <p>The following letter sets out a brief history of the Subject Lands related to the Airport Employment Growth District (“AEGD”) Phase 3 OMB hearing and the disposition of the OMB for the Subject Lands through the Minutes of Settlement.</p> <p>Current Official Plan</p> <p>The current Official Plan designation and policies applicable to the Garner Road East Lands are the result of an OMB hearing involving the Airport Employment Growth District (AEGD) Secondary Plan. The property is outside the current City of Hamilton Urban boundary and is located within the City’s Rural area and subject to the policies of the Rural Official Plan. The property is designated as <i>Rural</i> according to Schedule D of the City of Hamilton Rural Official Plan.</p>

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				<p>Background History</p> <p>As you know, the City of Hamilton Urban Official Plan and Rural Official Plan were adopted by City of Hamilton Council on September 27, 2006 and approved by the Ministry of Municipal Affairs and Housing (“MMAH”) on December 24, 2006. At that time, MMAH modified and approved the Official Plan and maintained the pre-existing urban boundary of the City of Hamilton for the entire 20 year planning horizon of the Plan, which underestimated the land needs within Hamilton.</p> <p>On April 4, 2011, appeals were filed to the OMB by Silvestri Investments for three of their properties, including the Subject Lands. Specifically, Silvestri Investments appealed the decision of MMAH to approve and modify the Urban Hamilton Official Plan (“UHOP”) and sought modifications to both the Urban Boundary and the specific plan policies.</p> <p>Silvestri’s initial appeal letter noted that the decision to establish an “Industrial” designation, within the AEGD, on the Subject Lands represented poor planning. The Subject Lands do not have the necessary locational characteristics required to support the development of an employment area, such as, lack of access to a major transportation network and proximity to existing adjacent sensitive uses both institutional and residential. Instead, these lands should be included, with a “Neighbourhood” designation, within a readjusted urban boundary. During the first GRIDS planning process, conducted in 2006 by the City as part of its Official Plan Review, the Subject Lands were identified for inclusion within the urban boundary in the initial growth options.</p> <p>As specifically indicated in the grounds for the Silvestri Appeal, the Subject Lands should have been included in the urban boundary and placed within the “Neighbourhood” land use designation. The Subject Lands are well located for residential urban development as they form a logical extension to the existing residential area on the north side of Garner Road.</p> <p>After a lengthy OMB hearing process on the AEGD, a settlement was reached in January of 2015. The Minutes of Settlement between the parties established agreement over which lands were included or excluded from the Urban Area. The OMB decision refers to the “lands removed from the AEGD” which includes the Subject Lands. The decision notes:</p> <p><i>“The City is Commencing a Municipal Comprehensive Review (“MCR”) consistent with the requirements of the Growth Plan for the Greater Golden Horseshoe (“GGH”) and intends to consider the appropriate land use designations for these properties within that context, including whether these lands should be within the urban boundary. In the interim, the lands will continue to be outside the urban boundary and governed by the RHOP.”</i></p>

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				<p>The Board maintained that the lands should remain outside the urban boundary in the Rural Hamilton Official Plan until the Municipal Comprehensive Review process was completed.</p> <p>The Subject Lands and GRIDS 2</p> <p>The City has now initiated their GRIDS 2 and Municipal Comprehensive Review process. Our client would like to see the inclusion of the Subject Lands within the urban boundary as a logical residential development in the context of decisions currently being made by the City to expand its urban boundary. We understand that as part of the GRIDS 2 and Municipal Comprehensive Review process the City's Land Budget/ Needs Assessment for 2031 -2041 is currently underway and is expected to be completed by the end of August, 2018. Accordingly, we would like to be on record as recognizing the GRIDS evidence which originally supported the inclusion of the Subject Lands in the City's Urban Boundary as well as current Provincial Planning policies which would support the logical inclusion of the "hole in the doughnut". We would appreciate an opportunity to meet with City staff at your earliest convenience to discuss the Owner's development interests and obtain advice from the City on next steps to move ahead with a planning process for the Subject Lands.</p>
4	Sept 17 2018	J Farber	Twenty Rd W	<p>We are the solicitors for the Twenty Road West Landowners Group, owners of lands within the block bounded by Upper James, Glancaster, Twenty Road and Dickenson. As the Committee is aware, our clients have been active participants in the City's growth management exercise for many years including both with respect to the Elfrida Growth Area Study and GRIDS2.</p> <p>We also note that our clients have completed, at their own cost and expense, the required planning studies for consideration of their "whitebelt" lands within GRIDS2/MCR for the proposed new "Upper West Side" mixed use community. This includes a complete plan of industrial subdivision application to enable the Garth Street extension from Twenty Road to Dickenson. As noted by staff in its report, the purpose of GRIDS2 is to identify urban boundary expansion areas required to accommodate additional growth to 2041. The GRIDS2/MCR planning process, including all of the required public consultation and technical justification, is the basis upon which the City's growth management policies are to be informed and implemented.</p> <p>We remind both City staff and City Council that there are no predetermined identified areas for urban boundary growth to 2041. That is the issue which GRIDS 2 is to study. To consider Elfrida or any other area as a predetermined or "preferred" place for growth is contrary to provincial law and policy, as confirmed by the Minister's refusal to approve the UHOP Elfrida policies.</p> <p>It is also important for us to point out that there is no lawfully permitted 2031 urban boundary expansion. The requirements of the Growth Plan require the MCR process to plan for the 2041 time horizon. We</p>

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				<p>therefore question the basis upon which the staff report continues to reference a 2031 planning horizon which is no longer relevant.</p> <p>Practically, no development of Elfrida could even be realized until 2031 or close to that timeframe so we do not understand how this time horizon can reasonably be applied to justify the Elfrida expansion notwithstanding the legal requirement of the 2041 time horizon.</p> <p>We also do not understand the basis upon which the City continues to move forward with the Elfrida Growth Area study considering that the lands have been designated as a Prime Agricultural Area. In this respect the Provincial Policy Statement specifically states growth cannot be allocated to a prime agricultural area unless there are no reasonable alternatives on lower priority agricultural lands. In early 2018, the Province released detailed agricultural mapping as part of its 2017 Growth Plan implementation exercise. According to this mapping, Elfrida and other “whitebelt” growth areas have been designated “Prime Agricultural”. The Twenty Road West lands are not encumbered by a Prime Agricultural designation and as an infill growth area surrounded by the urban area, prevailing Provincial Policy would direct growth to these lower priority agricultural lands through a properly conducted MCR process prior to consideration of prime agricultural lands.</p> <p>We finally note that the staff report, which confirms that Elfrida can only proceed in the context of the 2041 MCR, suggests that there is some basis upon which the MCR process has any bearing on the outstanding UHOP appeals. We do not understand what staff means when it says: <i>The updated LNA will provide input to address outstanding appeals to the OMB regarding the Elfrida policies in the Rural Hamilton Official Plan and the Urban Hamilton Official Plan, in addition to providing a City-wide detailed, comprehensive approach to residential intensification, urban land inventory and urban boundary expansion.</i></p> <p>We would appreciate further clarification of this statement. In the UHOP, the City attempted to identify Elfrida as a future urban growth area subject to a future urban boundary expansion and municipal comprehensive review, but that the Province rejected (and continues to oppose) that attempt. That is the issue in the UHOP appeal, so we have a great deal of difficulty trying to understand the cited statement in the staff report. There cannot be a 2031 MCR process or urban boundary expansion completed in the context of the UHOP appeals.</p> <p>We trust that the City will proceed with GRIDS 2 and the municipal comprehensive review to consider urban expansion on the Twenty Road West block through an appropriate and principled planning process. The MCR must be completed in accordance with provincial policy using a 2041 planning horizon and consistent with the policies to protect prime agricultural areas. The MCR must also be</p>

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				<p>completed on the basis of the Ministerial approved UHOP which eliminates any reference to Elfrida as a predetermined area for growth. Based on this submission, we would ask the Committee to include in its resolution on this item, a direction to staff to report back on the status of other "whitebelt" lands in the City which can accommodate future growth before consideration of prime agricultural areas. Without this important information, the City will not have the required information by which to make reasoned planning decisions on its future urban boundary expansions. We are only just in the process of making our way through the attachments to the staff report, including the consultant report but have not been provided with sufficient opportunity to complete our review. Accordingly, we reserve the right to provide further submissions to staff and to Council/Committee on the matter.</p>
5	Nov 4 2019	D Baker	Twenty Road East (Sonoma)	<p>We represent the lands in the area of Twenty Road East and Miles Road in the City of Hamilton, referred to as the "Twenty Road East Lands". We are writing further to the GRIDS 2/MCR Council Workshop that was held on October 21, 2019 (the "Workshop").</p> <p>The Twenty Road East Lands are owned by approximately 25 landowners. They are non-prime agricultural 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. The location of the Twenty Road East Lands can be easily integrated into the urban area through the extension of existing major arterial roads and will provide housing opportunities in close proximity to the City's future employment areas, the AEGD and the Redhill South Business Park, which will optimize the use of existing and planned infrastructure, including transportation infrastructure in a cost efficient manner.</p> <p>We understand that the Workshop was the first of several committee meetings and public consultations in respect of the GRIDS 2/MCR process, and specifically, in respect of the consideration of the appropriate area(s) for urban boundary expansion, to allocate growth to 2041. The Workshop was attended by our client, as well as our client's land use planner, Maria Gatzios.</p> <p>We have been concerned, based upon various City documents and discussions with Staff, that priority is being given to the lands known as the "Elfrida Lands", generally bounded by Mud Street, Second Road and Hendershot Road to the east, Golf Club Road to the south, Trinity Church Road to the west, and the urban boundary to the north, when considering the location for a boundary expansion to the City's urban area as part of the GRIDS 2/MCR process. As an example of where our concern stems from, there was a community consultation meeting held in respect of the 2016 Elfrida Growth Area Study, where Staff was explicitly asked whether other lands were being looked at for an urban area expansion. Staff's response was as follows: "No.</p>

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				<p>We are only looking at Elfrida at this time." Similarly, in Staff's August 12, 2019 Report on GRIDS 2, Staff referred to the Elfrida Lands as the preferred area of future growth.</p> <p>These concerns were reinforced by certain comments made at the Workshop, as well as the documents produced for the Workshop. In particular, while Appendix "D" to the Information Report presented to the City at the Workshop contained a label which described certain lands, including the Twenty Road East Lands and the Elfrida Lands, as "Residential to 2031 and beyond" and identified those lands as "Opportunity Land Areas in the Whitebelt", what was again made clear at the Workshop by members of the City's planning staff, is that the Elfrida Lands are the preferred growth area to 2031, and other lands will be only be considered for urban expansion, if needed, between 2031 and 2041. In other words, the Elfrida Lands and Twenty Road East Lands are not being considered on equal footing, but rather that there is a pre-determined outcome to this process favouring the Elfrida Lands. We submit that such a predetermined approach is inappropriate and contrary to the intent of the Provincial Policy Statement and the Growth Plan.</p> <p>Therefore, we respectfully request that Council reflect upon the following points when considering the GRIDS 2/MCR process not only at the Workshop, but throughout the process:</p> <ol style="list-style-type: none"> 1. The basis for Staff identifying the Elfrida Lands as the preferred future growth area are its identification as a Future Growth Area in the Urban Hamilton Official Plan ("UHOP") and the Rural Hamilton Official Plan ("RHOP"), both of which have ongoing appeals at the Local Planning Appeal Tribunal. Accordingly, identification of Elfrida as a Future Growth Area has not been decided and should not be treated as a priority growth area by Council or Staff in the GRIDS 2/MCR process. 2. The Provincial Policy Statement and the Growth Plan require that the City consider and assess fairly and equally more than one landholding when determining where growth ought to occur. Not doing so, and instead, embarking on a process which predetermines which lands should be given priority for an urban boundary expansion, would be contrary to Provincial policy. 3. If the Elfrida Lands are not included in the urban boundary expansion as part of the ongoing appeals, and other lands are to be included, the GRIDS 2/MCR work would have been completed without considering other lands, and will therefore be deficient and will have to be repeated, resulting in a costly and inefficient process. 4. Council recognized the Twenty Road East Lands as an appropriate growth area by virtue of the adoption of the enclosed Motion-in-Council dated September 13, 2006,

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				<p>directing Staff to "incorporate the lands along Twenty Road in the required five-year review of the Official Plan and Master Plans". Accordingly, we respectfully request that Council analyze all available landholdings, including the Twenty Road East Lands, as part of the GRIDS 2/MCR process to 2031 and beyond on an equal footing. In other words, the GRIDS 2/MCR process should not limit itself to consideration of, or predetermine, the Elfrida Lands as being the preferred future growth area to 2031. Given Staff's position on the Elfrida Lands as the priority future growth area to 2031, we would respectfully request that Council direct Staff to fairly and equally consider and assess the inclusion of all eligible lands as a growth area for urban boundary expansion to 2031 and beyond, within the City's current Land Needs Assessment, GRIDS 2/MCR processes. We also request that Staff confirm to us by way of return correspondence, that they will in fact do so.</p>
6	Feb 28 2020	D Neligan	Twenty Road East (Arbor)	<p>We represent Arbor Developments Inc. (Arbor), owner of a 50% interest in a 50-acre property in Glanbrook municipally known as 6492 Twenty Road (the "Property"). The remaining 50% interest in the property is owned by 1694408 Ontario Limited (Sonoma).</p> <p>We have been made aware of correspondence to this Committee by Denise Baker and Susan Rosenthal, counsel for Sonoma and other property owners in the area of Twenty Road East and Miles Road (the Twenty Road East Lands) advocating for the consideration of the Twenty Road East Lands as part of a potential urban boundary expansion brought forward through the GRIDS 2/MCR process. We are also aware that Sonoma and other Twenty Road East landowners have lobbied the mayor s office with respect to a potential urban boundary expansion affecting their lands.</p> <p>Our client wishes to clarify that Arbor has not authorized Sonoma, as co-owner of the Property, to speak on its behalf with respect to this issue. Similarly, and with all due respect to Ms. Baker and Ms. Rosenthal, Arbor has not authorized counsel for the Twenty Road East landowners to act on their behalf or with respect to the Property. The views presented by Ms. Baker and Ms. Rosenthal on behalf of Sonoma and the Twenty Road East Lands do not necessarily represent those of our client.</p> <p>Arbor maintains an interest in the outcome of the GRIDS 2/MCR process and the potential expansion of the urban boundary area and looks forward to City staffs recommendations on this important issue. To that effect, we ask that we be notified of any meetings, workshops, public consultations, or further correspondence respecting the identification of Future Growth Areas and urban boundar expansions affecting the Twenty Road East Lands.</p>

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7	May 28, 2021	C. Chiaravalle	Twenty Road East (Sonoma)	<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> <p><u>Transportation System and Municipal Finance</u> 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</p>

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				<p>lanes from Upper James to Dartnall Road. The Transportation infrastructure already exists or can easily and cost effectively be extended to the TRE area.</p> <p><u>Natural Heritage and Water Resources</u> 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".</p> <p>The problem with this statement by city planning staff is that <u>the Province specifically deleted Elfrida from both the RHOP and the UHOP as Hamilton's future growth area.</u> The Province didn't delete the "<u>general policies addressing urban boundary expansions</u>".</p> <p>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.</p> <p>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?</p> <p>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".</p> <p>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> <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</p>

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				<p>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. <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.</p>
8	May 27 2021	C. Chung (GSAI)	420 & 646 Henderson Rd (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</p>

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				<p>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 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><i>Municipal Finance</i> – 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>

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				<p><i>Servicing Infrastructure</i> – 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 ‘<i>Servicing Infrastructure</i>’ theme, Elfrida represents an opportunity to plan for and develop a comprehensively integrated water and wastewater infrastructure strategy.</p> <p><i>Transportation</i> – 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><i>Natural Heritage and Water Resources</i> – 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><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.</p>

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				<p>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 – 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 – 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.</i></p> <p><i>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 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.</i></p>
9	May 28 2021	D. Pitblado (Paletta)	Elfrida	<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>

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10	May 21 2021	J. Corbett (Corbett Land Strategies)	Twenty Road West lands	<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>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</p>

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				<p>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 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>

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				<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:</i></p> <p><i>expansion into specialty crop areas is prohibited;</i></p> <p><i>reasonable alternatives that avoid prime agricultural areas are evaluated; and,</i></p> <p><i>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 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.</p> <p>3. Evaluation Criteria and Themes</p> <p>The UWSLG also provides the following commentary with respect to specific thematic areas for evaluation of Growth Options:</p> <p><i>Climate Change:</i></p> <p>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.</p>

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				<p>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.</p> <p><i>Municipal Finance:</i> 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.</p> <p>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.</p> <p>Further, if the 100 per cent intensification scenario were to be advanced, staff must comprehensively measure the cost associated with introducing additional densities into 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>

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				<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 USWLG 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 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 "A Place to Grow is the Ontario</p>

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				<p><i>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>

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Whitebelt Lands – Employment

#	Date:	Name:	Property	Comment:
1.	Mar 26 2021	D. Falletta (Bousfields)	2633 Upper James	<p>We are the planning consultants to Movengo Corp., who have an ownership interest in the lands municipally known as 2633 Upper James Street (the “Subject Site”). In reviewing Staff Report PED17010(i) (the “Report”), which is scheduled for the March 29, 2021 General Issues Committee, we have issues with Recommendation (e) and respectfully request that the Committee not endorse this recommendation, especially as it applies to the Subject Site.</p> <p>Recommendation (e) of the Report states: <i>“(e) That at the conclusion of GRIDS 2 / MCR and the final approval of the implementing Official Plan Amendments identifying the land need to accommodate growth to 2051, staff prepare a report for Council with respect to the necessary steps for recommending to the Province that any remaining Community Area whitebelt lands be added to the Greenbelt.”</i></p> <p>The Subject Site falls within the whitebelt lands and is currently home to the Cameron Speedway & Amusements, which includes go-kart tracks, paintball fields, rock wall, laser tag arena, target range, bungee trampoline, rope course, bubble soccer, as well as accessory retail and restaurant facilities. The go-kart track and accessory uses have existed on the subject site since for over 40 years and are permitted as per the existing Urban Hamilton Official Plan and Zoning By-law No. 05-200. 2</p> <p>In our opinion, adding the subject site to the Greenbelt will create a land use issue and restrict the expansion, addition, or modification to any of the existing uses. In addition, removing the subject site from the whitebelt will restrict the ability of the City to expand its urban boundary to accommodate future employment lands. Although the City’s Land Needs Assessment (the “LNA”) identifies that no additional lands are required to achieve the employment growth target to 2051, it does state: <i>“Further analysis will also be required from an employment perspective, especially in light of the conclusion that no additional lands are required. Rather than determining the preferred location of a new employment area, the strategic objective under these circumstances is to encourage the most efficient use of the existing land base. To encourage the most efficient use of the occupied supply, intensification must be facilitated especially in the developed central urban employment areas. To encourage an efficient use of the vacant land supply, higher intensity employment uses must be encouraged through a combination of land use planning permissions and incentives for new users to adopt high quality building standards. This objective will be a particular challenge to achieve in the</i></p>

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				<p><i>AEGLD, where demand is expected to be strong for relatively low-density goods movement and logistics facilities, along with some new manufacturing uses.</i></p> <p>In this regard, the LNA does identify the need for additional analysis as it relates to the employment lands and how to best capitalize on existing vacant and underutilized land. This analysis may result in the need to reserve potential future capacity, if, for example, some of the vacant employment lands were used to accommodate land-extensive goods movement facilities. Furthermore, the subject site is near the Hamilton International Airport (HIA), which has seen significant growth and development recently. In our opinion, removing whitebelt lands and the potential to add future employment land near the HIA, a major structuring element of the City, is short-sited and would preclude the addition of the subject site to the urban boundary at future official plan reviews or beyond 2051, when a need for additional land may be identified.</p> <p>In our opinion, maintaining the subject site as whitebelt lands provides the City with flexibility to potentially add future urban areas as part of future mandated municipal comprehensive reviews and beyond 2051, especially as the City and Region continue to see unprecedented growth and increased targets with each new Provincial Growth Plan. 3</p> <p>For these reasons and more, we respectfully request that the Committee not endorse recommendation (e) of the Report, especially as it relates to the subject site. We also request to be added to the notification list regarding the City's LNA and GRIDS 2 process.</p> <p>Thank you for your consideration and please feel free to contact me should you require any additional information or clarification.</p>
2	Aug 17 2021, May 14 2021	R. Stovel	8474 English Church Road, 2907 Highway 6, 3065 Upper James Street,	<p>Further to our correspondence to you dated February 12, 2021, May 14, 2021 and May 31, 2021, my client has had an opportunity to review the revised Final Growth Evaluation Framework and Phasing Criteria (Appendix "A" to Report PED17101(I)).</p> <p>As you are aware, my clients, Greenhorizons Holdings Inc. and The Greenhorizons Group of Farms LTD. ("Greenhorizons"), 1231 Shantz Station Road Inc. ("Shantz") and Willow Valley Holdings Inc. ("Willow"), have scoped their request for inclusion in the Urban Area boundary line to include only the following parcels:</p> <ol style="list-style-type: none"> 1. 8474 English Church Road, 2. 2907 Highway 6, 3. 3065 Upper James Street,

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#	Date:	Name:	Property	Comment:
			3005 Upper James Street.	<p>4. 3005 Upper James Street.</p> <p>Please note that both 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>It is our opinion that the lands in question remain a prime candidate for inclusion within the expansion of the Urban Area boundary and should be designated Employment Lands. As previously documented in our correspondence, the primary reasons for inclusion are as follows:</p> <p>5. <u>Agricultural Impact:</u> we have read with interest that the residents of the City are extremely concerned with the impact on agriculture, particularly the removal of specialty crop lands and Class 1, 2 and 3 agricultural lands (in that order of priority). Please note that a substantial portion of my clients' lands have already been removed from agricultural production (i.e. golf course and ponds) and are not rated under the CU system. The background mapping from OMAFRA needs to be updated to illustrate this. In this regard, a substantial portion of my clients' lands meet this planning objective and should be considered a higher priority for possible Urban Area inclusion than any other area near the existing City limits.</p> <p>6. <u>Proximity to the Airport:</u> it is obvious that the Airport is one of the main driving forces for future employment lands in the City. My clients' lands are in immediate proximity to the Airport.</p> <p><u>Amazon Fulfillment Centre:</u> my client's lands are located in close proximity to the recently approved Amazon Fulfillment Centre. We are of the view that the economic pull of this massive warehousing complex, in combination with the presence of the Airport, will outweigh demand for other lands in the City to be used for Employment Land purposes. In short, we are of the view that Amazon and the Airport will create a demand for more Employment Lands around and near the Airport than the City has modelled.</p> <p>7. <u>Land Size:</u> it is clear that the development community, primarily the developers of industrial and commercial uses associated with the Airport, want larger parcels. The larger blocks eliminate the need for massive land assemblies and reduce the overall cost of development. The subject properties are the right size for today's development land size needs.</p>

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				<p>8. Infrastructure: the balancing act that the City must consider during Land Needs Assessment and Future Planning exercise is complex. One of the key considerations is infrastructure and servicing. Servicing costs are expensive and continue to rise during the COVID pandemic and one way or another, the consumer will pay the toll. My client's lands are already serviced and has excellent location. It seems that this fact has been lost when we consider some of the other areas within the City. On a strict cost per linear metre basis, we submit that my client's lands are substantially more affordable to service because the pipe is already there. At some point in the planning process, cost has to be a consideration.</p> <p>9. Rebalancing: we are aware that the projections indicate that there is a need for additional Residential land in the City and that some of the vacant Employment lands could be converted for Residential purposes. As part of this rebalancing process, we submit that the inclusion of my client's as Employment Lands will assist the City provide shovel-ready lands in close proximity to the Airport.</p> <p>10. Chamber of Commerce: It is our understanding that the Chamber of Commerce ("Chamber") have provided thoughtful comments to the City regarding the City's Growth-Related Integrated Development Strategy (GRIDS) and Land Needs Assessment (LNA) study. The Chamber recognizes that future growth projections and prudential planning warrant that the City will need to utilize its Whitebelt lands for their intended purpose, particularly in terms of Employment Lands, there is greater opportunity to enhance employment investment and prevent the potential loss of new opportunities to other jurisdictions. We concur with the Chamber and we feel that the subject lands are perfectly suited to future Employment Land uses.</p> <p>This letter constitutes our continued request for the lands to be included in the proposed Urban Area expansion of the City of Hamilton and designated Employment Lands. We look forward to participating in discussions with the City and their planning staff/consultant in regards to the Official Plan update. Please do not hesitate to contact me should you have any questions.</p>
3	Feb 12 2021	R. Stovel	8474 English Church Road,	Stovel and Associates Inc. has been retained by The Greenhorizons Group of Farms Ltd. and Greenhorizons Holdings Inc. ("Greenhorizons"), Willow Valley Holdings Inc. ("Willow") and 1231

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			2907 Highway 6, 3065 Upper James Street, 3005 Upper James Street, Con 5 Pt Lot 7 GL GB (Airport Road), and Con 5, Pt Lot 8 GB RP 62R11806 Part 1, Airport Road.	<p>Shantz Station Road Inc. ("Shantz") to review the work completed to date in association with the City of Hamilton's Official Plan Update.</p> <p>Greenhorizons, Willow and Shantz own land that is fronting on Upper James and the easterly Urban Area boundary line (see attachment for title documents and property mapping) and immediately east of the John C. Munro International Airport. In total, the lands in question comprise approximately 329.94 acres:</p> <ol style="list-style-type: none"> 1. 8474 English Church Road, 2. 2907 Highway 6, 3. 3065 Upper James Street, 4. 3005 Upper James Street, 5. Con 5 Pt Lot 7 GL GB (Airport Road), and 6. Con 5, Pt Lot 8 GB RP 62R11806 Part 1, Airport Road. <p>We note that Appendix "H" to Report PED 1701(h) identifies a large blue polygon described as "<i>Whitebelt Restricted to Employment Only</i>" on a Figure entitled <i>Whitebelt Growth Options - City of Hamilton</i>. My clients' parcels 1-4 inclusive and parcel 6 are wholly contained in this blue polygon. The remaining parcel, (Parcel 5) is mostly contained within the blue polygon with the southernmost portion being mapped as "Whitebelt Outside 28 dB NEF".</p> <p>It is our opinion that the lands in question are a prime candidate for inclusion within the expansion of the Urban Area boundary and should be designated Employment Lands. The following paragraphs set out our rationale for inclusion:</p> <ul style="list-style-type: none"> - Amazon Fulfillment Centre: my client's lands are located in very close proximity to the recently approved Amazon Fulfillment Centre. Please find attached photographs from the driveway of parcel 2 that my client took recently. The tower cranes (4 in total) in the background represent the construction zone for the Amazon Fulfillment Centre. It is located immediately across Highway 6; literally a "stone's throw away". The local effects of the development are (and will continue to be) tremendous. Additional employment lands will be needed in this immediate vicinity as the multiplier effect from Amazon will exceed substantially the availability of Employment Land in this immediate area.

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				<p>As the City's Economic Development Officer indicated:</p> <p><i>"Hamilton is home to Canada's busiest overnight express cargo airport, the busiest port on the Canadian Great Lakes and one of the lowest rates of traffic congestion in the Greater Toronto/Hamilton Area (GTHA). With Amazon Canada's announcement of their intent to invest in Hamilton, this solidifies Hamilton's position as a Canadian goods movement leader, encapsulates the type of investments targeted for the Airport Employment Growth District and illustrates investor confidence from one of the most recognizable brands and the largest e-commerce company in the world." - Norm Schleeahn, Director, Economic Development, City of Hamilton</i></p> <p>11. <u>Municipal Services:</u> the availability of existing services in this local area is also a consideration. Currently, it is our understanding that municipal services already exist along the frontage of these properties on Upper James Street, in immediate proximity to four of my client's parcels.</p> <p>12. <u>Limited Agricultural Use of My Client's Lands:</u> much of my client's land base has been converted to non-agricultural uses, primarily a golf course and a parking lot/business office, but also non-farm residential parcels. These lands are considered to have a lower agricultural capability than adjacent farmlands and are constrained by the surrounding development for agricultural uses. My client recognizes that the area is in transition, and is prepared to move its existing agricultural type operations to a more suitable rural area to complete the transition. In addition, the potential for impacts on adjacent agricultural operations (i.e. MOS 1 setbacks) have already been addressed through the approval of the golf course.</p> <p>This letter constitutes our request for the lands to be included in the proposed Urban Area expansion of the City of Hamilton and designated Employment Lands. We look forward to participating in discussions with the City and their planning staff/consultant in regards to the Official Plan update. Please do not hesitate to contact me should you have any questions.</p>
4	Sept 22 2021	A Smuk	Upper James & Airport Rd	I am the realtor for the above vacant land property that I listed for my client Jeannette McKibbon. I am wondering if you are receiving phone calls and inquiries about this property. I am receiving quite a lot of

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#	Date:	Name:	Property	Comment:
				<p>inquiries from prospective purchasers. With the recent industrial development on Aeropark Rd near the Hamilton Airport that includes Amazon.</p> <p>This land is zoned A2 and has limited use to a farmer, and the permitted uses related only to the agricultural secondary uses. As we know over the past five years, Hamilton's Economic Development goals and new industrial and commercial land will generate in the millions new taxes for the city.</p> <p>The inquiries that I am receiving , can be related to the Hospitality Sector, Gas Station, Retirement Home, and New Manufacturing Opportunities. As I receive the Grids2/MCR emails and have received the email regarding the Urban Growth Survey. Is City of Hamilton firm on the current zoning? Am I to understand clearly that to rezone could take 20-30 years?? Is the current study completed for 2021? Is there any opportunity for a re-zoning amendment??</p> <p>Certainly new development would be compatible with the surrounding area we see on the other side of the road. I feel that Hamilton is missing out on potential new businesses moving to this city because of land not being available.</p>
5	Sept 29 2021	J McKibbon	Upper James & Airport Rd	<p>My sister and I own just under 10 acres on the north east corner of Airport Road and Upper James (Hwy 6).</p> <p>The city insists that this land remain Rural, when residential development has been approved and is underway closer to the Airport , on the east corners of the intersection.</p> <p>The land is unsuitable for the zoning. The land was pretty much ruined for agriculture when the government built highway 6 through my Grandparents farm .</p> <p>As you know city of Hamilton has decided to develop the area around the Airport and Mount Hope area. We have asked repeatedly to allow this small parcel of land to be developed for commercial or employment purposes. Each time this has been denied. This is a busy intersection and highway which could certainly use commercial services.</p>

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6	Sept 28 2021	L Hadcock	Upper James & Airport Rd	<p>From our understanding, our land has been made useless in every possible way; not large enough for agriculture, hampered by airport noise bylaws, thus preventing institutional and residential development-even though there are houses within a stone's throw. For whatever reason, commercial development is also not permitted. Despite the fact, that our land is located at a major intersection and highly desirable for commercial development. But for whatever reason, the City of Hamilton isn't interested in the collection of potential commercial taxes or any developmental fees? Doesn't make much sense, does it?</p> <p>This intersection will no doubt become even more important as the city expands, and will need to be redesigned to handle the future influx of traffic and new residents.</p> <p>Is the City of Hamilton engaging in some sort of stealth confiscation here? Devaluing our land and making it unsellable on purpose? This situation sounds very dishonest, I want our concerns brought to the attention of all members of City Council as soon as possible.</p>

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Greenbelt – Waterdown

#	Date:	Name:	Property	Comment:
1.	Jan 12 2021	A Clemencio	E Waterdown	We are property owners in East Waterdown who can no longer farm or safely access our agriculturally-zoned land, as a direct result of the growth in east Waterdown. How might we best go about voicing our need to fold into the urban boundary in this area during the next growth phase? We have been pursuing some kind of resolution to this problem with staff and Council for over 23 years, since before amalgamation. This challenge continues to present significant and escalating challenges within our family and community as the development progresses. The adjacent poultry farming operation is also in the same dilemma, so we would greatly appreciate your urgent assistance.
2.	May 30 2021	N. Freiday (GSP)	513, 531 and 537 Dundas Street East	<p>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.</p> <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</p>

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#	Date:	Name:	Property	Comment:
				<p>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> <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>

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				<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> <p>While the Provincial Plan Review left the landowners dissatisfied and confused, they vowed to continue to let City officials know how past decisions have jeopardized their ability to efficiently farm their lands which in turn negatively impacts their livelihood. The MCR is ongoing, and the landowners wish to fully participate, make their circumstances and concerns known and request the City's support for their proposed urban area expansion.</p> <p>Existing Incompatible Land Uses Urban development within the Waterdown South Secondary Plan area is proceeding on the south side of Dundas Street East, opposite the agricultural lands. The potential for</p>

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#	Date:	Name:	Property	Comment:
				<p>complaints associated with normal farm practices has increased significantly. It has become increasingly more difficult to maneuver and operate farm equipment from Dundas Street East given increased traffic and road reconstruction, including planned medians on Dundas Street East.</p> <p>It is our understanding that Dundas Street East is proposed at seven (7) lanes. Traffic will be encouraged to use the Waterdown By-pass. Avonsyde Boulevard, being part of that by-pass, is located adjacent to 513 Dundas Street East. Waterdown Poultry Farm may wish to expand existing livestock facilities or build a new livestock facility but will be restricted by the OMAFRA Minimum Distance Separation (MDS) formulae. The landowners are seeking recognition from the City that land use incompatibilities exist and will only become more significant in time.</p> <p>There is a current rezoning application on the south side of Dundas Street East near the Subject Lands. The landowners have advised City staff that they wish to seek warning clauses registered on title advising future residents of potential noise, dust, odour and flies associated with normal farm practices. However, even with documents registered on title, it is inevitable that complaints will negatively impact the agricultural operations. New residents, while warned, can still complain to OMAFRA and other agencies and complaints will interrupt and impede the existing agricultural operations.</p> <p>Phase One: Screening Criteria Policy 2.2.8.3 (k) of the Growth Plan identifies criteria for a settlement area expansion within the Protected Countryside in the Greenbelt Area. The Subject Lands are identified as part of the Protected Countryside on Schedule B to the Rural Hamilton Official Plan (see Figure 2 below).</p> <p>The criteria for a 10-hectare urban area expansion are discussed below. i) the settlement area to be expanded is identified in the Greenbelt Plan as a Town / Village;</p>

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				<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.</p> <p>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>

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				<p>The proposed expansion to the urban boundary would support the achievement of a complete community. Given the adjacent urban 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;</i> <i>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</p>

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#	Date:	Name:	Property	Comment:
				<p>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 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</p>

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#	Date:	Name:	Property	Comment:
				<p>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 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.</p> <p>Does the expansion area contribute to the surrounding area's completeness?</p> <p>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.</p> <p>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</p>

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#	Date:	Name:	Property	Comment:
				<p>of Evans Road to the limit of the City of Hamilton (rounding out the urban area north and south of Dundas Street East).</p> <p>Does the expansion area present any significant opportunities or risks associated with climate change?</p> <p>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.</p> <p>Does the expansion area demonstrate avoidance and / or mitigation of potential negative impacts on watershed conditions?</p> <p>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> <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>

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#	Date:	Name:	Property	Comment:
				<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.</p> <p>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> <p>Is the expansion area in compliance with MDS guidelines?</p>

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				<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</p>

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#	Date:	Name:	Property	Comment:
				<p>farm equipment is increasingly restricted, given existing and proposes transportation infrastructure.</p> <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>
3.	May 4 2021	G Consoli	309 – 311 Parkside Dr	<p>We are part-owners of No. 309 - 311 Parkside Drive South of the Proposed Watertown By-Pass east of Centre Road.</p> <p>We have been working with the City of Hamilton's Planning and Real Estate Department to complete the construction of the Proposed Watertown By-Pass (Corridor).</p> <p>We appreciate your support in the GRIDS2/MCR Evaluation Framework and Phasing Criteria in consideration of the potential 10 hectare expansions from Binbrook and/or Waterdown into the Greenbelt Protected Countryside.</p> <p>The Proposed Waterdown By-Pass (Corridor) has been in the planning stages for many years and even prior to the implementation of the Greenbelt Plans that were researched in 2003 and approved in 2005.</p> <p>There are constant reminders in Watertown with public signs and complaints of traffic issues that impact the safety of the local residents.</p> <p>The traffic issues have been ongoing for many years and with the Government of Ontario's growth Policy on intensification for the purpose of increasing the housing density in Ontario.</p> <p>The traffic concerns in Waterdown are resulting in greater volumes of traffic, congestion, and delays that are affecting the safety of local residents and their families.</p>

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				<p>Trying to cross Parkside Drive in early morning or evening rush hours is extremely difficult.</p> <p>The increased traffic due to new construction and projected new housing along Dundas Street is making the Traffic issue an even bigger concern.</p> <p>The Watertown By-Pass was initiated to help reduce some of the traffic issues and concerns.</p> <p>In the last few years, we have been working with the abutting landowners to have IBI Planning Consultants represent the owner's interest as a group to try and work with the City of Hamilton to complete the construction of the By-Pass.</p> <p><u>Please review the following documents, reports, and studies:</u></p> <ol style="list-style-type: none"> 1. IBI submitted Planning Justification reports to the City making a justification for the removal of the lands from the Greenbelt Plan area (which was unsuccessful!) 2. IBI Mapping submissions and removal request letter 3. City staff reports on the same subject matter, including review of the request for these lands 4. Dillon Consulting Reports assessing the lands in the context of the request for Greenbelt Removal using the City's criteria 5. Previous Class EA documents for the Waterdown By-pass, which includes assessment of the lands for natural heritage features, etc. <p>During the Greenbelt review that was completed, the City of Hamilton retained Dillon Consulting to complete a Greenbelt Boundary Review consultant's Report and a Greenbelt Boundary Review Report.</p> <p>In addition to these reports, the property owners impacted by the Proposed By-Pass East of Centre Road to the Connon Nursery Farm had IBI Planning Consultant's John Ariens and Mike Crough prepare an independent Greenbelt Boundary Review, Planning Justification</p>

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				<p>Report and letters directed to the Planning Department, the City of Hamilton Councillors and Mayor in support of Dillon's Reports and recommendations.</p> <p>The Staff Report was approved by the City of Hamilton and the Proposed By-Pass seemed to be proceeding in the right direction. The City of Hamilton's Greenbelt Review response and recommendations were submitted to the Provincial Greenbelt Planners.</p> <p>In June of 2017, The Greenbelt Authorities decided to re-approve the 2005 Greenbelt Plans? The Greenbelt Authorities Policymakers indicated that the City of Hamilton would be completing a Comprehensive Review and that under section 3.4.3.3, the City of Hamilton could remove the lands south of the Proposed By-Pass from the Greenbelt Plan and include these lands in the Urban Boundary Expansion.</p> <p>The City of Hamilton has been completing the five-year Comprehensive Review. We have submitted a Planning Rationale Report and Natural Heritage Studies by Stantec as requested by the City of Hamilton Planner in charge of the Comprehensive Review and the City's Natural Heritage Planner to support removing the lands south of the Proposed by-Pass and bringing the lands into the Urban Boundary in accordance with the City of Hamilton's submission to the Greenbelt Authorities Greenbelt Review.</p> <p>The group of owners have also asked the Planning Staff and the Real Estate Department about the lands south of the Proposed By-Pass that were to be included in the Urban Boundary Expansion in accordance to the City of Hamilton's request to the Greenbelt Authorities.</p> <p>We hope that we can continue working with the City of Hamilton to complete the construction of the Proposed By-Pass and the City of Hamilton will include the lands south of the Proposed By-Pass in the Urban Boundary Expansion.</p> <p>We would appreciate your support in the GRIDS2/MCR Evaluation Framework and Phasing Criteria in consideration of the potential 10 hectare expansion for the Waterdown Area.</p>

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4.	May 28 2021	A Paton (Bousfields)	309/311 Parkside Drive	<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> <p>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.</p>
5.	July 19 2021	M Crough (IBI)	Waterdown	<p>We have been monitoring and participating in the GRIDS 2/MCR Process. We have been anticipating the Phase 3 stage to make submissions on potential areas for expansion and the phasing of same. We have a client in the Waterdown area with lands that would be a candidate expansion area. We are looking forward to the opportunity to make a submission regarding these lands, to highlight that it will meet the criteria for the Waterdown/Binbrook areas and accommodate forecasted growth. We realize that the engage website is the formal channel for regular updates from staff, but we are wondering if there are any current updates that can be shared with us regarding timing and process for making location-specific requests and/or submissions such as this. If that window is open now, we would gladly make our submission. Happy to discuss further if you require more detail.</p>
6.	Aug 13 2021	M Crough (IBI)	347 Parkside Dr	<p>This email is an introduction to our group and a brief discussion on a planning issue in Waterdown within the ongoing MCR/GRIDS 2 process.</p> <p>Our client, Mr. Jora Purewal, owns the lands at 347 Parkside Drive. We’ve been working with him to follow and participate in the MCR/GRIDS 2 process, and we were happy to see that staff proposed a separate screening and evaluation process for potential boundary</p>

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				<p>expansions for Waterdown and Binbrook. We have a very good understanding of the planning policy context and believe this is the right approach.</p> <p>I had delegated to speak at last week's GIC meeting to indicate our support for this approach and to highlight our intention to make a future submission for these lands, using the screening and evaluation criteria to make a boundary expansion request within the MCR/GRIDS 2 process. However, after making it through the meeting until about 1 pm, I had to leave and was not able to make my presentation. It was on the agenda however, and I have attached it for your reference.</p> <p>I did get a chance to watch the staff presentation and the Committee questions, and I noted that you had some great questions and showed interest in understanding the proposed process for Waterdown, specifically the 10 ha size maximum in the Growth Plan, the potential uses within an expansion area, and whether an expansion area needs to support the agricultural community.</p> <p>So on that note, given I didn't present, we wanted to take steps to ensure you area aware of our group and our intentions to submit a boundary expansion request for these lands. We do not want you to be caught off guard by our submission. We intend to get something in for early September so that we can role forward with the remainder of the process. And to be clear, our proposed expansion request will be bound by the planning policy and criteria parameters (i.e. 10 ha, etc.) so we will not be proposing an expansion for the entirety of the lands. We have been preparing for this stage in the MCR/GRIDS 2 process for some time, and have a thoughtful approach that we believe meets the proposed screening and evaluation criteria, and will be good planning for the City and the Waterdown community.</p>
7.	May 2021	Multiple submissions: E DiCecca P DiCecca D Pitblado J Cothran	63 Parkside Dr, Lot 12	<p>Re: Request for 63 Parkside Dr., Lot 12, Waterdown to be included in the 10 hectare urban boundary expansion.</p> <p>The purpose of this letter is to express my support for the 10 hectare expansion of the urban boundary in Waterdown. I am requesting that you consider 63 Parkside Dr., Lot 12,</p>

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		C DiCecca K Dryden P Restivo J DiCecca J DiCecca D Ligas R DiCecca V Forrington M DiCecca T Viola M Ligas R DiCecca P DiCecca M DiCecca C Rines		Waterdown for the 10 hectare urban boundary expansion, as this Greenbelt settlement area meets the criteria outlined in Appendix B in the Grids2/MCR evaluation framework. Justification for inclusion in the Waterdown urban boundary expansion: * Adjacent to the current urban boundary and residential housing/municipal water and waste * East-West Corridor/Waterdown Bypass planned to bisect the property. * Clappison Avenue extension from the Commercial Power Centre/iConnect Business Community is planned to further fragment the property. * Traffic will be flowing in all directions and make it impossible for agricultural related activity. * Contributes to the surrounding area's completeness as the property borders the Commercial Power Centre, iConnect Business Park and residential housing, making it suitable for residential, commercial or industrial use. * Population of Waterdown is projected to double in the next 5 - 10 years. * Expansion does not affect the Natural Heritage System or pose any significant risks to climate change.
8.	May 2021	Multiple Submissions: J DiCecca P DiCecca C DiCecca R DiCecca P Restivo V Forrington K Dryden	0 Parkside Dr, Lot 13	RE: Request for 0 Parkside Dr. Lot 13 Waterdown to be Included in the 10-hectare Urban Boundary Expansion The purpose of this letter is to express my support for the 10-hectare expansion of the urban boundary in Waterdown. I am requesting that you consider 0 Parkside Dr., Lot 13, Waterdown for the 10-hectare urban boundary expansion, as this Greenbelt settlement area meets the criteria outlined in Appendix B in the Grids2/MCR evaluation framework. Justification for inclusion in the Waterdown urban boundary expansion: <ul style="list-style-type: none"> • Adjacent to the current urban boundary and residential housing/municipal water and waste • East-West Corridor/Waterdown Bypass planned to bisect the property. • Community is planned to further fragment the property.

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				<ul style="list-style-type: none"> • Traffic will be flowing in all directions and make it impossible for agricultural related activity. • Contributes to the surrounding area's completeness as the property borders the Commercial Power Centre, iConnect Business Park and residential housing, making it suitable for residential, commercial or industrial use. • Population of Waterdown is projected to double in the next 5 - 10 years. • Expansion does not affect the Natural Heritage System or pose any significant risks to climate change.
9.	Apr 28 2021	C Pidgeon (GSP)	100 Sunnycroft	<p>GSP Group Inc. is the planning consultant of The Estate of Alvin Wesley Thomas, the Owner of the lands municipally addressed as 100 Sunnycroft Court in the City of Hamilton as seen in the hatched area below in Image 1 (hereinafter referred to as the “Site”). On behalf of the Owner, we are pleased to submit this formal request for the Urban Boundary to be expanded on the northern portion of the Site.</p> <p>Image1: Location and Extent of Site (Source: City of Hamilton Base Mapping)</p> <p>Site Description The Site has a frontage of +18.2 m along Sunnycroft Court with an area of approximately 14.72 ha.</p> <p>Request for Urban Boundary Expansion The entirety of the Site is within the plan area of the Niagara Escarpment Plan (“NEP”), 2017 which provides land use planning policies for the maintenance of the Niagara Escarpment and land in its vicinity. Most of the subject lands are designated “Escarpment Natural Area”, as shown in Image 2, with the northern portion designated as “Urban Area”. Approximately 16,300 sq m of the Site is designated “Urban Area”. GSP Group 2</p> <p>Image2: Niagara Escarpment Plan (2017) -Map 2 The City of Hamilton’s “Urban Boundary” as defined in the Urban and Rural Hamilton Official Plan is offset from the NEP’s Urban Area designation as seen in Figure 1 located on the following page. The area between the City’s Urban Boundary and the NEP’s limits of the “Urban Area” is approximately 5,680 sq m. We would like to formally request that the City of Hamilton’s “Urban Boundary” be amended to follow the delineated line of the “Urban Area” designation in the Niagara Escarpment Plan</p>

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				<p>as shown on Figure 1. This represents an additional area of 7,400 sq m to be located within the City’s “Urban Boundary”, as designated “Urban Area” in the NEP. GSP Group 3</p> <p>Planning Analysis</p> <p>The portion of land requested to be included within the City’s Urban Boundary is currently designated “Open Space” on “Schedule D - Rural Land Use Designations” of the Rural Hamilton Official Plan (“RHOP”). This portion of the Site is also within the City’s Natural Heritage System and identified as “Core Areas” on “Schedule B - Natural Heritage System” of the RHOP. Although located within the Core Area, Volume 1, Policy C.2.2.3 states that the Core Area includes key natural heritage features and their associated vegetation protection zones and that minor refinements to such boundaries may occur through an Environmental Impact Statement.</p> <p>An Environmental Impact Statement will be required for any development proposed on the Site to define, delineate, and evaluate the features and their vegetation protect zone as well as to ensure that there will be no negative impact on any natural features and/or their function. The requested expansion of the Urban Boundary will provide the flexibility to delineate an appropriate vegetation protection zone through the completion of an Environmental Impact Study which will be completed as part of any future development application process while also promoting the most efficient use of land within the urban area. We respectfully request that you consider this minor adjustment to the Urban Boundary designation as a part of the Municipal Comprehensive Review. We would appreciate receiving an acknowledgement of this submission to you.</p>
10.	Sept 24 2021	N Borgdorff	151 Highway 5 W	<p>I wanted to reach out with a potential development opportunity, that is somewhat unique in nature. There recently was some development that took place at 151 Hwy 5 W (formerly 119 Hwy 5 W) and I was curious to know if more development could happen there? Considering it’s location and access to local businesses in Waterdown and Dundas, it would make for a good logistics location for warehousing. I do understand it is outside the urban area to the direct east, but that there has been discussion of expanding the urban area to envelop these properties.</p>

Greenbelt – Binbrook

#	Date:	Name:	Property	Comment:
1.	June 14 2021	A. Eldebs	McNally lands (SE corner Fletcher Rd & Binbrook Rd)	<p>We have a contract to purchase the lands in Binbrook known as the McNally lands, located at the southeast corner of Fletcher Rd/Binbrook Rd. The draft plan for these lands was approved at the OMB in 2016.</p> <p>I understand that through the City’s MCR process, the City is looking to add a small amount of land into the urban boundary in order to achieve 2051 growth requirements, and that Waterdown and Binbrook are both candidate areas. A portion of our land (approximately 15 acres) is located outside of the City’s Urban Boundary and the Binbrook Village Secondary Plan Area, as outlined in the image below, and we believe it would be a good candidate to be added to the urban boundary considering its immediate vicinity to future servicing, parks, schools, and other components of complete communities.</p>
2.	May 28 2021	D. Pitblado	Binbrook – Reg Rd 56	<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>
3.	Oct 20 2021	G Bluesz (Vrancor)	Reg. Rd 56	<p>I have some questions re:</p> <p>GRIDS 2 /MCR - Screening Criteria and Evaluation Tool (Waterdown and Binbrook) Attached is the document regarding potential boundary expansions specific to Binbrook. It’s understood that the City is evaluating potential expansion options using the following criteria is entitled “<u>GRIDS 2 /MCR – Screening Criteria and Evaluation Tool (Waterdown and Binbrook)</u>”.</p> <p>What is the deadline for requests for urban expansion ?</p>

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				<p>We own 2 parcels on the east side of Regional Road 56...just north of Binbrook.</p> <p>The proposal is to submit a request to the city for the 10ha area (shown below in purple) to be consider for urban boundary expansion as per the screening/evaluation tool. Darko's lands are at the north limit of this area.</p> <p>Some additional thoughts on the proposal:</p> <ul style="list-style-type: none"> • sewer and water located along the frontage of these lands and therefore available for immediate connection. • area is outside existing NHS • some regulated watercourses that would need to be considered, can be dealt with through detailed studies. • Binbrook is also outside the Haldimald Tract (6 miles either side of the Grand River)...therefore should not represent any issues with Six Nations and HDI. • Parcel immediately south of Vrancor's site has exiting zoning for commercial uses (i.e. gas bar) and has recently been approved for sewer/water connection through an OPA (school to north also included). • Existing residential subdivision currently under construction south of this area (south of Cemetery Road and on east side of RR 56) • lands represent a logical extension of the village of Binbrook and rounding out of the existing urban area...<u>opportunity for a gateway mixed use development area.</u>

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Other

#	Date:	Name:	Property	Comment:
1.	July 21 2021	J Ariens (IBI Group)	1570 Carlisle Rd, Carlisle	<p>IBI Group is representing the property owners of 1570 Centre Road, Carlisle.</p> <p>Please find attached a letter respectfully requesting the inclusion of 1570 Centre Road, Carlisle into the Carlisle Hamlet through the ongoing MCR and GRIDS 2 process. The purpose of this letter is to provide an understanding of the subject lands, surrounding context and existing planning controls to support the inclusion of the subject lands and proposed extension of the Carlisle Hamlet Area.</p> <p>The proposed Hamlet Boundary Expansion is a logical expansion, represents rounding out of the Hamlet in line with an identifiable feature and provides an opportunity to provide diversity in housing options.</p> <p>Dear Ms. Travis: MUNICIPAL COMPREHENSIVE REVIEW - HAMLET EXPANSION - 1570 CENTRE ROAD, CARLISLE</p> <p>IBI Group is representing the property owners of the subject lands, municipally referred to as 1570 Centre Road, Carlisle.</p> <p>In 2006, the City of Hamilton City Council approved the first Growth Related Integrated Development Strategy ("GRIDS"), which was an integrated process that identified a broad land use structure, associated infrastructure, economic development strategy, and financial implications for growth options to serve Hamilton for 30 years. GRIDS planned for growth up to 2031. Now GRIDS needs to be updated to plan for the City's population and job growth to 2051, which is known as GRIDS 2. The City will also complete their Municipal Comprehensive Review ("MCR") concurrently with GRIDS 2. The MCR is the process by which the City brings its Official Plans into conformity with updated policies of the various Provincial plans which apply to Hamilton (PPS, Growth Plan for the Greater Golden Horseshoe, Niagara Escarpment Plan, Greenbelt Plan).</p> <p>The purpose of this letter is to provide an understanding of the subject lands, surrounding context and existing planning controls to support the inclusion of the subject lands and proposed extension of the Carlisle Hamlet Area under the City's GRIDS 2 and MCR process.</p> <p>1.0 SITE LOCATION AND DESCRIPTION</p>

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#	Date:	Name:	Property	Comment:
				<p>The subject lands are located along the eastern side of Centre Road, between Concession Road 10 East and Woodend Drive, as seen in Figure 1. The subject lands are legally described as Part of Lot 7, Concession 9 East, Parts 6 & 7 on Reference Plan 62R4761 subject to HL281035, easement in gross over Parts 1 -3 on Reference Plan 62R17253 as in WE343112 and easement in gross over Parts 1-2 in Reference Plan 62R20228 as in WE1100120 within the geographic township of Flamborough in the City of Hamilton. The subject lands are irregular in shape and have an approximate frontage of 59 metres along Centre Road, a depth of 431 metres with an approximate area of 52,748 square metres (5.2 hectares).</p> <p>The subject lands are currently used for residential purposes and have never been used for agriculture. The northern portion of the subject lands are occupied by a two-storey single detached dwelling accessed by a concrete driveway from Centre Road, as shown in Figure 2.</p> <p><i>Figure 1: Aerial Mapping of Subject Lands from Geowarehouse</i> <i>Figure 2: Streetview of Subject Lands from Google Streetview</i></p> <p>2.0 SURROUNDING CONTEXT</p> <p>The subject lands are located in the northern portion of the City of Hamilton, adjacent to the Rural Settlement Area of Carlisle, as seen in Figure 3.</p> <p>In terms of a greater surrounding context, the subject lands are found at the northern boundary of the Carlisle Hamlet, illustrated in the Rural City of Hamilton Official Plan. The area south of the subject lands and into the Carlisle Hamlet consist of single detached dwellings. Carlisle Community Centre, Carlisle Memorial Park and commercial uses are centred around the intersection of Centre Road and Carlisle Road, situated approximately 1 kilometre south of the subject lands. As seen in Figures 3 & 4, the Hamlet of Carlisle seems to surrounded by the Natural Heritage System.</p> <p>To the north, the subject lands are bordered by single detached residential uses as well as the Natural Heritage System Corridor, as seen in Figure 4. Further north of the Natural Heritage System are institutional uses, including Our Lady of Mount Carmel Catholic Elementary School and Balaclava Elementary School. Bordering the subject lands to the east and west are single detached dwellings and agricultural uses as well as Natural Heritage System.</p> <p><i>Figure 3: Surrounding Context around Subject Lands, from Google Earth</i></p> <p>3.0 PROPOSAL</p>

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#	Date:	Name:	Property	Comment:
				<p>Our proposal is to request the inclusion of the entirety of the subject lands into the Carlisle Hamlet, through the ongoing MCR and GRIDS 2 process. The proposed expansion to the Hamlet Area will include the subject lands, which has an area of 5.2 hectares.</p> <p>4.0 PLANNING POLICY FRAMEWORK</p> <p>The following subsections provide an assessment of the proposed Hamlet Boundary Expansion against current and applicable planning policy, including the Provincial Policy Statement 2020, Greenbelt Plan, Growth Plan for the Greater Golden Horseshoe 2019 and the City of Hamilton Rural Official Plan.</p> <p>4.1 PROVINCIAL POLICY STATEMENT 2020</p> <p>The Provincial Policy Statement 2020 (“PPS”) provides policy direction on matters of provincial interest regarding land use planning and sets the foundation for land use planning and development regulations. The main considerations of this document pertain to protecting resources of provincial interest, the built and natural environment and public health and safety. The PPS focuses growth within Settlement Areas and away from significant or sensitive resources and areas which may pose a risk to public health and safety.</p> <p>Section 1 of the PPS focuses on building strong, healthy Communities. <i>Policy 1.1.1 Healthy, liveable and safe communities are sustained by:</i></p> <p><i>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;</i></p> <p>Subsection 1.1.3 provides development and growth direction for settlement areas.</p> <p><i>Policy 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:</i></p> <p><i>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;</i></p> <p><i>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;</i></p> <p><i>c) in prime agricultural areas:</i></p> <p><i>1. the lands do not comprise specialty crop areas;</i></p>

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				<p><i>2. alternative locations have been evaluated, and</i></p> <p><i>i. there are no reasonable alternatives which avoid prime agricultural areas; and</i></p> <p><i>ii. there are no reasonable alternatives on lower priority agricultural lands in prime agricultural areas;</i></p> <p><i>d) the new or expanding settlement area is in compliance with the minimum distance separation formulae; and</i></p> <p><i>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.</i></p> <p>Subsection 1.1.4 provides policies relating to Rural Areas in Municipalities.</p> <p>Policy 1.1.4.2 <i>In rural areas, rural settlement areas shall be the focus of growth and development and their vitality and regeneration shall be promoted.</i></p> <p>Policy 1.1.4.3 <i>When directing development in rural settlement areas in accordance with policy 1.1.3, planning authorities shall give consideration to rural characteristics, the scale of development and the provision of appropriate service levels</i></p> <p>Section 1.4 provides policies relating to Housing.</p> <p>Policy 1.4.3 <i>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:</i></p> <p><i>b) permitting and facilitating:</i></p> <p><i>1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs</i></p> <p><i>requirements and needs arising from demographic changes and employment opportunities</i></p> <p>Planning Summary: The Rural Hamilton Official Plan identifies that the subject lands are part of the Rural Area, further described in Section 4.4. Within Rural Lands, Rural Settlement Areas otherwise known as Hamlets are where growth and development should be focused. Prime Agricultural uses predominate outside of these areas.</p> <p>Our request to include the subject lands into the Carlisle Hamlet will require a Settlement Boundary Expansion. Policy 1.1.3.8 provides the policy permissions relating to Settlement Boundary Expansions through the Municipal Comprehensive Review process. The criteria listed have to be met to justify the expansion of the Hamlet. These criteria are discussed below in Section 5.0</p>

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				<p>As the subject lands are not considered ‘Prime Agricultural’, leaving the subject lands outside of the Hamlet Boundary would create a land use pattern that would prevent the efficient expansion of Settlement Areas in those areas which are adjacent or close to Settlement Areas. The proposal is a logical extension of the Hamlet in order to provide a range of housing options to meet the social, health, economic and well being requirements of current and future residents. The subject lands are residential in nature, therefore the proposal would add another type of housing option to the community in the form of ‘Rural Estate Residential’.</p> <p>4.2 GREENBELT PLAN 2017</p> <p>The Greenbelt Plan was prepared and approved under the Greenbelt Act, 2005 and took effect on December 16, 2004. The Greenbelt Plan took effect on July 1, 2017 and is applicable to the subject lands. The Greenbelt Plan provides policies on the protection of agricultural lands, water resources and natural areas in Ontario’s Greater Golden Horseshoe Region.</p> <p>As seen in Figure 4, the subject lands are designated as ‘Protected Countryside’.</p> <p>Section 3.1.4 provides policies for lands falling within Rural Lands of the Protected Countryside.</p> <p>Policy 3.1.4.1 <i>Rural lands support and provide the primary locations for a range of recreational, tourism, institutional (including cemetery) and resource-based commercial/ industrial uses. They also contain many historic highway commercial, non-farm residential and other uses which, in more recent times, would be generally directed to settlement areas but which are recognized as existing uses by this Plan and allowed to continue and expand subject to the policies of section 4.5. Notwithstanding this policy, official plans may be more restrictive than this Plan with respect to the types of uses permitted on rural lands, subject to the policies of section 5.3.</i></p> <p>Policy 3.1.4.3. <i>Settlement area expansions may be permitted into rural lands, subject to the policies of section 3.4.</i></p> <p>Section 3.4 provides policies for Settlement Areas. Subsection 3.4.4. outlines policies for Hamlet Areas.</p> <p>Policy 3.4.4.1 <i>Hamlets are subject to the policies of the Growth Plan and continue to be governed by official plans and related programs or initiatives and are not subject to the policies of this Plan, save for the policies of sections 3.1.5, 3.2.3, 3.2.6, 3.3 and 3.4.2. Limited growth is permitted through infill and intensification of Hamlets subject to appropriate water and sewage services</i></p> <p><i>Figure 4: Excerpt of Map 97 from the Greenbelt Plan</i></p>

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				<p>Planning Summary: The subject lands are an example of existing non-farm residential on Rural Lands. Policy 3.1.4.3 provides the policy permissions relating to Settlement Boundary Expansions on Rural Lands, subject to Section 3.4. This section provides that Hamlets are subject to the Growth Plan and are governed by the municipality's Official Plans.</p> <p>4.3 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE 2019</p> <p>The Growth Plan for the Greater Golden Horseshoe (the "Growth Plan") 2019 was prepared and approved under the Places to Grow Act, 2005. The Growth Plan took effect on May 16, 2019 and is applicable to the subject lands. The Growth Plan provides policies to guide future growth.</p> <p>The Growth Plan provides policies to guide future growth and development, where the major goals are to provide a sufficient housing supply, improving transportation options, encourage a high quality of life and a strong economy, while ensuring a healthy natural environment. The Growth Plan guides development into the Greater Golden Horseshoe ("GGH") to a time horizon to the year 2051. Overall the Growth Plan has projected a 2051 population of 820,000 for the City of Hamilton.</p> <p>Section 2 of the Growth Plan provides direction on how and where development should occur. Subsection 2.2 provides policies for Where and How to Grow.</p> <p>Policy 2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:</p> <p><i>c) 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></p> <p>Subsection 2.2.6 provides policies for Housing.</p> <p>Policy 2.2.6.1 <i>Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:</i></p> <p><i>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></p> <p><i>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</i></p> <p>Subsection 2.2.8 provides policies relating to the expansion of Settlement Areas.</p> <p>Policy 2.2.8.1 <i>Settlement area boundaries will be delineated in official plans.</i></p> <p>Policy 2.2.8.2 <i>A settlement area boundary expansion may only occur through a municipal comprehensive review where it is demonstrated that:</i></p>

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				<p><i>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></p> <p><i>i. within the upper- or single-tier municipality, and</i></p> <p><i>ii. within the applicable lower-tier municipality;</i></p> <p><i>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</i></p> <p><i>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.</i></p> <p><i>Policy 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:</i></p> <p><i>a) there is sufficient capacity in existing or planned infrastructure and public service facilities;</i></p> <p><i>b) the infrastructure and public service facilities needed would be financially viable over the full life cycle of these assets;</i></p> <p><i>c) the proposed expansion would be informed by applicable water and wastewater master plans or equivalent and stormwater master plans or equivalent, as appropriate;</i></p> <p><i>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;</i></p> <p><i>e) key hydrologic areas and the Natural Heritage System for the Growth Plan should be avoided where possible;</i></p> <p><i>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></p> <p>IBI GROUP Ms. Heather Travis – July 21, 2021 8</p>

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#	Date:	Name:	Property	Comment:
				<p><i>i. expansion into specialty crop areas is prohibited;</i></p> <p><i>ii. reasonable alternatives that avoid prime agricultural areas are evaluated; and</i></p> <p><i>iii. where prime agricultural areas cannot be avoided, lower priority agricultural lands are used;</i></p> <p><i>g) the settlement area to be expanded is in compliance with the minimum distance separation formulae;</i></p> <p><i>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></p> <p><i>i) the policies of Sections 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the PPS are applied;</i></p> <p><i>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</i></p> <p><i>k) within the Protected Countryside in the Greenbelt Area:</i></p> <p><i>i. the settlement area to be expanded is identified in the Greenbelt Plan as a Town/Village;</i></p> <p><i>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;</i></p> <p><i>iii. the proposed expansion would support the achievement of complete communities or the local agricultural economy;</i></p> <p><i>iv. the proposed uses cannot be reasonably accommodated within the existing settlement area boundary;</i></p> <p><i>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</i></p> <p><i>vi. expansion into the Natural Heritage System that has been identified in the Greenbelt Plan is prohibited.</i></p> <p>Subsection 2.2.9 provides policies for Rural Areas.</p> <p>Policy 2.2.9.3 Subject to the policies in Section 4, development outside of settlement areas may be permitted on rural lands for:</p> <p><i>a) the management or use of resources;</i></p>

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#	Date:	Name:	Property	Comment:
				<p><i>b) resource-based recreational uses; and</i> <i>c) other rural land uses that are not appropriate in settlement areas provided they:</i> <i>i. are compatible with the rural landscape and surrounding local land uses;</i> <i>ii. will be sustained by rural service levels; and</i> <i>iii. will not adversely affect the protection of agricultural uses and other resource-based uses such as mineral aggregate operations</i></p> <p>Planning Summary: The Rural Hamilton Official Plan identifies that the subject lands are part of the Rural Area, further described in Section 4.4. The Greenbelt Plan provides that Hamlet Areas are subject to the policies of the Growth Plan and are governed by Official Plans.</p> <p>Our request to include the subject lands into the Carlisle Hamlet will require a Settlement Boundary Expansion. Policy 2.2.8.3 provides the policy permissions relating to Settlement Boundary Expansions through the Municipal Comprehensive Review process. The criteria listed have to be met to justify the expansion of the Hamlet. The Growth Plan provides that to expand within the Protected Countryside in the Greenbelt, the Settlement Area has to be identified as a Town/Village. This is contradictory to the overarching Greenbelt Plan, which provides the same consideration to Hamlets as Towns/Villages.</p> <p>The proposal is a logical extension of the Hamlet in order to provide a range of housing options to meet the social, health, economic and well being requirements of current and future residents. The subject lands are residential in nature, therefore the proposal would add another type of housing option to the community in the form of ‘Rural Estate Residential’.</p> <p>4.4 RURAL HAMILTON OFFICIAL PLAN</p> <p>The Rural Hamilton Official Plan (the “RHOP”) was approved in 2006 by the Ministry and was effective in March 2012. It applies to the lands in the rural area of the City of Hamilton. The Official Plan contains goals, objectives and policies that ensure that the City has a strong rural community, protects ecological systems and has a wise use of its infrastructure services.</p> <p>As identified throughout and seen in Figure 5 below, the subject lands are designated ‘Rural’ and are directly adjacent to the Rural Settlement Area of Carlisle.</p> <p><i>Figure 5: Schedule D - Rural Land Use Designations from Rural Hamilton Official Plan</i></p> <p>The Rural Settlement Area designation on Schedule D – Rural Land Use Designations comprises those areas outside the Urban Area which are intended to be residential and community service centres that serve Rural Hamilton. As seen in Figure 6, the subject lands directly abut the Rural Settlement Area Boundary.</p>

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#	Date:	Name:	Property	Comment:
				<p>Volume 2 – Chapter A sets out the policies for the Carlisle Rural Settlement Area. The purpose of this Rural Settlement Area Plan is to provide a policy framework to guide and direct future development and redevelopment in the Carlisle Rural Settlement Area.</p> <p>Section 1.0 provides the general policies for Rural Settlement Area.</p> <p>Policy 1.2.5 <i>No future expansion to any Rural Settlement Area boundary shall be permitted.</i></p> <p><i>Figure 6: Map 4 - Carlisle Rural Settlement Area from the Rural Hamilton Official Plan</i></p> <p>Planning Summary: While the policy above states that Rural Settlement Area Boundaries shall not be expanded, the MCR and GRIDS 2 review process provides an opportunity for the consideration of this policy and the expansion of Carlisle. The proposal will bring the subject lands more into conformity with the Provincial Plans, as it will provide another housing option to Rural Settlement Areas in the form of Rural Estate Residential.</p> <p>5.0 PLANNING JUSTIFICATION</p> <p>The subject lands are located adjacent to the Carlisle Rural Settlement Area; therefore, it is a logical extension of the Hamlet. As seen in Figure 7, the Hamlet Boundaries follow the Natural Heritage System, except where the subject lands are located. As such, the proposal would facilitate the expansion of the Hamlet Boundary, further corresponding to where the boundaries line up in all other portions of Carlisle. It would represent a rounding out of the Hamlet, where the boundaries would follow a more distinct feature in the northern portion.</p> <p><i>Figure 7: Schedule B - Natural Heritage System from Rural Hamilton Official Plan</i></p> <p>The Residential Lands Needs Assessment conducted as part of the GRIDS 2 & MCR process provided that the City needs to plan for 81,250 new housing units through development in the existing Urban Areas for an average intensification rate of 60% between 2021 and 2051. There are very limited intensification opportunities within the Urban Areas to provide Rural Estate Residential lots.</p> <p>The Residential Lands Needs Assessment concluded that an extra 1,340 hectares of Urban Expansion would be required to plan for 28,660 new housing units. Typically a MCR focuses on Urban Areas lands as these areas are fully serviced and can more readily accommodate growth. However, the Provincial Plans advocate for a full range of housing, which includes Rural Estate Residential Lots, therefore it is our opinion that the subject lands would be a viable candidate area to be included within Carlisle to add to the diversity of housing choices available in Hamilton.</p>

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#	Date:	Name:	Property	Comment:
				<p>Specifically, in reference to the subject lands suitability to be included within the Settlement Area Boundary, the subject lands are not identified as 'Prime Agricultural Lands'. Furthermore, the subject lands are not used for agricultural purposes, therefore no farmland is being removed from production. There are no livestock operations in the vicinity, and as such, the proposal to include the subject lands within the Hamlet boundaries has no adverse impact on farming.</p> <p><i>Figure 8: Agricultural System for the Greater Golden Horseshoe from Agricultural System Portal Mapping</i></p> <p>6.0 CONCLUSION AND RECOMMENDATIONS</p> <p>As part of the Municipal Comprehensive Review, we respectfully request that the subject lands be included within the Carlisle Hamlet Boundary. The purpose of this letter is to justify the inclusion of the subject lands within the Hamlet under the City's MCR and GRIDS 2 process. The proposed Hamlet Boundary Expansion is a logical expansion, represents rounding out of the Hamlet in line with an identifiable feature and provides an opportunity to provide diversity in housing options. We respectfully request that the subject lands be included with other requests. We trust the information and plans contained herein are sufficient to provide staff with sufficient information. If you require any additional information, or have any questions, please do not hesitate to contact the undersigned.</p>
2	April 19 2021	M. Johnston (Urban Solutions)	Barton St & Fifty Rd	<p>Thank you and your Ministry staff for engaging with stakeholders with regards to the Greenbelt consultation and ERO No. 019-3136.</p> <p>In response to this engagement, please see attached, our submission pertaining to the lands at the northwest corner of Barton Street and Fifty Road in the City of Hamilton.</p> <p>Minister Clark,</p> <p>RE: Request for Removal of Lands from the Greenbelt Plan and Specialty Crop Area Northwest Corner of Barton Street and Fifty Road, City of Hamilton ERO No. 019-3136</p> <p><u>Introduction</u></p>

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#	Date:	Name:	Property	Comment:
				<p>UrbanSolutions Planning & Land Development Consultants Inc. (UrbanSolutions) is the authorized planning consultant acting on behalf of Avatar International and 5000933 Ontario Inc. (Owners) for the lands located at the Northwest corner of Barton Street and Fifty Road, in the City of Hamilton.</p> <p>On February 17, 2021, the Ministry of Municipal Affairs and Housing (MMAH) initiated an invitation for public consultation on growing the size of the Greenbelt. The period established to participate in this public consultation was a timeframe stretching from February 17, 2021 to April 19, 2021. As noted in the Environmental Registry of Ontario (ERO) Notice posted by the MMAH, key provincial policies should be considered when providing input during the public consultation. One of the key provincial policies outlined is Growth Management, as any Greenbelt expansion options must have consideration for areas which are serviced settlement areas where a majority of growth would be directed in the Growth Plan for the Greater Golden Horseshoe. Furthermore, although Principle No. 1 of the ERO Notice states that this proposal will not consider the removal of lands from the Greenbelt, an opportunity to provide a net gain of Greenbelt land is presented through an opportunity to remove the subject lands with low-arability from the Greenbelt and place a greater area of highly arable non-Greenbelt lands within the Greenbelt. Should the Province determine that the current ERO consultation period is not the appropriate time to remove lands from the Greenbelt, then the Ministry is strongly encouraged to consider implementing a Minister's Zoning Order to both improve the current stock and size of Greenbelt designated lands. The MZO would remove the subject lands from the Greenbelt and add lands identified by the City of Hamilton in their recent Staff Report (PED21064) as strong candidates for inclusion in the Greenbelt Plan, contained in Appendix A.</p> <p><u>Land Proposed for Removal and Planning Merit</u></p> <p>The subject property is approximately 4 hectares (10.0 acres) in size and is located adjacent to the western edge of the City of Hamilton Urban Boundary. The subject lands are designated as 'Protected Countryside' on Schedule 1 of the Greenbelt Plan (2017) and 'Niagara Peninsula Tender Fruit and Grape Lands' on Schedule 2. The property in question is currently vacant and is completely encapsulated by Barton Street to the South, St. Gabriel's Elementary School to the West, the soon to</p>

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#	Date:	Name:	Property	Comment:
				<p>be constructed extension of Sonoma Lane to the North, and Fifty Road to the East. Both Barton Street and Fifty Road are major arterial roads, with a connection to the QEW Highway just 500 metres to the North of the site. As such, the property is fully isolated from any other farmlands and is entirely framed by existing residential development and municipal infrastructure on all four sides. Any agricultural operation on site presents potential conflicts with abutting residential development as a result of potential odor, pesticide application, and traffic impacts. As such, farming activity has not occurred on the lands in over 20 years.</p> <p>The land is located in an area that has been identified by the City of Hamilton for future urbanization during the Growth Related Integrated Development Strategy (GRIDS 2) process of the City's Municipal Comprehensive Review. As the property fronts on Barton Street and Fifty Road, it is worth noting that the Stoney Creek Urban Boundary Expansion Transportation Master Plan Study Report prepared by Dillon Consulting identifies Barton Street as a strong candidate for future road expansion. Further, the Report identified the lands fronting Fifty Road, +/- 200 metres north of the site, as the most suitable location for</p> <p>a proposed Inter-regional Multi-modal Transit Terminal to accommodate future GO Rail Service in the area. The identification of the lands as an area for future urbanization and the proposed transportation improvements provide further justification that the site be removed from the Greenbelt Plan.</p> <p>During the April 6th, 2021 City of Hamilton Planning Committee Meeting, the City reviewed their Staff Report (PED21064) regarding recommendations to be provided to the Province for growing the Greenbelt as per ERO Posting No. 019-3136, contained in Appendix A. In their Report, the City discuss recommendations <i>for lands to be added to and removed from the Greenbelt Plan</i>. The emphasized land recommend for addition to the Greenbelt was Coldwater Creek in Dundas as Urban River Valleys have been prioritized in recent years for preservation and protection. Further, the lands noted for deletion from the Greenbelt Plan include the lower Stoney Creek lands of which the subject lands are contained. It is clear that the City of Hamilton is in support of the removal the subject property from the Greenbelt and have determined the area to be devoid of worthy agricultural benefit.</p>

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#	Date:	Name:	Property	Comment:
				<p>As the request to remove the subject lands from the Greenbelt has been made in the past, several studies have been carried out to determine the viability of the lands for farming use and to evaluate its inclusion in the Greenbelt. These studies include an Agricultural Conditions Study completed by DBH Soil Services Inc. in 2016, a Land Evaluation and Area Review (LEAR) Study prepared by AgPlan Limited in 2003, a Planning Opinion prepared by MHBC Planning and a Planning Opinion prepared by Dillon Consulting.</p> <p>The DBH Report concluded that the existing soil on site is predominately <i>Canada Land Inventory {CLI} Class 4</i>, which the Ontario Ministry of Agriculture, Food, and Rural Affairs (OMAFRA) defines as having severe limitations that restrict the choice of crops and levels of crop productivity. Additionally, the DBH Report states that during their reconnaissance survey, it was determined that the land does not have artificial tile drainage, irrigation, or topsoil which affect soil capability to successfully grow crops. Further, the lands were found to be significantly lower in grade than the surrounding properties, presenting potential for crop loss due to ponding water. Worth noting, the size of the lot in question (4.0 ha) does not even reach half of the required minimum lot size (10.0 ha) for Agricultural Speciality Crop Zones established in the City of Stoney Creek Zoning By-law No. 3692-92.</p> <p><u>Previous Submissions</u></p> <p>As part of the Provincial Coordinated Land Use Planning Review Process and the Province's Agricultural Land Base Mapping review, our client participated in the Public Consultation that welcomed recommendations for the addition or removal of land from the Greenbelt Plan. A Letter was provided to your office dated September 17, 2018, seeking the removal of the above noted lands from the Greenbelt Plan. As noted in previous submissions, these lands were inadvertently added to the Greenbelt Plan by the City of Hamilton in error due to a fault in the PIN number associated with the subject lands. This was confirmed by the City, who recommended removal of the subject lands from the Greenbelt Plan in their staff report (PED15078(c)) dated January 31, 2017. This staff report led to Hamilton City Council passing Item 2 of Planning Committee Report 17-002 on February 17, 2017, in order to approve the removal of the subject lands from the Greenbelt Plan. Hamilton City Council had also previously requested the Province to</p>

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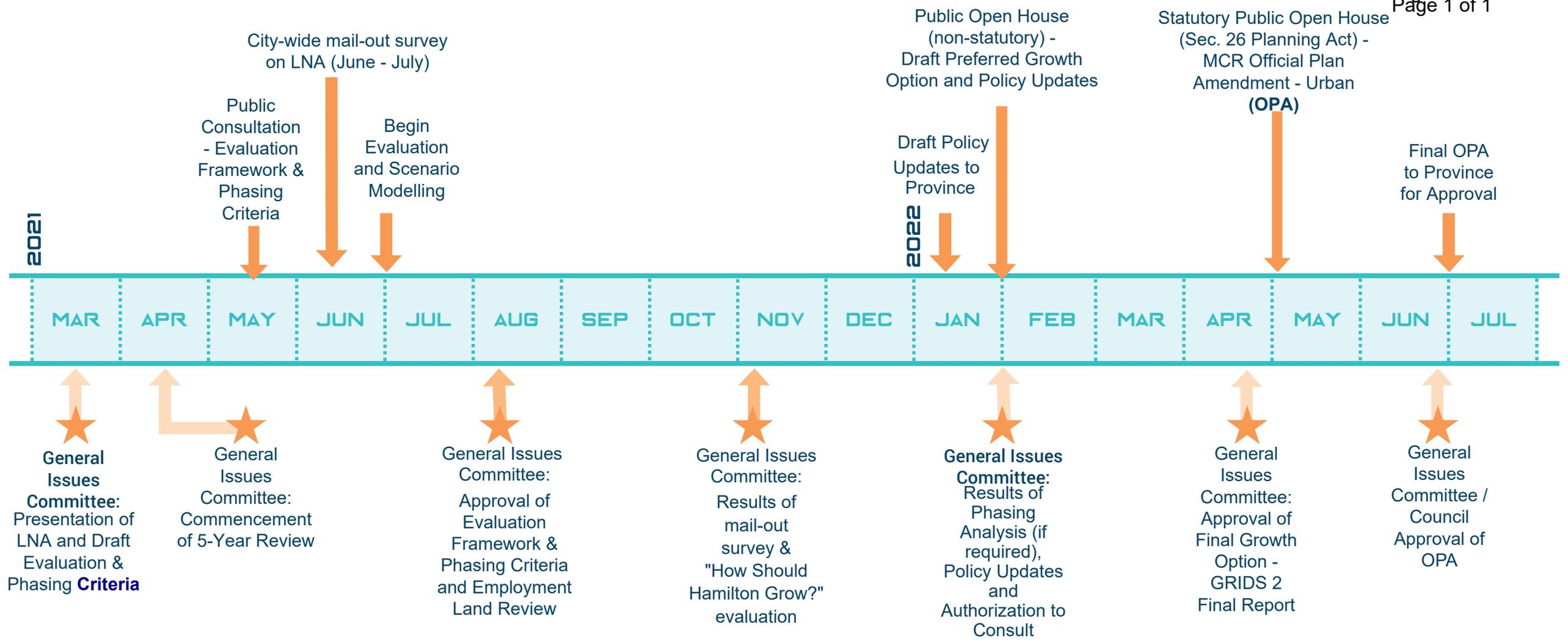
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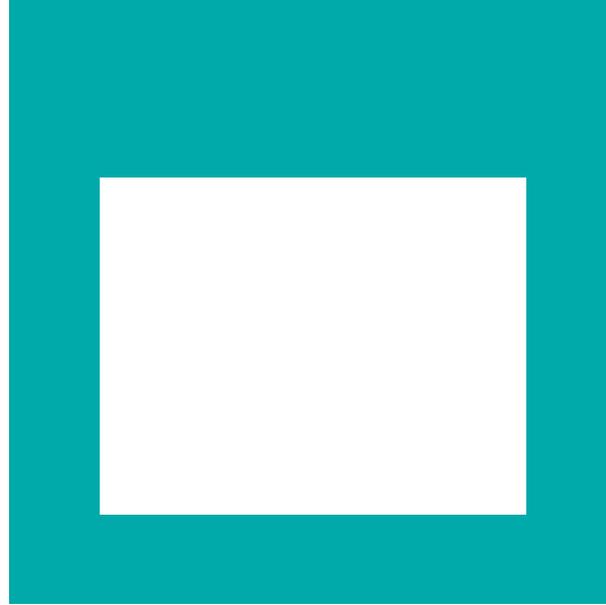
#	Date:	Name:	Property	Comment:
				<p>remove the lands from the Greenbelt Plan on December 9, 2015 and again on September 14, 2016.</p> <p>The previous submissions made on this matter along with the corresponding supporting materials are contained within the enclosed Chronology and Document Binder that was previously compiled by MHBC Consulting. This Document Binder provides a history of the correspondence our client has had with both the City of Hamilton and the Province in efforts to coordinate the removal of the subject lands from the Greenbelt. However, despite receiving support from the City of Hamilton for the removal of the lands from the Greenbelt and ample justification through previous submission, the Ministry has not considered the removal of the lands from the Greenbelt. Should our client's request be denied by the Ministry once more, the removal of the lands would not be permitted to be contemplated until the next Provincial Coordinated Land Use Planning Review in 2027. This would result in the subject lands being left in limbo, unable to develop, nor able to be farmed as part of the Greenbelt. For the Ministry to ensure the Greenbelt maximizes its effectiveness and achieves the objectives of the Plan, we recommend the proposed land exchange to add meaningful land to the Greenbelt Plan and remove the subject land to support the objectives of the Places to Grow Plan through appropriately located development.</p> <p><u>Conclusion</u></p> <p>Giving consideration to the information outlined above, it can be concluded that the removal of the lands located at the North-East corner of Barton Street and Fifty Road in Hamilton is thoroughly justifiable. As determined through the previous analyses of the property by both planning and soil consultants, the property's minimal size, grading, soil quality, and agricultural history indicate that the land does not, and will not, have the capability to aid in achieving the goals and objectives of lands placed within the Greenbelt Plan.</p> <p>Furthermore, the surrounding context of the site is intrinsically urban in nature. The potential multi-modal transit hub located just north of the lands, the development of a residential subdivision on the abutting land to the north and west, along with the resolution passed by the City of Hamilton recognizing the lands as a strategic growth area for future development also warrants removal from</p>

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#	Date:	Name:	Property	Comment:
				<p>the Greenbelt Plan. The site's position is currently contiguous with the City of Hamilton urban boundary and separated from the Greenbelt designated lands by the Fifty Road arterial road. This positioning further cements the subject property as being worthy for consideration for removal from the Greenbelt and subsequent inclusion in the City of Hamilton's urban boundary.</p> <p>A Concept Plan is contained in <i>Appendix B</i>, showing how the subject property could be built out and seamlessly integrated into the surrounding built form, should the lands be removed from the Greenbelt. The plan illustrates a design which accommodates 193 townhouse units which would aid the City of Hamilton in achieving the population target of 820,000 people set out in Schedule 3 of the Growth Plan for the Greater Golden Horseshoe. This concept can be easily implemented as the property already has full municipal infrastructure including; servicing, St. Gabriel Elementary School and Daycare, Grocery stores, QEW access, a nearby GO Transit Station and the potential location of a Multi-modal transit hub as discussed earlier.</p> <p>As such, the 10.0-acre subject lands are a justified candidate for removal from the Greenbelt Plan in exchange for the land identified which is better suited for meeting the objectives of the Plan. We look forward to working with you and your staff to discuss the outlined request in greater detail and coordinate the implementation of said request. Should you have any questions or require anything further, please do not hesitate to contact the undersigned. Please advise.</p>





GRIDS 2 and MCR: “How Should Hamilton Grow?” Evaluation

November 9th, 2021

Introductions

The following staff and consultants have contributed to the How Should Hamilton Grow? evaluation and are in attendance at the meeting today:

Staff	Consultants
Planning	Dillon Consulting (How Should Hamilton Grow?)
Growth Management	Watson (Fiscal Impact Assessment)
Public Works	SSG (GHG Emissions Analysis)
Finance	GM BluePlan / Wood (Water, Wastewater, Stormwater Servicing)
Public Health	Dillon Consulting (Agricultural Impact Assessment)
Transportation	

GRIDS 2 and the MCR

Growth Related Integrated Development Strategy (GRIDS) 2 – long-term planning exercise to 2051 that will guide how and where the forecasted growth of people and jobs will be accommodated.

GRIDS 2 is an integrated process which combines land use planning, infrastructure planning, human services requirements and fiscal impacts into one process

Municipal Comprehensive Review (MCR) – Provincial requirement to update the City's Official Plans (Urban and Rural) to bring them into conformity with the most recent versions of provincial policy documents

GROWTH FORECAST: 2051



An increase of 236,000 people, for a total population of 820,000 people



An increase of 122,000 jobs, for a total employment of 360,000 jobs

PROJECT REVIEW

March 2021 –

- Staff presented **draft Land Needs Assessment (LNA)** and recommended approval of the **‘Ambitious Density’ scenario** (Report PED17010(i))
- Committee deferred the decision on the LNA and 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 consultation** on the two growth options
- Staff report presenting **draft Evaluation Framework and Phasing Criteria** (Report PED17010(j)) received by Council and staff were authorized to commence consultation

PROJECT REVIEW

May 2021 –

- Public engagement undertaken on the Draft Evaluation Framework and Phasing Criteria through the **Engage Hamilton** portal. More than 90 responses received.

June / July 2021 –

- **Mail-out consultation** to households in Hamilton delivered by Canada Post the week of June 21

June 2021 –

- Council direction for staff to retain a consultant to undertake a **peer review of the approach and methodology** utilized for the “City of Hamilton Land Needs Assessment to 2051 – Technical Working Paper” and “Residential Intensification Market Demand Study”

PROJECT REVIEW

August 2021 –

- Approval of **Employment Land Review** report (PED17010(k))
- Approval of **Evaluation Framework and Phasing Criteria** (PED17010(l))

August, 2021 -

- Additional public consultation undertaken on **How Should Hamilton Grow?** framework. 120 responses were received.

September, 2021 -

- Release of **mail-out consultation** results.

Growth Options – Population and Unit Growth

**Option 1: Ambitious
Density**

**Option 2: No Urban
Boundary Expansion**



Population growth

236,000

236,000

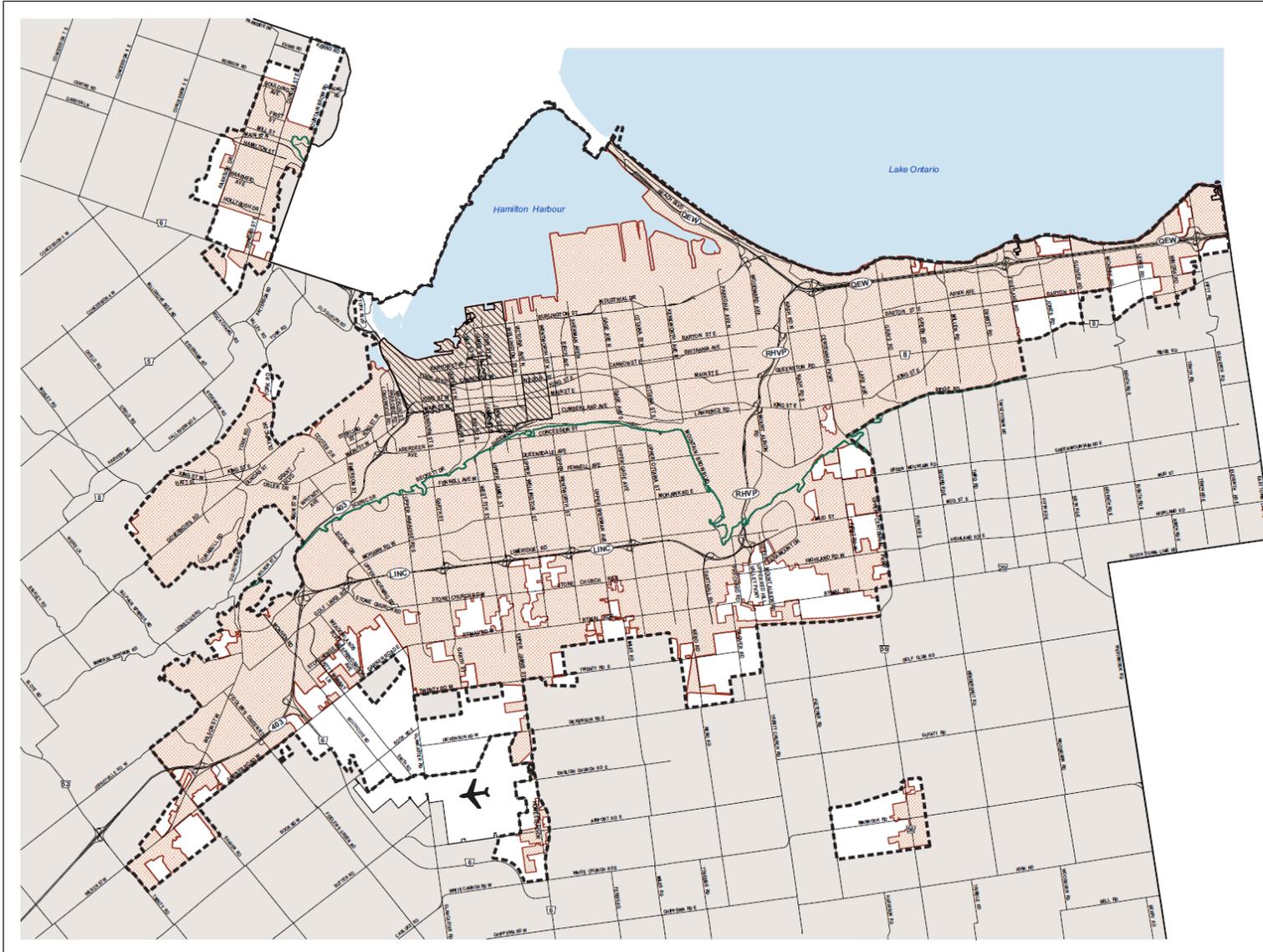


Unit growth

110,320

110,320

Growth Options – Distribution of Growth



APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal – see illustration on Schedules E and E-1, Volume 1

- Legend**
- Built Boundary
 - Built-up Area
 - Central Hamilton
 - Other Features**
 - Rural Area
 - John C. Munro Hamilton International Airport
 - Niagara Escarpment
 - Urban Boundary
 - Municipal Boundary

Council Adoption: July 9, 2009
 Ministerial Approval: March 16, 2011
 Effective Date: August 16, 2013

**Urban Hamilton Official Plan
 Appendix G
 Boundaries Map**

Not to Scale
 Date: February 2021

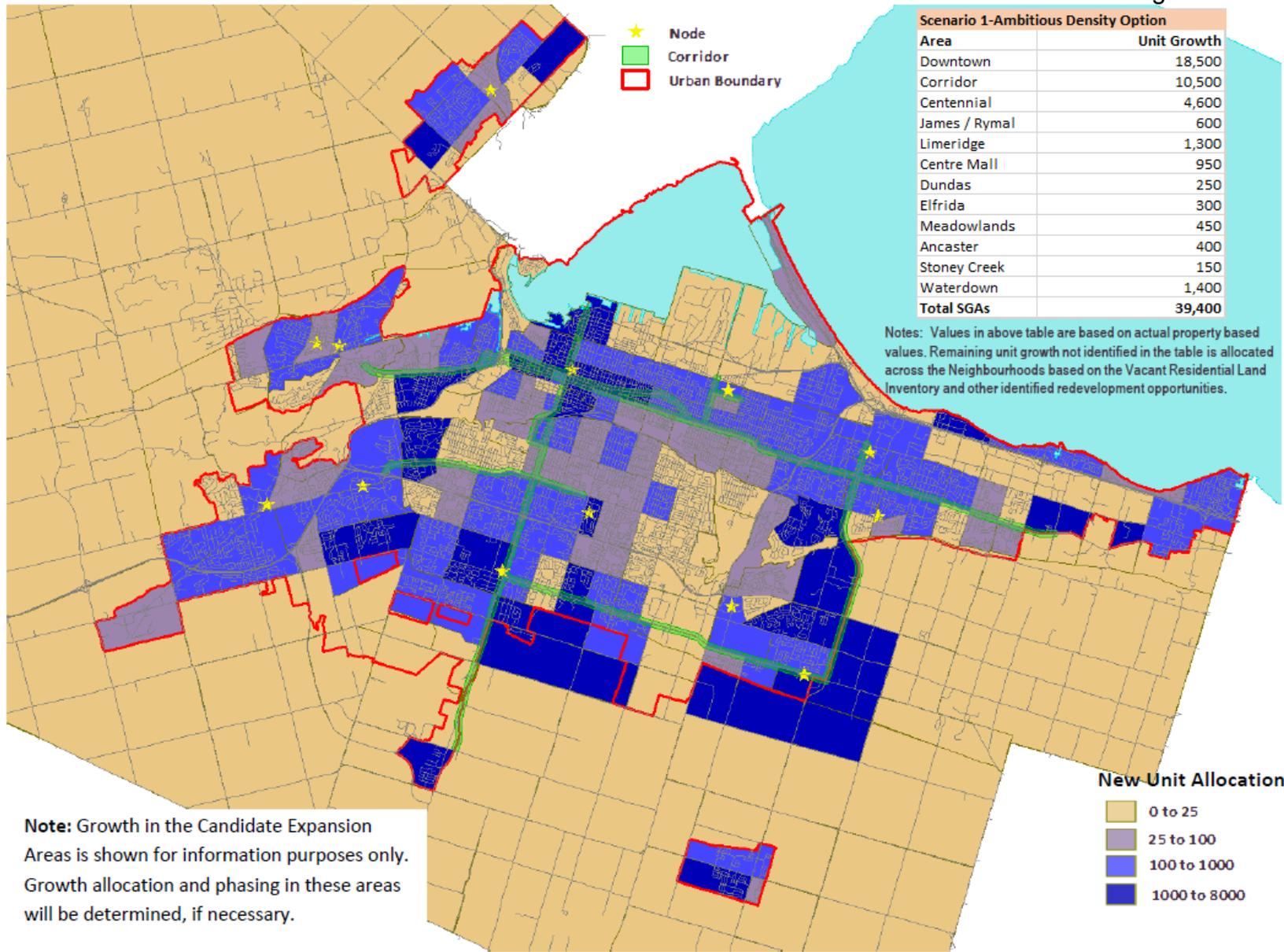
PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT
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 All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, without prior written permission. THIS IS NOT A PLAN OF SURVEY.

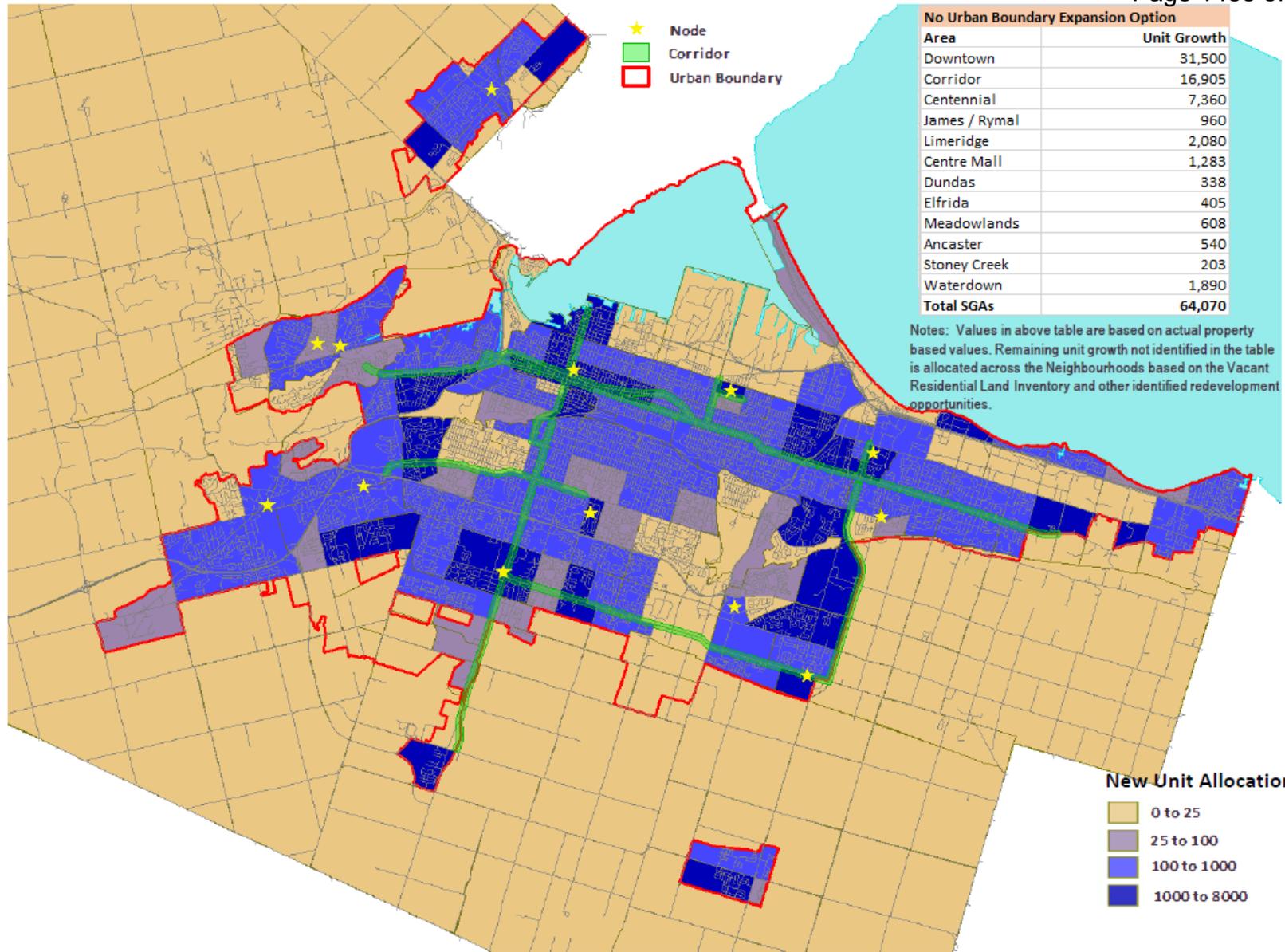
Growth Options – Distribution of Growth

	Option 1: Ambitious Density	Option 2: No Urban Boundary Expansion
 <p>Unit Growth within the <i>Existing Urban Area</i></p>	81,620	109,880
<p>➤ Unit Growth within the <i>Built-Up Area</i> “<i>Intensification</i>”</p>	66,190	94,450
 <p>Unit growth in <i>Urban Expansion Area</i></p>	28,260	0

Growth Options – Unit Growth By Type

	Option 1: Ambitious Density	Option 2: No Urban Boundary Expansion
 Singles / semis	27,120 (25%)	9,585 (9%)
 Towns	27,600 (25%)	14,750 (13%)
 Apartments	55,600 (50%)	85,985 (78%)





Purpose

- The purpose of our work was to identify **the different implications associated with the two growth options**
- The findings of the evaluation report are intended to **support decision-making**



Evaluation Approach

- The evaluation framework is organized around 11 themes



1. **Growth Allocation**



2. **Climate Change**



3. **Natural Hazards**



4. **Municipal Finance**



5. **Infrastructure & Public Service Facilities**



6. **Transportation Systems**



7. **Natural Heritage and Water Resources**



8. **Complete Communities**



9. **Agricultural System**



10. **Cultural Heritage**



11. **Conformity with Provincial Methodology**

14

Evaluation Criteria

- Each theme includes a series of questions/criteria intended to draw out the differences between the two options
- The evaluation framework is informed by specific policies in the Growth Plan (e.g. section 2.2.1 Managing Growth)
- The framework also reflects the Council-approved themes of the GRIDS 2 / MCR 10 Directions to Guide Development and feedback received from stakeholders and the public

Evaluation Criteria

- Comparing growth options is both complex and complicated
- The evaluation framework examines how well each option responds to the criteria
- In reviewing the results there are both subtle and clear differences between the two options

Similarities and Subtle Differences

- Both options are similar in that they both:
 - Exceed the Province's minimum DGA density targets and intensification targets
 - Represent a significant change from past trends and will help to support a more transit-supportive, compact, complete community for the City of Hamilton



Similarities and Subtle Differences



From an infrastructure and public facilities perspective, both options will require significant investment in new public infrastructure and public facilities:

- Growth Option 1 would require new infrastructure to service new expansion lands (greater length of linear networks) and also require upgrades in the built up area to accommodate intensification.
- Growth Option 2 would see a greater portion of the City's population concentrated in the built up area compared to Option 1.
- Growth Option 2 is perceived to have less certainty around cost-recovery and also greater complexity associated with infrastructure provision (e.g. combined sewers, more capacity constraints, etc.), given the scale of development planned for the built up area.

Similarities and Subtle Differences



From a cultural perspective both options will have impacts on protecting and preserving cultural heritage resources.

- Within the Built Up Area, both options will have higher levels of intensification which may result in pressures to redevelop on or adjacent to heritage properties and within cultural heritage landscapes
- There are no known cultural heritage landscapes, individually designated properties or Ontario Heritage Trust Easement (Part IV) in the Candidate Expansion Areas.
- There is archaeological potential adjacent to or within the majority of the Candidate Expansion Areas (any future development would require an Archaeological Assessment)

Similarities and Subtle Differences



From a natural hazard perspective, both options are expected to direct development away from natural hazards:

- Growth Option 1 would see new development in proximity to existing hazards in the expanded DGA area.
- Growth Option 2 would see a greater portion of the City's population concentrated in proximity to existing natural hazards in the urban area.
- There is no significant difference in the perceived risks associated with natural hazards from a growth management perspective.

Differentiators, Growth Option 1

- The strengths of the Ambitious Density Option are:
 -  Less financial risks, (the location, timing and tools required to fund development are well established; infrastructure planning is relatively straight-forward compared to Option 2)
 -  Provides a full range of housing types and a more balanced housing mix that aligns with projected market demand
 -  Meets the Provincial Land Needs Methodology, conforms to Provincial policy

Differentiators, Growth Option 2

- The strengths of the No Urban Boundary Expansion Option are:
 -  Better responds to the overall potential risks associated with climate change and results in a slightly smaller increase in GHG emissions
 -  Maximizes opportunities to support the City's existing and planned transit system
 -  Better protects the existing supply of prime agricultural lands
 -  Better protects natural heritage systems and water resources
 -  Allocates more of the growth to the City's existing settlement area

Conclusions

- While Growth Option 2 has several key strengths, it has several fundamental weaknesses which cannot be mitigated:
 1. Does not conform to Provincial policy and is not likely to be approved by the Province
 2. Uncertain impacts on the local housing market and risks of growth occurring elsewhere (i.e. other municipalities)
 3. Uncertain financial risks related to infrastructure provision

Conclusions

- From a planning perspective, Growth Option 2 is recommended because it:
 - Conforms to provincial policy
 - Provides an ambitious target for urban intensification and supports the City's planned urban structure
 - Agricultural, Climate Change and Natural Heritage Systems impacts can be further assessed and addressed through secondary planning

Staff Recommendations

Staff are recommending adoption of the “**Ambitious Density**” **scenario** as the preferred Community Area land need scenario:

- represents an aggressive and forward thinking approach to growth management;
- represents an achievable, albeit challenging, growth management objective; and,
- conforms to the Provincial Growth Plan and the Provincial LNA Methodology.

Staff Report Recommendations

For the purposes of managing growth, the following **phasing of land need** be endorsed for planning purposes to 2051:

- (i) For the period from 2021 to 2031, a land need of **305 ha**;
- (ii) For the period from 2031 to 2041, a land need of **570 ha**;
- (iii) For the period from 2041 to 2051, a land need of **435 ha**.

Staff Report Recommendations

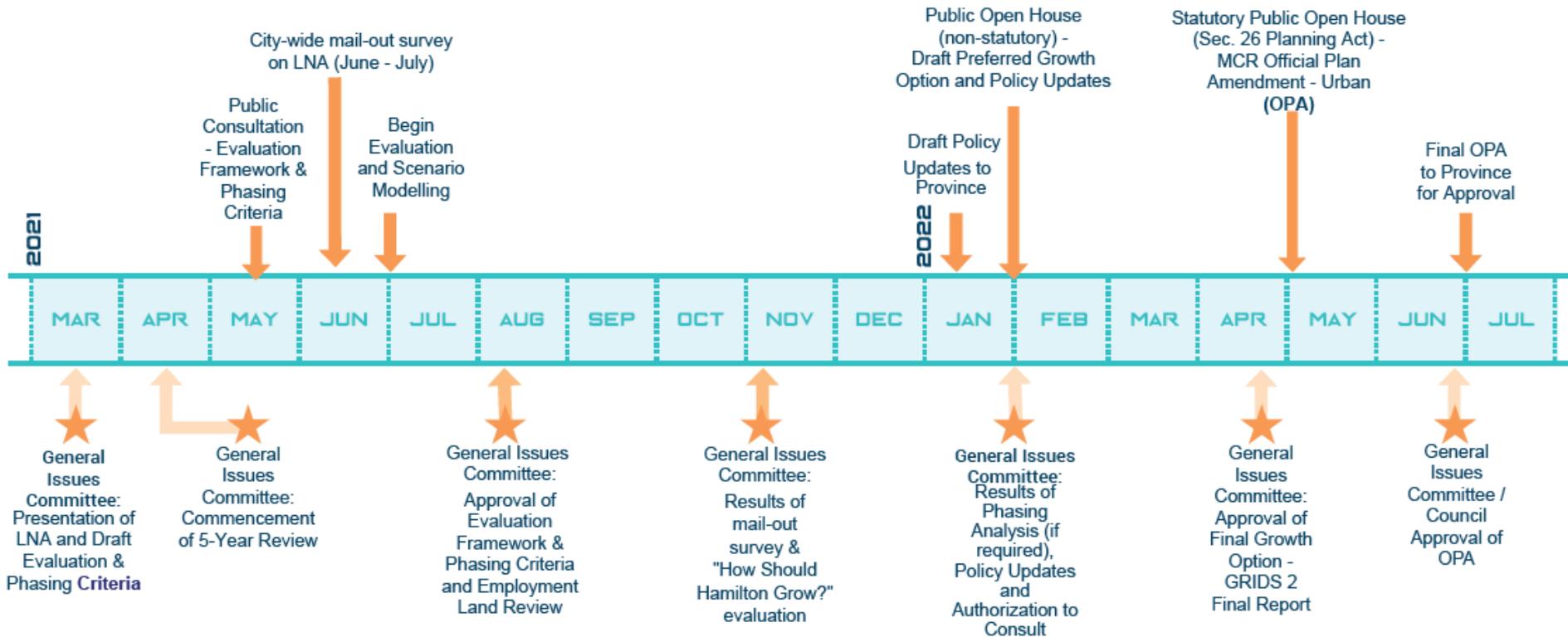
That Council authorize staff to evaluate phasing of growth options under the Ambitious Density scenario to identify where and when development of the **whitebelt lands**, comprised of one or more of the areas known as Elfrida, Twenty Road East, Twenty Road West and Whitechurch, should occur, in accordance with the GRIDS 2 / MCR Growth Evaluation Framework and Phasing Criteria.

That Council authorize staff to evaluate requests for expansion from **Waterdown and Binbrook**, up to a maximum size of 10 ha, of which 5 ha may be for residential use, as per the Screening Criteria and Evaluation Tool (Waterdown / Binbrook).

Staff Report Recommendations

That Council direct staff to prepare a draft **Official Plan Amendment** as part of the MCR that implements an interim urban boundary expansion to 2031 and that includes policies to ensure that any future urban boundary expansions are controlled and phased, including consideration of options for identifying growth needs beyond 2031 without formally designating the land as urban at this time and that staff be directed and authorized to schedule a public meeting of the Planning Committee to consider an Official Plan Amendment, to give effect to the MCR.

Next Steps



document, the information it contains and the information and basis on which it relies, are subject to changes that are beyond the control of the author. The information provided by others is believed to be accurate but has not been verified.

Addenda – Nov. 17, 2021

Following the completion of this brief, further analysis has been completed to refine the results. First, updated transportation data was provided, specifically modal share projections for internal and external trips for 2051 by zone. Second, interim projections (between 2016 and 2050) were removed to provide better comparability between the two scenarios. Third, commercial and industrial employment distributions were assumed to be the same in both scenarios. These changes had the impact of reducing the cumulative GHG impact (2021-2050) from 1 MtCO_{2e} as described in this brief to 0.5 MtCO_{2e}.

An analysis of the VKT reduction resulting from the NUE scenario narrowed the difference between SSG's analysis and the City's transportation analysis to 100 million annual VKT in 2050. This variance is the result of the modelling treatment of pass-through trips. From a GHG accounting perspective, pass through trips are not counted as part of the City's GHG inventory and are therefore not reflected in the CityInSight model.

This finding provides three insights additional to those described in the briefing:

- *The size of the GHG benefit of the NUE scenario will be influenced by the timing of, and location of, urban expansion.*
- *The sectoral distribution of future employment between the two scenarios will also impact the difference in emissions (these have been held constant in the two scenarios). For example, if one scenario included more employment in low rise office versus high rise office, this will impact the emissions.*
- *There are additional GHG benefits from reduced passthrough trips which do not show up in the CityInSight analysis.*

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Addenda

Following the completion of this background report, further analysis and model runs have been completed to refine the transportation forecast results.

A re run of the city's transportation model (which is still under refinement) has resulted in an update to the forecasts for Vehicle-km of Travel (VKT), which is an indicator of greenhouse gas emissions. The update results in smaller difference in VKT between the No Urban Boundary Expansion scenario and Ambitious Density Scenario. This has narrowed the difference between SSG's analysis and the City's transportation analysis to 100 million annual VKT in 2050. This variance is the result of the modelling treatment of pass-through trips and reflects that there is some uncertainty when forecasting out 30 years of travel patterns. Both estimates suggest there is a saving in VKT for the No Urban Boundary Expansion option.

This affects Tables 3-1, 4-7 and 5-1 of this report.

1 Introduction

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.

In August 2021, Council approved an updated evaluation framework to guide decisions on growth management. The framework is intended to help inform three sequential questions:

How to grow?

The City is contemplating two alternatives at the City-scale: an 'Ambitious Density' Growth Option (1,310 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.

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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.

1.1 Purpose of Report

The evaluation of growth options is being undertaken based on a comprehensive approach based on ten themes. In August 2021, a background report was prepared to present both the evaluation framework as well as criteria for each theme.

The purpose of this report is to provide information and analysis to support **Theme 6. Transportation Systems**. The report also presents information to support **Theme 2: Climate Change**.

The focus of the analysis is primarily on Stage 1 of the evaluation framework, addressing the question of How to Grow. The analysis will be extended through subsequent iterations of this report as the evaluation progresses to support Stages 2 and 3 of the framework.

1.2 Description of Growth Alternatives

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.

As part of the question of "How to Grow?" two alternatives at the City-scale are being contemplated:

- An 'Ambitious Density' Growth Option (1,310 ha expansion for new Designated Greenfield Lands)
- A 'No Urban Boundary Expansion' Growth Option

A map of the potential new designated greenfield lands also referred to as 'whitebelt' lands, is provided in Figure 1.1, with a summary of the key features of each growth option is provided in Table 1-1.

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The differences in the distribution of population across for the two land use scenarios has an observed impact on trip distribution, average travel distances and mode splits. Based on an evaluation of the travel patterns for the base year (2016), approximately 1,113,000 kilometres were travelled by auto and 61,000 passenger kilometres travelled by transit in the AM peak hour. Given the projected increase in population and employment by 2051, a comparable evaluation was carried out to test the sensitivity of two growth scenarios (Table 3-1). The estimated distance travelled by automobile during AM peak hour increases from 2016 to 2051 by 48.2% under No Boundary Expansion and 58% under Ambitious Density. However, the observed vehicle hours travelled in 2051 shows an over 105% increase when compared to the base year. The estimated travel time increase is primarily related to the effect of congestion which will result in lower average travel speeds as growth increases.

For transit, there is a measurable impact on city-wide mode shares with the No Urban Boundary Expansion. Measured in terms of 'motorized shares', transit shares are projected to be 11.4% for the ambitious density scenario and 11.9% for the no boundary expansion scenario. *Note that due to the model configuration, these are different than the description of TMP targets whereby mode split is expressed as a percentage of all trips including walking and cycling.*

Passenger kilometres travelled would be higher for the ambitious density scenario due to longer average trip distances.

Table 3-1: Peak Hour vehicle and passenger distance travelled

Performance Indicator	2016 Base Year	2051 Ambitious Density	2051 No Boundary Expansion	% Increase	
				Scenario 1: Ambitious	Scenario 2: No Boundary Expansion
Vehicle Kilometres Travelled	1,113,000	1,759,000	1,71,000	58.0%	54.0%
Vehicle Hours Travelled	18,000	38,000	37,000	111%	105%
Passenger Kilometre Travelled	61,000	101,000	95,000	65.6%	55.7%
Transit Mode Share (% of motorized trips) ^a	11.7%	11.4%	11.9%		

Notes: ^a Excludes walking & cycling trips.

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Active transportation needs and opportunities for the No Boundary Expansion alternative would primarily be related to the upgrading of existing facilities and the acceleration of the build-out of Planned Cycling Network as developed through the 2018 Cycling Master Plan. Greater pedestrian and cyclist trip density in intensified areas will generate a need to build higher quality, separated cycling facilities. This may include new or separated cycling facilities along Upper Ottawa, Upper Wellington and West 5th, to properly connect with the broader municipal network, to provide safe connections to the city-wide network. Higher trip density in this scenario could lead to existing communities being able to support amenities locally, they currently need to travel elsewhere for. Reducing trip distances will help make active modes more competitive for these shorter distances, which experience shows should lead to more active trips.

In both scenarios, there may be a need to upgrade and install other existing infrastructure. This could include installing sidewalks where there are none, making sidewalks that connect to key destinations wider, upgrading unpaved trails to year-round facilities, and other localized enhancements.

4.5 Emissions from Transportation

In addition to developing the background to evaluate the criteria under Transportation Systems, this report also provides a forecast of key inputs required to estimate Greenhouse Gas (GHG) emissions from transportation, as input to the Climate Change Theme criteria.

As background, transportation in Hamilton currently accounts for 13% of GHG emissions from all sources. Excluding industrial sources, which dominate Hamilton's GHG emissions, transportation accounts for 39% of emissions produced (Source: Hamilton and Burlington Low-Carbon Scenario and Technical Report 2016 to 2050, Sustainability Solutions Group)

Using the Hamilton Transportation Demand Model, it is possible to estimate total vehicle-kilometres (VKT) travelled by personal automobiles and passenger-kilometres travelled (PKT) by transit, each of which can be converted to GHG emissions based on fuel efficiency. VKT and PKT are key indicators of greenhouse gas emissions. While the resultant emissions are dependent on projected trends in fuel efficiency and fuel type mix (e.g. gasoline, diesel, natural gas, hydrogen, or electric), fundamentally VKT and PKT represent travel effort for which energy is required.

As shown on Table 4-7 both growth scenarios will result in significantly more VKT and PKT being generated by Hamilton residents, as expected due to increased population and employment. Comparing the two growth scenarios, the Ambitious Density Scenario would result in a 58% increase in VKT vs. 54% for the No Urban Boundary scenario. A

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similar magnitude difference is projected for PKT as well, due to the fact transit trips would be longer on average for the Ambitious Density scenario.

On a per capita basis, VKT per capita is projected to increase by 9% and 6% for the ambitious and no boundary expansion scenario respectively.

Table 4-7 Projected GHG Indicators (VKT and PKT)

Metric	2016 Base	2051 Ambitious Density	2051 No Boundary Expansion
VKT (Peak hour)	1113000	1759000	1710000
PKT (Peak hour)	61000	101000	95000
VHT	31 mins/veh	42 mins/veh	40 mins/veh
VKT (Per annum)	4,062,450,000	6,420,350,000	6,241,500,000
% increase from 2016		58%	54%
VKT per capita	7,196	7,827	7,611
% increase from 2016		9%	6%
PKT (Per annum)	183,000,000	303,000,000	285,000,000
		66%	56%

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5.1 Transportation and Climate Change

Table 5-1: Evaluation Table | GHG Emissions from Transportation & Climate Change

Growth Option 1: Ambitious Density (1,310 Ha Expansion)	Growth Option 2: No Urban Boundary Expansion
Does the growth option present any significant risks associated with climate change?	
<ul style="list-style-type: none"> • 58% increase in auto vehicle kilometres of travel compared to 2016 • 66% increase in transit passenger kilometres of travel compared to 2016 • 9% increase in VKT per capita compared to 2016 • Based on projected average auto trips lengths and projected mode shares, residents will be more exposed to financial risk if transportation energy costs increase 	<ul style="list-style-type: none"> • 54% increase in auto vehicle kilometres of travel compared to 2016 • 56% increase in transit passenger kilometres of travel compared to 2016 • 6% increase in VKT per capita compared to 2016
<p>Overall Result Addresses a couple of aspects of this theme.</p> 	<p>Overall Result Addresses some aspects of this theme.</p> 
Does the growth option present any significant opportunities associated with climate change?	
<ul style="list-style-type: none"> • Targeted densities in new growth areas could support forms of development that are conducive to working from home • Population and employment will increase in transit supportive areas • Streets for new growth areas can be designed to mitigate impacts of climate change (i.e. Stormwater management, street trees) 	<ul style="list-style-type: none"> • Population and employment will increase in transit supportive areas • Based on average trip distance and access to higher order transit, a greater proportion of trips are “feasible” trips for sustainable modes (walk/cycle/transit)