



## City of Hamilton

### CITY COUNCIL ADDENDUM

Friday, July 14, 2023, 9:30 A.M.  
Council Chambers  
Hamilton City Hall  
71 Main Street West

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#### 5. COMMUNICATIONS

- \*5.19 Correspondence from Toby Yull respecting Wentworth Lodge Lands proposal.  
Recommendation: Be received and referred to the consideration of Item 7 of General Issues Committee Report 23-022.
- \*5.20 Correspondence respecting Report PED23144, Urban Expansion Areas Secondary Planning Policy Framework and Guidelines:
- \*a. Rachelle Larocque, Senior Associate, Bigliere Group
  - \*b. Oz Kemal, Partner, MHBC
- Recommendation: Be received and referred to the consideration of Item 10 of Planning Committee Report 23-011.

- \*5.21 Correspondence from the Hamilton Chamber of Commerce and the West End Home Builders Association respecting their joint Hamilton-area focused housing report, "Who Will Swing the Hammer?".

Recommendation: Be received and referred to the Planning Committee meeting when Dr. Mike Moffatt and Jesse Helmer of the Smart Prosperity Institute are delegating to the Planning Committee respecting their report entitled "Who Will Swing the Hammer?"

## 6. COMMITTEE REPORTS

### \*6.9 STAFF REPORTS

- \*a. Disposition of Unopened Road Allowance (PED23132) (Ward 10)

*Please refer to Item 11.3 for Private and Confidential Appendix "B" to this report.*

*(Referred to Council by the General Issues Committee on July 10, 2023)*

## 8. NOTICES OF MOTIONS

- \*8.1 Handrail for the Mary Street Pedestrian Bridge (Ward 2)

## 11. PRIVATE AND CONFIDENTIAL

- \*11.3 Confidential Appendix 'B' to Disposition of Unopened Road Allowance (PED23132) (Ward 10)

Pursuant to Section 9.3, Sub-section (c) of the City's Procedural By-law 21-021, as amended, and Section 239(2), Sub-section (c) of the *Ontario Municipal Act*, 2001, as amended, as the subject matter pertains to a proposed or pending acquisition or disposition of land by the municipality or local board.

- \*11.4 Confidential Memo - Disposition of Unopened Road Allowance (PED23132) (Ward 10)

Pursuant to Section 9.3, Sub-section (f) of the City's Procedural By-law 21-021, as amended, and Section 239(2), Sub-section (c) of the *Ontario Municipal Act*, 2001, as amended, as the subject matter pertains to advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

## 12. BY-LAWS AND CONFIRMING BY-LAW

- \*12.10 129  
To Amend Zoning By-law No. 05-200 with Respect to Lands Located at 329 Highland Road West, Stoney Creek  
Ward: 9  
ZAC-20-004
- \*12.11 130  
To Amend Zoning By-law No. 05-200 Respecting Lands Located at 111 and 115 Fiddler's Green Road, Ancaster  
Ward: 12  
ZAC-22-058
- \*12.12 131  
To Amend Zoning By-law No. 05-200 with Respect to Lands Located at 211 York Road, Dundas  
Ward: 13  
ZAR-23-008
- \*12.13 132  
To Amend City of Hamilton By-law No. 01-218, as amended, Being a By-law to Regulate On-Street Parking  
Ward: City Wide
- \*12.14 133  
A By-law to Deem a Part of A Subdivision Not To Be Registered, Block 14 of Registered Plan 62M-1161  
Ward: 12
- \*12.15 134  
To Adopt Official Plan Amendment No. 185 to the Urban Hamilton Official Plan respecting Urban Expansion Areas Secondary Planning  
Ward: City Wide

\*12.16 135

To Amend Zoning By-law No. 05-200, Respecting Lands Located at 350 Albright Road, Hamilton

Ward: 5

ZAC-23-033

\*12.17 136

To Amend Zoning By-law No. 87-57, Respecting Lands Located at 140 Wilson Street West, Ancaster

Ward: 12

ZAC-20-024

\*12.18 137

To Amend By-law No. 21-021, a By-law to Govern the Proceedings of City Council and Committees of Council

Ward: City Wide

**Pilon, Janet**

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**Subject:** Wentworth Lodge Lands proposal

**From:** Toby Yull

**Sent:** July 9, 2023 5:59 PM

**To:** Office of the Mayor <[Officeofthe.Mayor@hamilton.ca](mailto:Officeofthe.Mayor@hamilton.ca)>; Ward 1 Office <[ward1@hamilton.ca](mailto:ward1@hamilton.ca)>; Ward 2 <[ward2@hamilton.ca](mailto:ward2@hamilton.ca)>; Office of Ward 3 City Councillor Nrinder Nann <[ward3@hamilton.ca](mailto:ward3@hamilton.ca)>; Ward 4 <[ward4@hamilton.ca](mailto:ward4@hamilton.ca)>; Francis, Matt <[Matt.Francis@hamilton.ca](mailto:Matt.Francis@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Ward 8 Office <[ward8@hamilton.ca](mailto:ward8@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Beattie, Jeff <[Jeff.Beattie@hamilton.ca](mailto:Jeff.Beattie@hamilton.ca)>; Tadeson, Mark <[Mark.Tadeson@hamilton.ca](mailto:Mark.Tadeson@hamilton.ca)>; Ward 12 Office <[ward12@hamilton.ca](mailto:ward12@hamilton.ca)>; Spadafora, Mike <[Mike.Spadafora@hamilton.ca](mailto:Mike.Spadafora@hamilton.ca)>; McMeekin, Ted <[Ted.McMeekin@hamilton.ca](mailto:Ted.McMeekin@hamilton.ca)>; Ward 13 <[ward13@hamilton.ca](mailto:ward13@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** Wentworth Lodge Lands proposal

Having only found out last Friday that you all are voting just *three days later* on the proposed children's hospice use of the Wentworth Lodge lands (and only because a newspaper reporter gave a heads up to our neighbourhood), many of us are urgently writing to Council to request more consultation before this step is taken.

Somehow a significant alteration has been made to the existing hospice plan -- an entire seniors' building and an ambulance dispatch station -- with no consultation. Why is this being slipped through with no discussion?

Plans presented in March at Dundana School at a meeting hosted by the hospice proponent, featured nonspecific artists' renderings for a 40,000 square foot, 10-bed hospice, with 75 parking spaces. No mention was made of the 2 additional uses.

No city staff or elected officials were present at the meeting and again, no mention was made of the City's intent to develop a seniors' residential building or an ambulance dispatch station on this piece of land.

The hospice feels like a suitable use of the land, and will likely be on the 'quiet side' for traffic. A lovely place, along the rail trail, for families who need the services of the hospice. But to increase uses of the land beyond that, will stretch neighbourhood capacity and should be carefully considered with *full input* from people living in the Little John/Robin Hood area.

Many of us already feel that Lynden Avenue is over capacity with daily high school bus runs, elementary school kids walking to Dundana, sidewalk on only one side, cars and pedestrians entering and exiting Wentworth Lodge & Lynden Place parking lots (including food service and other large trucks), along with frequent movie shoots involving lines of trucks and trailers, access to Little John Park, and the near-constant presence of landscaping trailers along the east side of Lynden.

All of these homes (guessing at least 250 households, looking at the map) funnel out through Lynden and all of us have tales to tell about near-misses and other safety issues.

Why the apparent secrecy about the additional uses of this land? Please deal with one item: approval of the hospice project, and defer the other two uses at this time.

thank you

Toby Yull

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July 10, 2023

**City of Hamilton**  
City Clerk's Office  
71 Main Street West  
Hamilton, Ontario L8P 4Y5

**Attention: Mayor Horwath and Members of Council**

Dear Mayor and Members of Council,

**RE: Urban Expansion Secondary Planning Policy Framework and Guidelines**  
**Report No. PED23144**  
**TBG Project No. 23972**

We have had the opportunity to review the report on behalf of our client, Tribute (Hamilton) Ltd., that was prepared by City staff outlining the recommended policies to guide the creation of Secondary Plans for the urban expansion lands. Our client owns two parcels of land and is now part of the Elfrida Community Builders land owner group.

We are pleased that staff have brought forward the Framework and Guidelines to Committee and we fully support the document. We appreciate that the policies that will allow for privately initiated Secondary Plans have been maintained. We look forward to continuing to be involved with this process and working with staff and appreciate the opportunity to provide additional comments in the future.

Sincerely,  
**The Biglieri Group**



Rachelle Larocque, BES, M.Sc., MCIP, RPP  
Senior Associate

cc. Tribute (Hamilton) Ltd.



PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE

## 5.20 (b)

July 11, 2023

Mayor Horwath and Members of Council  
c/o City Clerk  
City of Hamilton  
71 Main Street West  
Hamilton, ON L8P 4Y5

e: clerk@hamilton.ca

Dear Mayor Horwath and Members of Council:

**RE: Public Hearing: Staff Report PED23144, "Urban Expansion Areas Secondary Planning Policy Framework and Guidelines"  
OUR FILE 22392 D**

On behalf of our client, Elite Developments (or 563 Shaver Holdings Inc.), the following is in response to Staff Report No. PED 23144, "Urban Expansion Areas Secondary Planning Policy Framework and Guidelines." Our client owns lands within the Urban Expansion Area southeast of the intersection of Garner Road West and Shaver Road, with civic address 563 Shaver Road (the "Subject Lands"). These lands are identified as being within a future "Garner Road Area" Secondary Plan (Appendix G – Boundaries Map). The following provides an overview of the Subject Lands and the interest in developing the lands for residential use, followed by a brief assessment of the City's proposed Official Plan Amendment and recommended policy revisions.

### Subject Lands

The Subject Lands front onto Shaver Road, in the former Town of Ancaster, and are approximately 1.78 hectares (4.4 acres) in area. The Subject Lands are currently designated Agriculture in the City's Official Plan and zoned Rural (A2). Proposed OP amendment to Mixed Use – Medium Density and to ZB Mixed Use Medium Density (C5) zone (reduce minimum yard requirements).

In November 2022, the Ministry of Municipal Affairs and Housing proposed to realign the boundaries of the Greenbelt Plan that resulted in 15 areas of land that are serviced or adjacent to services. As a result, the Subject Lands and the immediate block bounded, by Garner Road West to the north, Fiddlers Green to the east, Shaver Road to the west, and just south of Book Road East to the south were removed from the Greenbelt Plan regulated area and are now within the City's Urban Expansion Area.

Elite Developments is preparing to submit a request for formal consultation to the City. The purpose of the consultation is to discuss a proposal to develop a 6 storey, 140-unit condominium building and 42 row townhomes. Vehicular access to the Subject Lands is to be provided via Shaver Road.



Approximately 120 parking is to be provided in a mix of surface and as underground parking. The proposed development would have a total gross floor area of approximately 20,519.39 m<sup>2</sup>.

**City of Hamilton: Urban Area Expansion – Official Plan Amendment & Secondary Plan Guidelines**

The City Staff Report PED 23144 includes an Official Plan Amendment to establish a policy framework for undertaking Secondary Plans within the expanded Settlement Area boundary. This Area expansion was approved by the Ministry of Municipal Affairs through its modification of the City of Hamilton’s recent Official Plan Amendment 167 (Municipal Comprehensive Review) and is identified as the Urban Expansion Area. The Province’s decision included policy direction that no development is to proceed within the Urban Expansion Areas until Secondary Planning has been completed.

The City’s intent is to establish an approach to secondary planning for the Urban Expansion Areas that is “more sustainable and inclusive than the approach used for greenfield areas in the past.”

It is noted in the chart below, that this secondary planning process will take several years to complete for each Urban Expansion Area:

<b>City of Hamilton: Urban Area Expansion Work Plan</b>		
<b>Year</b>	<b>Quarter</b>	<b>City Tasks re Urban Expansion Areas</b>
2023	Q1	Council Endorsement of OPA/Secondary Plan Review & Preparation Process
	Q2	City Consultant Preparation & Public Consultation: draft OPA/Secondary Plan Preparation Guidelines
	Q3	Council Approval: OPA / Secondary Plan Guidelines
	Q4	Fee Review: Staff Review Costs - privately-initiated Secondary Plans
	Q4	Planning Department: 2024 Capital Budget to prepare City-Lead Secondary Plans for UEAs
	Q4	Work Plan/Terms of Reference: City-Lead UEAs
2024	Q2 – Q3	Retain consultants to prepare Secondary Plans
2025 - ?		Preparation of multiple Secondary Plans

It has been noted that the City has not determined the cost of the City undertaking Secondary Plan reviews, nor establishing a phasing plan to undertake the Urban Expansion Area Secondary Plans.

**Policy Review and Recommendations**

The following is a preliminary review of the proposed policies and provides recommendations to improve the policies.

1) Terms of Reference

Whether City- or Privately-Lead, the intent of land use planning policies is the concept of equity, wherein it is not relevant who prepares reports or develops, the City’s interests and approach are upheld through the implementation of the same policy

Recommended Policy:

F.1.2.3 Prior to commencing the preparation of a secondary plan, the City shall prepare a terms of reference ~~shall be prepared in accordance with the City's Secondary Plan Guidelines which shall set out the need for the secondary plan, the intended scope, the process of plan preparation and the opportunities for public participation and involvement. Any privately initiated secondary plans shall require a terms of reference that is approved by the City prior to initiating work on any required studies, undertaking public consultations or initiating any other work related to the preparation of a Secondary Plan.~~ The terms of reference shall be to the satisfaction of the Director of Planning and Chief Planner."

2) Applications for Plans of Subdivision, Zoning By-Law Amendments or Consents

Containing a blanket policy that disallows any application that accommodates growth until such time as a Secondary Plan is completed, may result in lost opportunities for providing housing at different levels of affordability in the short to medium term. Situations where lands immediately abut Built Up Areas may be suitable, in some circumstances, for development.

Recommended Policy:

F.1.2.7 In addition to Policies F.1.2.1 to F.1.2.6 and Section A.2.4 – Growth Management - Hamilton, secondary planning shall be completed for ~~Designated Greenfield Areas lands shown as Urban Expansion Area Neighbourhoods and Urban Expansion Area Employment Areas on all Schedules to this Plan. An Applications for plans of subdivision, zoning by-law amendments or consents may be, in certain circumstances, approved by the Director of Planning/Chief Planner prior to the completion of to sever shall not be approved for lands within an Urban Expansion Area until a secondary plan is in effect.~~

3) Private vs Public-Lead Secondary Plan Preparation

Given that the City considers both private and public lead Secondary Plan preparation, and the City states in its Planning Report PED23144 that consultants will be hired to prepare the City's Secondary Plans, and in context of the premise of equity, policy F.1.2.9 should be rephrased to recognize that secondary plans may be prepared either entity. Similarly, the purpose of the Secondary Plan process is the development of applicable land use policies through an Official Plan Amendment. Given that the City approves Secondary Plans, the purpose of a landowner listing how the Secondary Plan Guidelines have been achieved is a redundant and unnecessary requirement.

Recommend Policy:

F.1.2.9 The following requirements shall apply to the preparation of secondary plans for the Urban Expansion Areas:

- a) ~~The City~~ **Secondary Plans** shall ~~be undertaken~~ **detailed secondary planning** for all Urban Expansion Areas.
- b) ~~Notwithstanding Policy F.1.2.9 a), should a privately initiated secondary plan process commence prior to the City undertaking detailed secondary planning for lands within an Urban Expansion Area or Areas, Policies F.1.2.9 c) to p) shall apply to the privately initiated~~ **preparation of Secondary Plans.**
- k) ~~Where a secondary plan process is privately initiated, the City shall identify the studies required to be submitted as part of a complete application for an Official Plan Amendment through the Formal Consultation process.~~
- e) ~~For privately initiated secondary plans, the City shall require the applicant to submit a final report demonstrating compliance with the Secondary Plan Guidelines for Urban Expansion Areas as part of a complete application for an Official Plan Amendment.~~

4) Landowners Group

While many Ontario municipal Official Plans have assumed that the formulation of a Landowners Group is required prior to any development occurring within a specific growth area, the intent is unclear other than cost-sharing. The policy of F.1.2.9.p states that the Terms of Reference for the preparation of a Secondary Plan will require the establishment of the 'expected role of any existing landowner group' and that will 'outline the management, structure and operational details of the landowner group and if applicable, procedures for sharing costs.' Then in policy F.1.2.10, wherein a Secondary Plan is completed, development cannot occur in absence of the establishment of a landowners group. It is unclear how policies could be prepared in a Secondary Plan without the full coordination and cooperation amongst landowners.

F.1.2.10 In addition to Policy F.1.2.7 and Section A.2.4 – Growth Management – Hamilton, development within an Urban Expansion Area with a completed secondary plan shall not proceed until a landowners group consisting of landowners within the Urban Expansion Area has been established. The members of the landowners group shall enter into a cost sharing agreement amongst themselves and coordinate the phasing and staging of development within the secondary plan area. The City shall not be party to the cost sharing agreement. The cost sharing agreement shall equitably allocate development costs associated with community and infrastructure facilities within the secondary plan area, including but not limited to parks, public spaces, roads, streetscape improvements, storm water management facilities, utilities and schools. Individual applications for draft plan of subdivision, zoning by-law amendment, and site plan approval within an Urban Expansion Area shall require confirmation that the applicant has become a party to the cost sharing agreement prior to the application being deemed complete."

It is also noted that:

- Increased the notification area for mailed notices that the first phase of a Secondary Plan has commenced from 120 metres to 240 metres of the boundary of a study area;
- The cost to review a landowner-lead Secondary Plan is to follow a process established for Quarry Expansions and proposes that the costs for staff to review may be:
  - \$30,000 for Terms of References (staff time across all disciplines);
  - \$150,000 for Stormwater Management reports and Subwatershed Study Review;
  - \$60,000 for Servicing Strategies; and,
  - \$100,000 for Class Environmental Assessments.
- Increase staff review of an Official Plan Amendment is also proposed to require a greater cost than the current fee.

As the purpose of undertaking a Secondary Plan is to establish policies, and it is unclear how City staff time will require increased time commitments than under current reviews, given that City staff are involved at all stages of the Secondary Plan processes, including the preliminary establishment of the Terms of Reference.


## **Conclusion**

Overall, there is concern that the City intends to stop processing applications for Plans of Subdivision, Zoning By-law Amendments and Consents until such time as all Secondary Plans are completed and Landowners Groups have entered into Cost-Sharing Agreements. This may result in unintended consequences wherein much-needed residential housing supply is not provided to a generation of Hamilton residents.

We appreciate the opportunity to provide our input to the City's proposed Official Plan Amendment and are available to discuss the above-noted policy revisions and our interest in developing the Subject Lands. We would also request that we be included and notified on all other matters as it relates to this item.

Yours truly,

**MHBC**



Oz Kemal, BES, MCIP, RPP  
Partner

*cc. M.Riaz – Elite Developments*

**July 14, 2023**

Dear Mayor Horwath, and Members of Council,

The City of Hamilton is facing a crisis across our entire housing continuum. This is impacting our region's economic and social viability. To help us resolve these challenges, the [Hamilton Chamber of Commerce](#) and the [West End Home Builders' Association](#) partnered to commission a report from the [Smart Prosperity Institute](#). The report provides a foundation of good data and evidence as a basis for which the industry, in partnership with the City of Hamilton, can respond. On behalf of the membership of the West End Home Builders' Association and the Hamilton Chamber of Commerce we are proud to submit this recently released Hamilton-area focused housing report, "[Who Will Swing the Hammer?](#)", for your consideration.

This report builds on and complements the work the City of Hamilton is already doing through the Housing and Sustainability Investment Road Map. When paired together, we believe both documents can bring us closer to developing a whole of Hamilton housing strategy in partnership with the City of Hamilton. **The Hamilton Chamber of Commerce and West End Home Builders' Association would like to extend an offer for Council to hear directly from [Dr. Mike Moffatt of the Smart Prosperity Institute](#) about the findings of "[Who Will Swing the Hammer?](#)" at a future Committee of Council Meeting.** Our organizations will be submitting a joint delegation request.

Hamilton's vision is to be the best community to raise a child and age successfully. To achieve that goal we must urgently address the current housing shortage and begin to tackle our 2030 housing target. This will require significant partnership between all stakeholders, the business community, home builders, and all levels of government. We are pleased to share the results of the partnership between our two organizations with Council. We look forward to the ongoing collaboration towards advancing the economic and social prosperity of our community through addressing our current housing shortages.

Sincerely,



Terri Johns, RPP, MCIP  
**T Johns Consulting Group**  
President of the Board, West End Home  
Builders' Association



Jaimie Lickers  
**Vice President, Indigenous Markets -  
CIBC**  
Chair of the Board, Hamilton Chamber  
of Commerce



**Appendix – A copy of “Who Will Swing the Hammer?” provided for Council’s reference.**



# WHO WILL SWING THE HAMMER?

MAY 2023



**Smart Prosperity  
Institute**

## About Smart Prosperity Institute

Smart Prosperity Institute is a national research network and policy think tank based at the University of Ottawa. We deliver world-class research and work with public and private partners—all to advance practical policies and market solutions for a stronger, cleaner economy.

[institute.smartprosperity.ca](https://institute.smartprosperity.ca)

## About the West End Home Builders' Association

The West End Home Builders' Association (WE HBA), established in 1942, is the voice of the land development, new housing and professional renovation industries in Hamilton and Burlington. The WE HBA represents 300 member companies made up of all disciplines involved in land development and residential construction (both high-rise and low-rise), including: builders, developers, professional renovators, trade contractors, consultants, and suppliers. We are actively engaged in working to ensure our members' interests are represented at all three levels of government and we advocate on behalf of consumers for choice, affordability and sufficient supply. For more information on the West End Home Builders' Association visit [westendhba.ca](https://westendhba.ca)

## About the Hamilton Chamber of Commerce

For 178 years, the Hamilton Chamber of Commerce has been facilitating connections to strengthen the economic engine of our community. The Hamilton Chamber of Commerce is the third oldest chamber of commerce in Canada, created in 1845 by Isaac Buchanan and other merchants considered to be the "Founding Fathers" of Hamilton. Comprising many of the great leaders in Hamilton's history, the Hamilton Chamber of Commerce has harnessed the collective ambition of its thousands of members to play a leading role in Hamilton becoming an important and leading Canadian city. We are an ambitious organization that strives to meet the needs of our members of all sizes while also providing city-building leadership to renew Hamilton. We provide solutions to everyday challenges of Hamilton entrepreneurs and business owners. Whether it's needing a key introduction, helping deal with government red tape or providing local market intelligence, we act as a lifeline and partner in business so that our members can focus on what they do best. For more information on joining the Chamber, leveraging member benefits, or to get involved in our projects and initiatives, visit [hamiltonchamber.ca](https://hamiltonchamber.ca)

## Acknowledgements

This report was written by Jesse Helmer, Mike Moffatt, and Maryam Hosseini with funding from the West End Home Builders' Association and the Hamilton Chamber of Commerce. Responsibility for the final product and its conclusions is Smart Prosperity Institute's alone, and should not be assigned to the reviewers, interviewees, or any external party.

## Suggested Citation

Helmer, J., Moffatt, M., Hosseini, M. (2023). *Who Will Swing The Hammer?*. Smart Prosperity Institute.

May 2023

## With support from



**Smart Prosperity  
Institute**



**hamilton**  
chamber of commerce  
your voice in business



## WHO WILL SWING THE HAMMER?

### Ten Key Points From This Report

1. **Hamilton's population is aging:** Canada's population is aging, and Hamilton's is no exception. For Hamilton to thrive, it needs to attract and retain talent, from high-tech positions like software engineers to the healthcare workers needed to care for an aging population to the tradespeople needed to build the homes for those workers.
2. **Hamilton is struggling to attract young talent:** In recent years, Hamilton has struggled to attract young workers. It receives fewer immigrants than Kitchener-Cambridge-Waterloo. It receives fewer families moving in from the Greater Toronto Area than Oshawa. It receives fewer international students, particularly compared to places like London.
3. **Hamilton is also struggling to retain young families:** Hamilton is also having difficulty retaining talent. It is losing thousands of people, on net, yearly to Brantford and St. Catharines-Niagara. It is also losing greater numbers of persons to other provinces than other mid-sized Ontario metros.
4. **Hamilton is losing families to communities with lower housing costs, like Brantford and St. Catharines:** This migration should not be a surprise, as Hamilton's home prices are higher than those in Brantford and St. Catharines-Niagara, but lower than those in the GTA.
5. **Housing availability is the primary driver of migration in the Hamilton area:** From the Canadian Housing Survey, we can identify the most common reason for people in Hamilton to move. It is to upgrade to a larger or better-quality dwelling for existing homeowners. For first-time owners, it is to become a homeowner. Those moving to and from Hamilton are looking for attainable housing that meets their needs, particularly families with young children.
6. **Hamilton has a housing shortage, which helps explain both high home prices and outmigration:** there is a pre-existing housing shortage of roughly 14,500 units in the City of Hamilton alone.
7. **In particular, Hamilton has a shortage of family-friendly housing:** Despite this need to attract families with young children, Hamilton's housing stock is shifting towards building smaller, less-child-friendly units.
8. **Hamilton and Burlington need to double-home building over the next decade:** The province has given Burlington a homebuilding target of 29,000 units and Hamilton a target of 47,000 units over the next decade. These targets align with the projected needs from the SPI report *Ontario's Need for 1.5 Million More Homes* and will present a monumental challenge, as it requires a doubling of homebuilding. As such, it will be crucial that the Hamilton area has enough skilled tradespeople to hit those targets.
9. **Hamilton will have increased difficulty competing with cities like Ottawa and Calgary for talent due to a lack of attainable housing:** Hamilton is still relatively competitive in attracting families without children, but families are being priced out.
10. **Hamilton's economic prosperity and ability to ensure enough social services for an aging population requires a substantial increase in family-friendly housing:** Hamilton needs to ensure an adequate supply of family-friendly climate-friendly housing, so the next generation of workers can live in the city.

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## WHO WILL SWING THE HAMMER?

### Introduction

The City of Hamilton, along with Burlington and Grimsby, the three communities that comprise metropolitan Hamilton, find themselves at the centre of a troubling paradox:

1. Metro Hamilton has a pre-existing housing shortage and needs to double homebuilding over the next decade to address this shortage and keep up with population growth.
2. The shortage of housing in Metro Hamilton has caused home prices and rents to rise higher than in other communities in Canada.
3. Metro Hamilton's high home prices and rents risk pricing out the workers needed to build those homes.

Failing to address the housing shortage will not just cause living in Hamilton to become less affordable, but it will also strain the social and economic viability of the community. With an aging population, the region must attract and retain experienced workers to replace those retiring. It will need healthcare workers to care for an aging population and education workers to ensure Hamilton is a viable option for families with children. Hamilton's growing manufacturing, tech, and health sectors will need to be able to attract young workers and retain them when they consider having children.

To determine Hamilton's competitiveness with other Canadian communities when it comes to attracting and retaining workers, we examine four examples of families:

1. **The young, single tech worker: Sabrina** is a 27-year-old software engineer. She is looking for a one-bedroom apartment in downtown Hamilton.
2. **The mid-career, blue-collar family: Tony and Gabrielle** work as a pipefitter and bus driver, respectively, are in their mid-40s and have two teenage children. They would like to live in an average single-detached house.
3. **The early-career health and education couple: Laura and Matthew** are in their early 30s, have a 2-year-old child, and both work, as an early-childhood educator and a nurse, respectively. They are looking to buy a townhouse.
4. **The young working roommates: Sunny and Ali** are roommates renting a two-bedroom apartment. Sunny works as a retail supervisor, and Ali works as a carpenter.

Taking into consideration both income and housing costs (and no other factors), we find the following:

1. **The young, single tech worker:** The City of Hamilton and Burlington are attractive locations for high-skilled workers without children.
2. **The mid-career, blue-collar family:** Even with good incomes, our mid-career family would be in core-housing need were they to buy today. Communities such as Calgary, Halifax, and London, Ontario, would provide much lower housing costs and comparable or higher wages.
3. **The early-career health and education couple:** This family would also get priced out of Hamilton and Burlington. They might *drive until they qualify* and move to a community like Brantford or

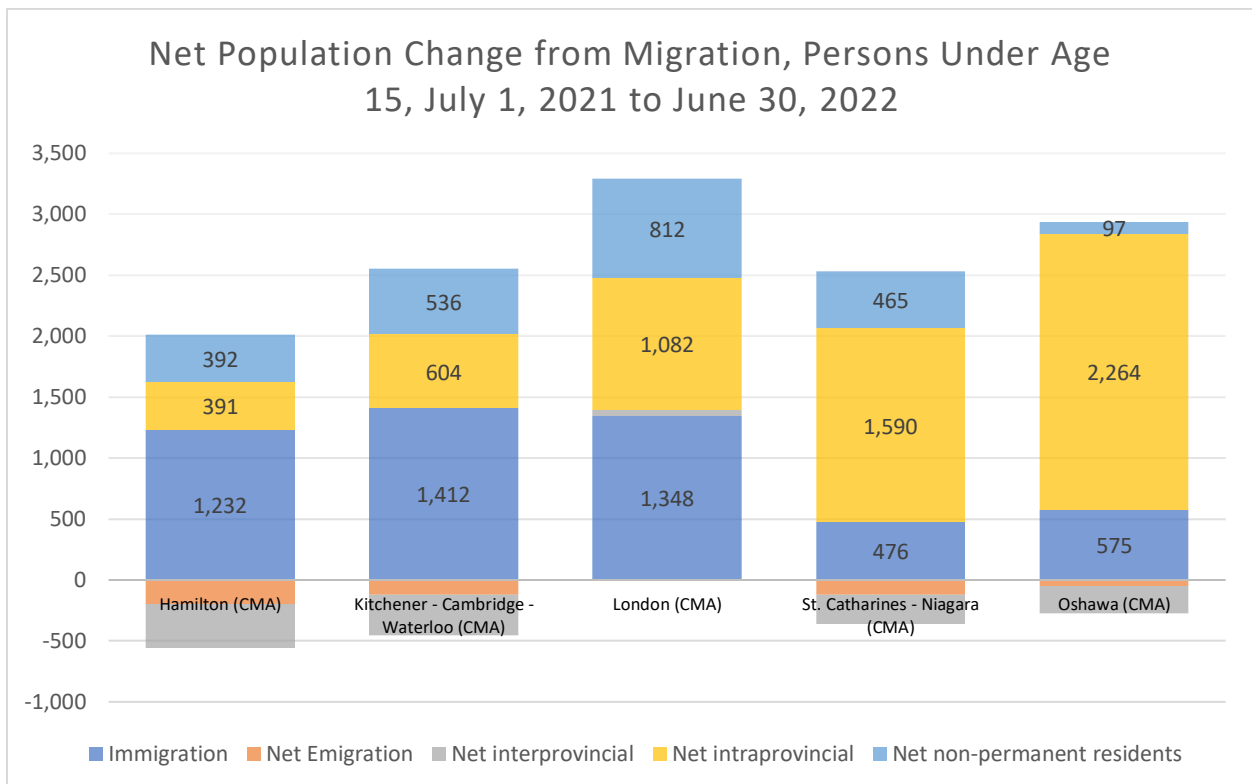
London or look for opportunities in Ottawa, Calgary, and Halifax, which would see their salaries go further.

4. **The young working roommates:** Burlington and Hamilton, remain good choices for this pair until they consider having children and moving into a more child-friendly unit.

A common theme among these four case studies is that Hamilton remains a viable and attractive place to work or live for those without children with more limited housing needs. For those with children, Hamilton is lagging behind many other parts of the province. The City of Hamilton has made its vision to be the best community to raise a child and age successfully, but the reality is that individuals and families are provided with limited housing options impacting their ability to live affordably in Hamilton at any stage of their lives. These impacts are even more pronounced for those not deemed above-average income earners.

The concern about the ability of Hamilton to attract and retain families with children is not a hypothetical one. Comparing metro Hamilton to four smaller, mid-sized Ontario metros reveals that the community is struggling to attract and retain families with children under 15. Figure 1 shows that, in the last 12 months for which we have data, fewer children under 15 moved to metro Hamilton than to Kitchener-Cambridge-Waterloo, London, St. Catharines-Niagara, or Oshawa.

**Figure 1: Net Population Change from Migration, Persons Under the Age of 15, July 1, 2021, to June 30, 2022.**



In short, Hamilton will struggle to attract and retain the talent it needs without a substantial increase in the supply of attainable child-friendly housing.

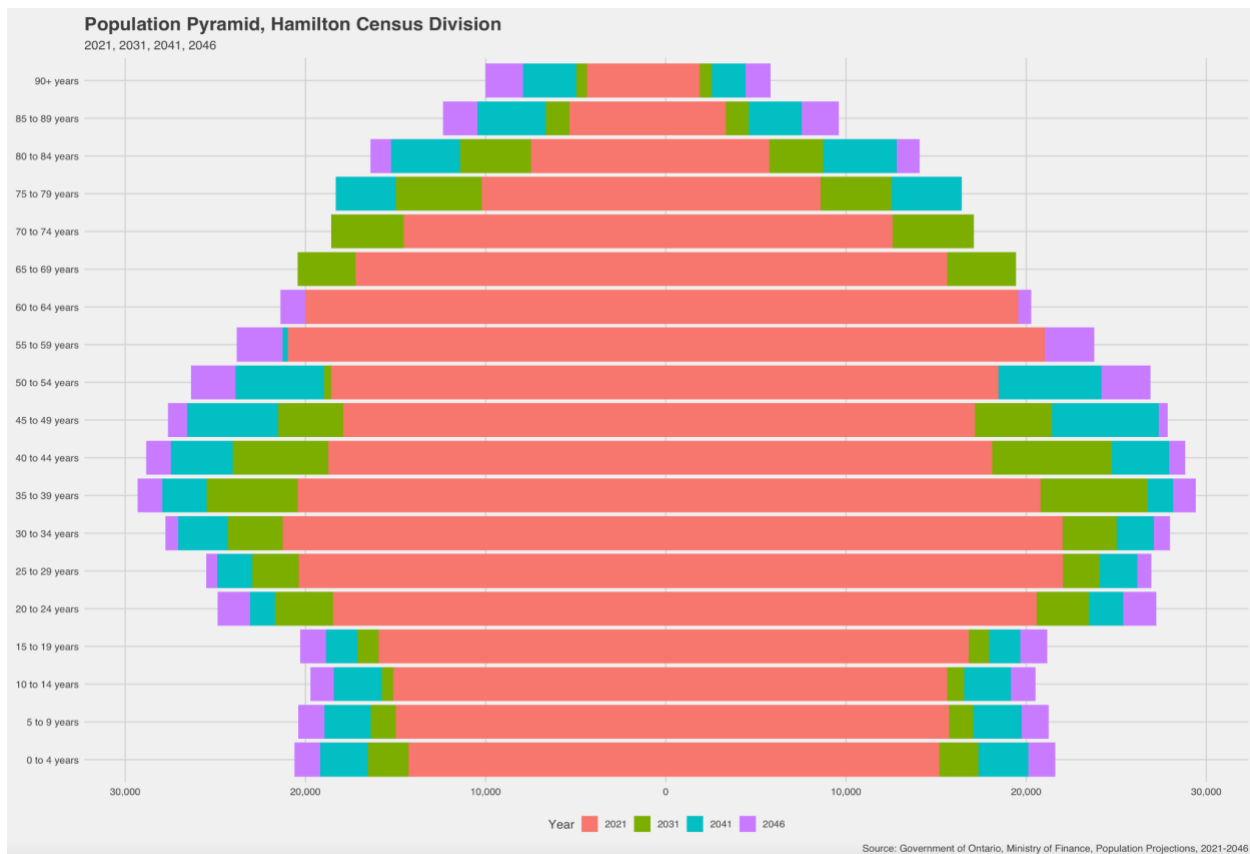
The story of how metro Hamilton lags other communities in attracting and retaining families with children and what it means for the community's vitality is long but not particularly complicated. The story, in ten parts, is as follows:

1. Hamilton's population is aging, which places pressure on the local labour force and creates the need for senior-friendly housing. Hamilton must attract and retain younger workers to help the economy thrive and care for an aging population.
2. Despite the need to attract younger workers, including workers with young children, Hamilton is falling behind London and Kitchener-Waterloo in attracting newcomers to Canada with children.
3. Hamilton is also failing to retain the families it has, losing them to other parts of the country. Metro Hamilton is experiencing high levels of net outmigration to other provinces and lags Oshawa and St. Catharines-Niagara when it comes to attracting and retaining talent from within Ontario.
4. Hamilton does attract many families from the Greater Toronto Area, though it lags somewhat behind Oshawa. However, Hamilton also loses many residents to Brantford and St. Catharines-Niagara.
5. Hamilton's high housing costs relative to cities from Brantford to Edmonton is a primary driver of young families leaving the area. The Canadian Housing Survey identifies the desire for larger housing and home ownership as primary drivers of migration in the Hamilton area.
6. Hamilton attracting and retaining fewer families with children can be linked to the overall housing shortage in the community. The SPI report *Ontario's Need for 1.5 Million Homes* identifies a shortage of 14,500 housing units in the City of Hamilton alone to house the current population. This figure is an underestimate, as it does not consider those who left Hamilton or chose not to move to Hamilton due to a lack of housing options.
7. Hamilton's struggle to attract and retain young families, in particular, can be explained by the type of housing built in the metro. There has been a shift away from building family-sized housing towards building smaller, less child-friendly apartment units.
8. Without significant reforms, the problem of a lack of attainable housing for families in Hamilton and Burlington is likely to get worse. Due to demographic change and population growth within Ontario, Hamilton and Burlington must double housing completions over the next decade.
9. Examining the housing situation at the individual level illustrates Hamilton's challenge with attracting and retaining workers with children. While younger workers without children can find suitable housing, so long as they have a well-paying job, middle-income families with children are not so lucky. In particular, those employed as a nurse, early childhood educator, or pipefitter will find cities from Calgary to Ottawa more attractive to raise a family.
10. Hamilton's lack of attainable housing for families leaves the city in the uncomfortable situation of being unable to house the workers it needs to build more homes. This paradox leaves us to ask, *who will swing the hammer?*

## Part I: Hamilton's population is aging

Like much of the rest of Canada, Hamilton has a large cohort of people about to enter their 60s and 70s, which will cause a wave of retirements in Hamilton's labour market. Figure 2 shows the Ontario Ministry of Finance's projected population pyramid for the City of Hamilton for 2031, 2041, and 2051. The Baby Boomers (born between 1946 and 1965) are the first bulge in the red population pyramid; only the older half of this generation aged into their retirement years between 2011 and 2021. They will range in age from 66 to 85 in 2031 and 76 to 95 in 2041. The large green and blue bars in the population pyramid from 65 years of age and up show the progression of this large cohort.

**Figure 2: Projected Population Pyramid, City of Hamilton, 2021, 2031, 2041 and 2046**



The aging of the Baby Boomers impacts the labour market and the need for healthcare and other social supports. It also changes the housing type needed to support that population. The aging of the Baby Boomer generation into Super Seniors (85+ years old), starting in 2031, is critical, as the proportion of people who drive as their primary form of transportation starts to drop around age 80, drops more quickly at age 85 and is less than one in three (for men) and less than one in ten (for women) by age 90.<sup>1</sup> Suppose we apply these rates of non-driving to the estimates of the male and female Super Senior populations. In that case, Hamilton's population of non-driving Super Seniors should increase by nearly 6,000 persons, or 34%, over the next decade. Many of these Super Seniors will be looking for housing

<sup>1</sup> See Table 1 in Turcotte (2012).

and mobility options that work for them now that they are no longer driving as their primary mode of transportation. By 2041, the number of non-driving Super Seniors will increase even more dramatically, doubling to roughly 35,000 relative to 2021 levels.

Fortunately for Hamilton's labour market, many experienced individuals will be in their 30s, 40s and 50s to take those positions. These include Millennials (born between 1981 and 1996), who are the second bulge in the red population pyramid, who will be aging from 40 to 50 years old (at the older end) and from 25 to 35 years old (at the younger end) by 2031. Millennials are estimated to be the largest generation *before* 2031 (represented by the green bars on the population pyramid for age groups from 35 to 49 years old).

The progression of these two large generational cohorts will affect the demand for different types of housing units. Providing attractive options for the Baby Boomers to move to within Hamilton, places that meet their housing and mobility needs now and as they age into Super Seniors, will be critical for the local housing market over the next decade.

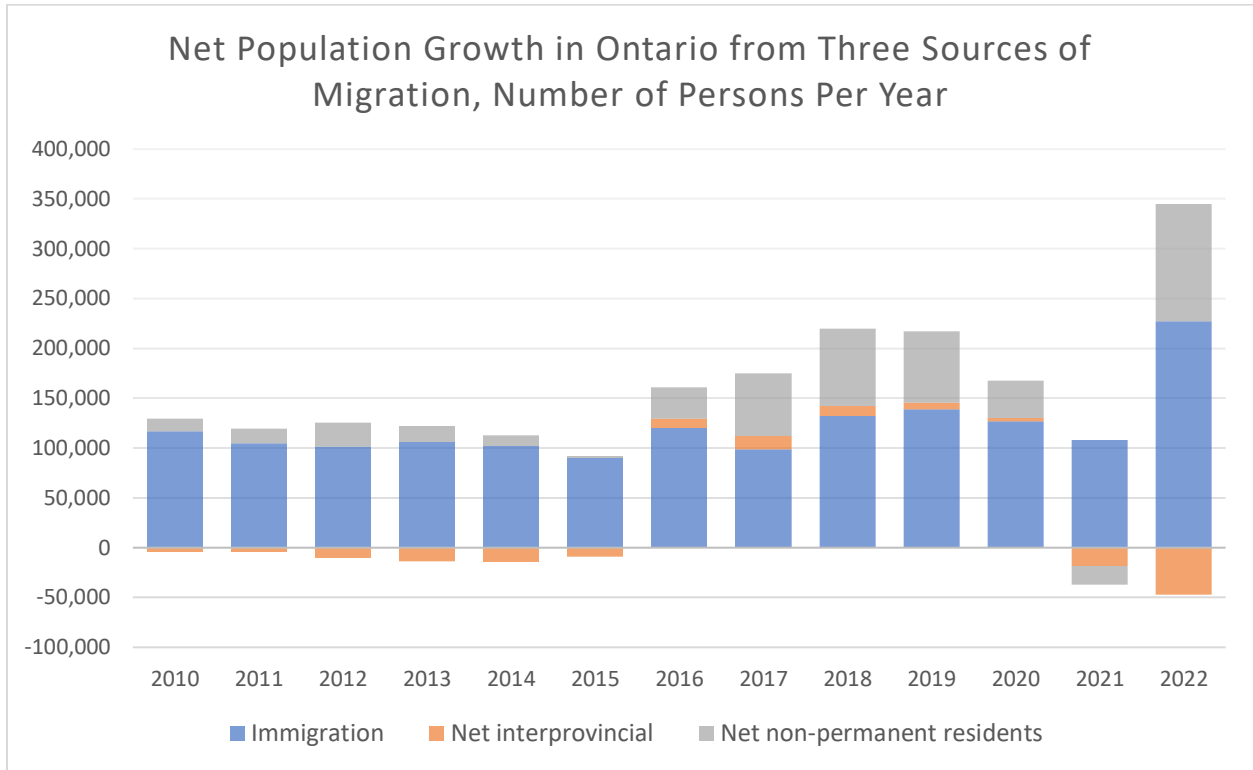
Hamilton needs to ensure there are enough attainable, family-friendly housing choices for both Millennials and Generation Z (born between 1997 and 2012) to ensure enough workers to support an aging population. In particular, Hamilton must ensure that there are enough attainable homes suitable for raising kids. Unfortunately, Hamilton is lagging behind communities like Kitchener-Cambridge-Waterloo when it comes to attracting younger families.

## **Part II: Hamilton is struggling to attract young talent**

Ontario's population has experienced rapid growth in recent years, primarily due to migration. Ontario has added just over one million people to the population in the last five years. Of this growth, 138,000, or 13.3 percent, comes from "natural" population growth, the difference between births and deaths. The rest of this growth, over 900,000 persons, has come from domestic and international migration.

There has been a steady rise in population growth from migration since 2015, outside of the first year of the pandemic. Figure 3 shows migration-based population growth from three sources of migration. Population growth in Ontario is up from both immigration and non-permanent residents, which includes international students, temporary foreign workers, and refugees. This growth is offset somewhat by the record number of Ontarians leaving for other provinces; between July 1, 2021, and June 30, 2022, over 47,000 people, on net, left for other parts of Canada.

**Figure 3: Net Population Growth in Ontario from Three Sources of Migration, Number of Persons Per Year<sup>2</sup>**



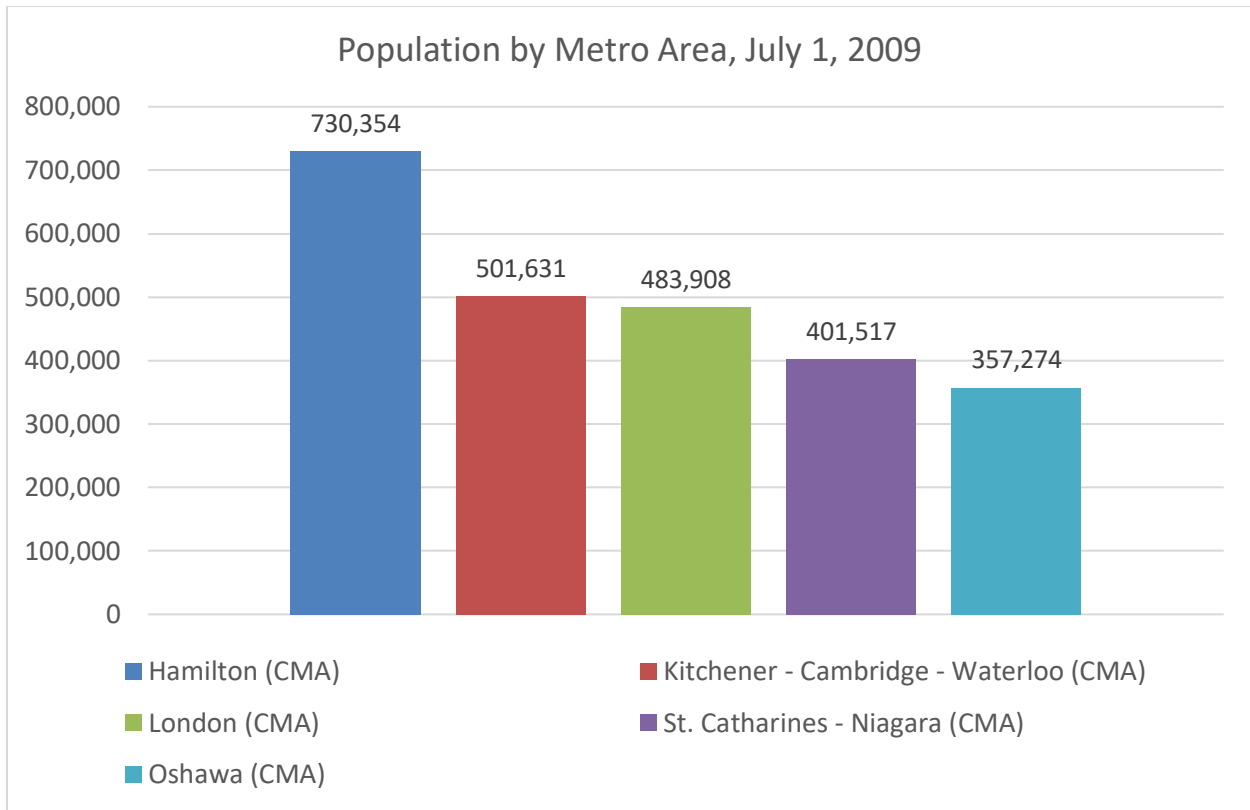
Like other communities in southern Ontario, Hamilton has experienced migration-driven population growth. However, that growth has lagged in recent years compared to similar metropolitan areas in southern Ontario, as families have "voted with their feet" and moved to other communities rather than Hamilton.

In 2009, metropolitan Hamilton (Hamilton CMA), which consists of the cities of Hamilton and Burlington and the town of Grimsby, had a population of just over 730,000, well above other mid-sized Ontario metros, such as Kitchener-Cambridge-Waterloo, London, St. Catharines-Niagara, and Oshawa as shown in Figure 4:

<sup>2</sup> Statistics Canada (2023a).



**Figure 4: Population of Five Mid-sized Ontario Metros on July 1, 2009<sup>3</sup>**

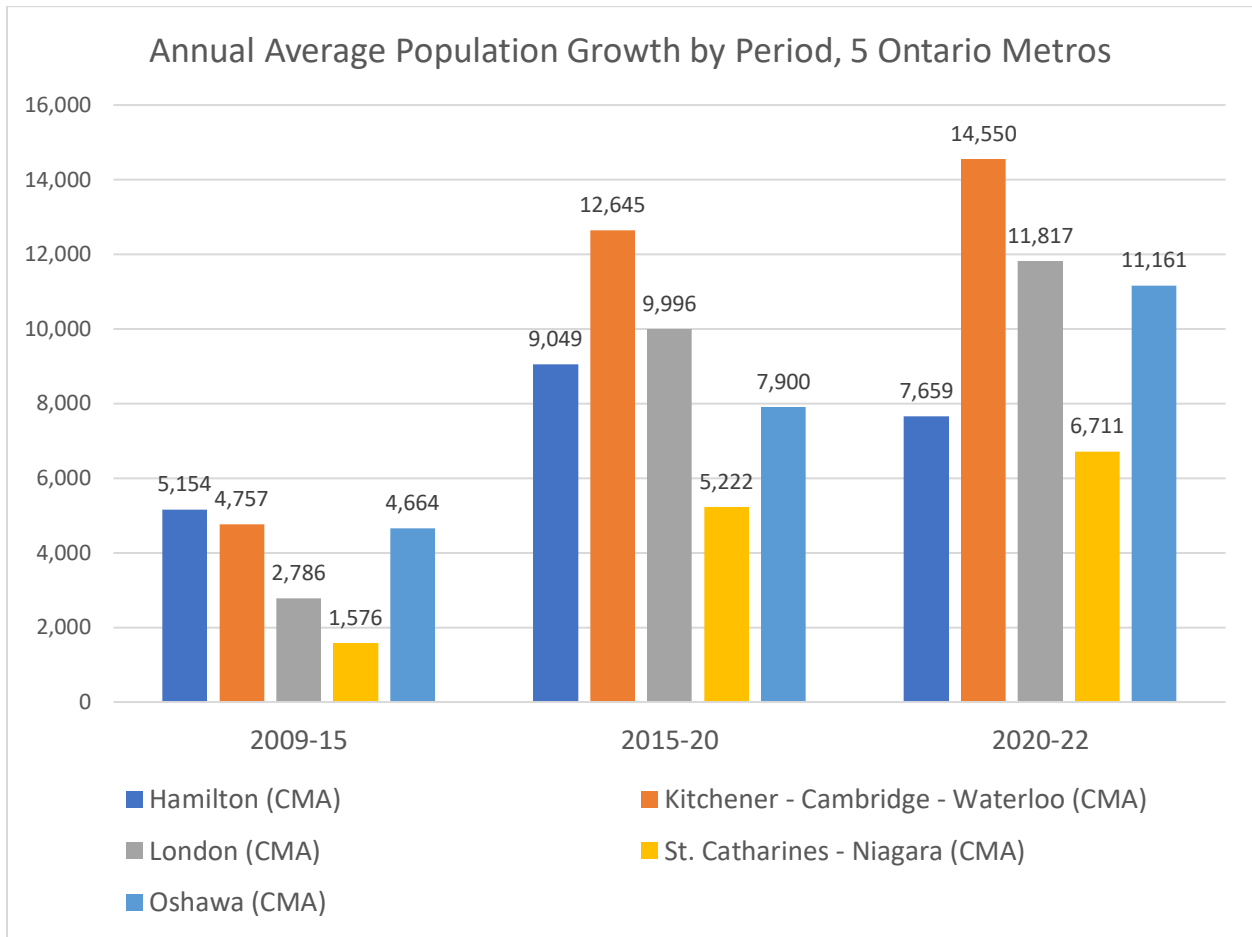


When examining post-2009 population growth, we divide the era into three segments. The first is the **post-recession recovery** (2009-2015), where Ontario's population growth was relatively modest. Second, is the **international student boom** (2015-2020), where population growth in Ontario nearly doubled due to increased international student enrollments and immigration targets. Finally, there is the **pandemic** (2020-present), where there has been an outmigration from more expensive to less expensive communities across Canada.

During the post-recession recovery, Hamilton experienced higher overall population growth (measured in the number of persons per year) than other mid-sized Ontario metros, growing by an average of just over 5,000 persons per year, as shown in Figure 5. As with most of Ontario, population growth accelerated after 2015 in Hamilton, though not nearly as much as the rest of the province. Over the last two years, Hamilton's population growth has averaged 7,659 persons per year; it lags substantially behind Kitchener-Cambridge-Waterloo, London, and Oshawa, each of which has averaged over 10,000 persons per year of growth.

<sup>3</sup> Source: Statistics Canada (2023b)

**Figure 5: Annual Average Population Growth by Period, 5 Ontario Metros<sup>4</sup>**



As in most of Ontario, in each of these communities, population growth is driven primarily by people moving there from other communities, with births exceeding deaths playing a secondary role. There are four primary sources of migration-based population growth:

1. Immigration (international residents obtaining permanent residence)
2. An increase in the number of non-permanent residents, such as students and temporary-foreign workers
3. Interprovincial migration; people moving to the community from outside Ontario.
4. Intraprovincial migration; people moving to the community from other parts of Ontario.

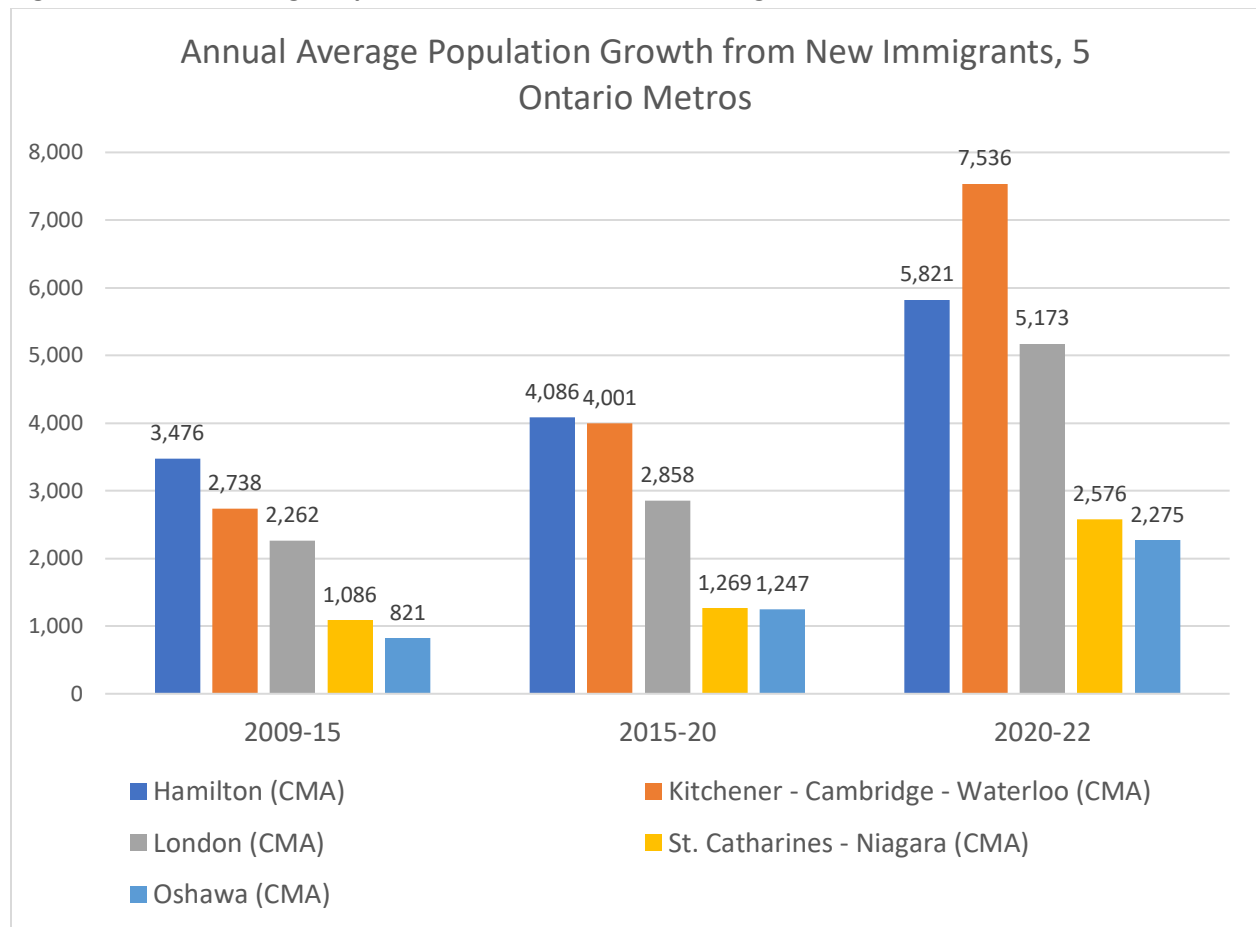
Examining these sources provides insights into Hamilton's lagging population growth.

<sup>4</sup> Source: Statistics Canada (2023b)

## Population growth from immigration

In most mid-sized and large metropolitan areas in Ontario, immigration is the most significant driver of population growth. The number of immigrants locating in Hamilton has risen in recent years, but at a slower pace than in other communities. In 2009-15, Hamilton attracted the most immigrants of our five mid-sized Ontario metros. Since the beginning of the pandemic, Kitchener-Cambridge-Waterloo has taken the top spot, with London reaching near-Hamilton levels, as shown in Figure 6.

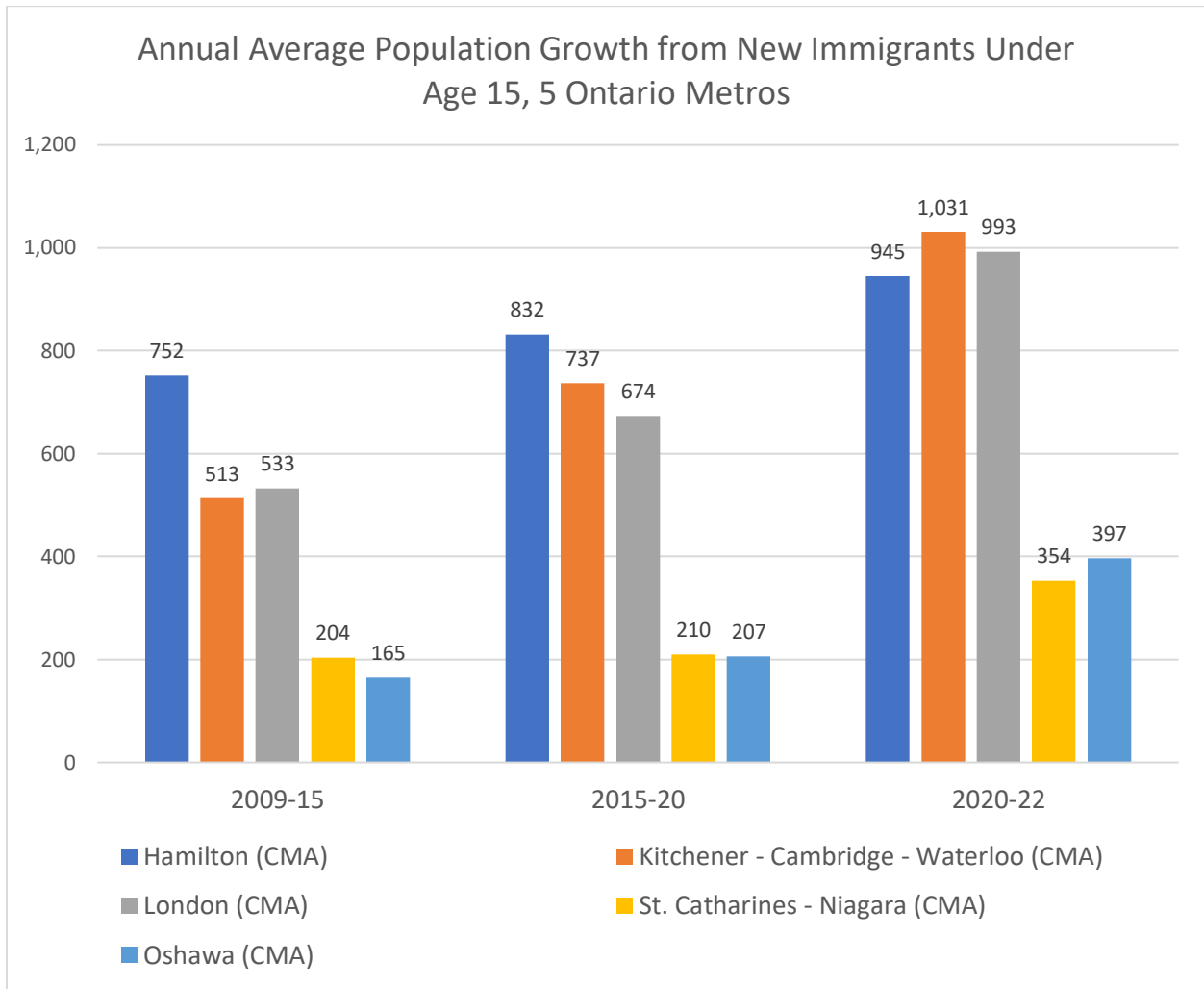
**Figure 6: Annual Average Population Growth from New Immigrants, 5 Ontario Metros<sup>5</sup>**



Regarding attracting immigrant families with children, Hamilton has been passed by both Kitchener-Cambridge-Waterloo and London. Figure 7 shows the number of new immigrants under 15 in each community. While Hamilton was substantially ahead of the four other metros in the post-recession period (2009-15), it has since fallen to third place.

<sup>5</sup> Source: Statistics Canada (2023b).

**Figure 7: Annual Average Population Growth from New Immigrants Under Age 15, 5 Ontario Metros<sup>6</sup>**

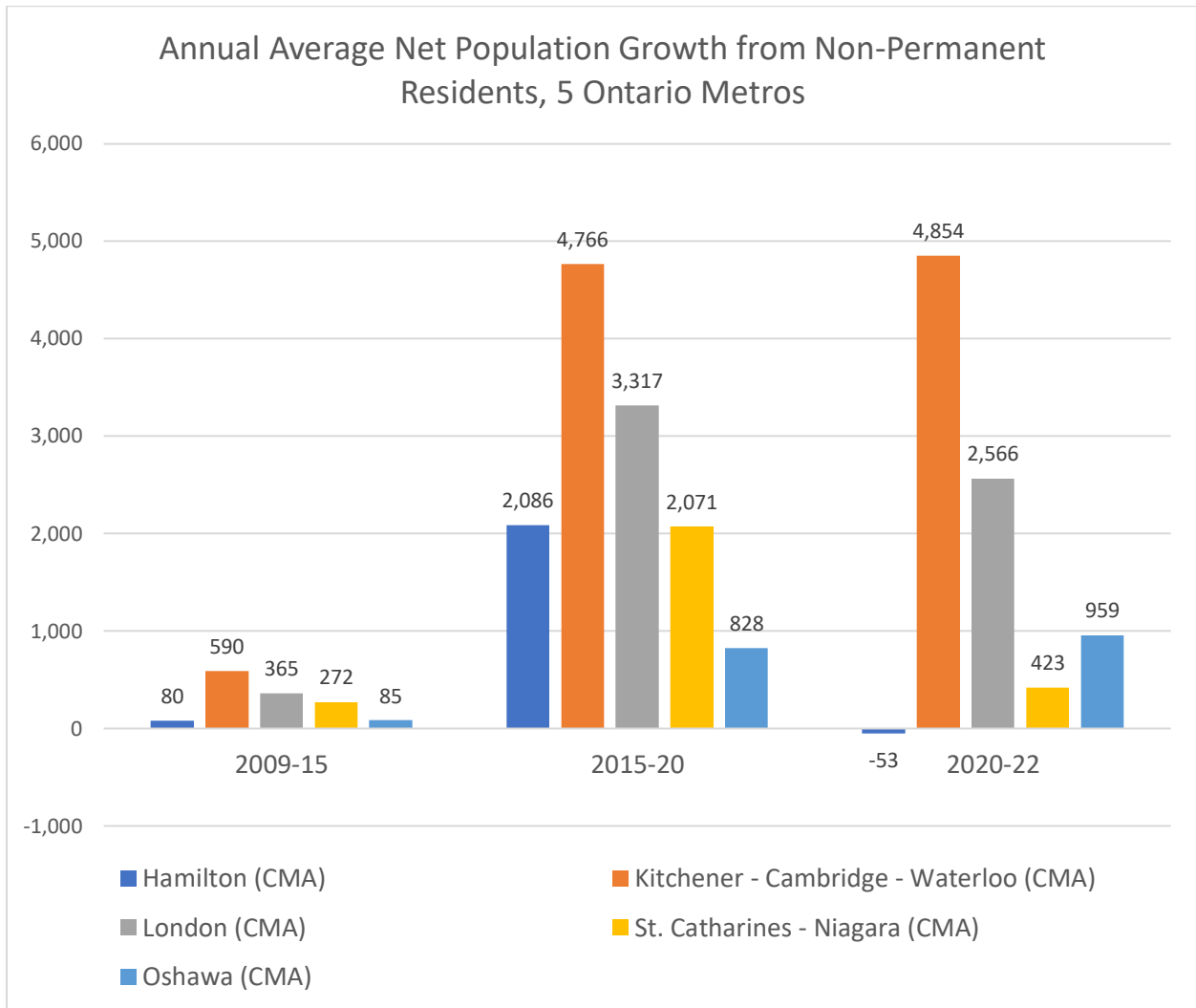


### Population growth from net non-permanent residents

The Non-permanent resident category includes international students and those with temporary work permits, as well as refugee claimants. As a university and college metro region, Hamilton CMA is a draw for international students, though it lags behind other mid-sized Ontario metros, as shown by Table 8. Note that the figures here are *net* growth, so those who return to their home country or obtain permanent residency are considered to be a reduction in the number of non-permanent residents.

<sup>6</sup> Source: Statistics Canada (2023b).

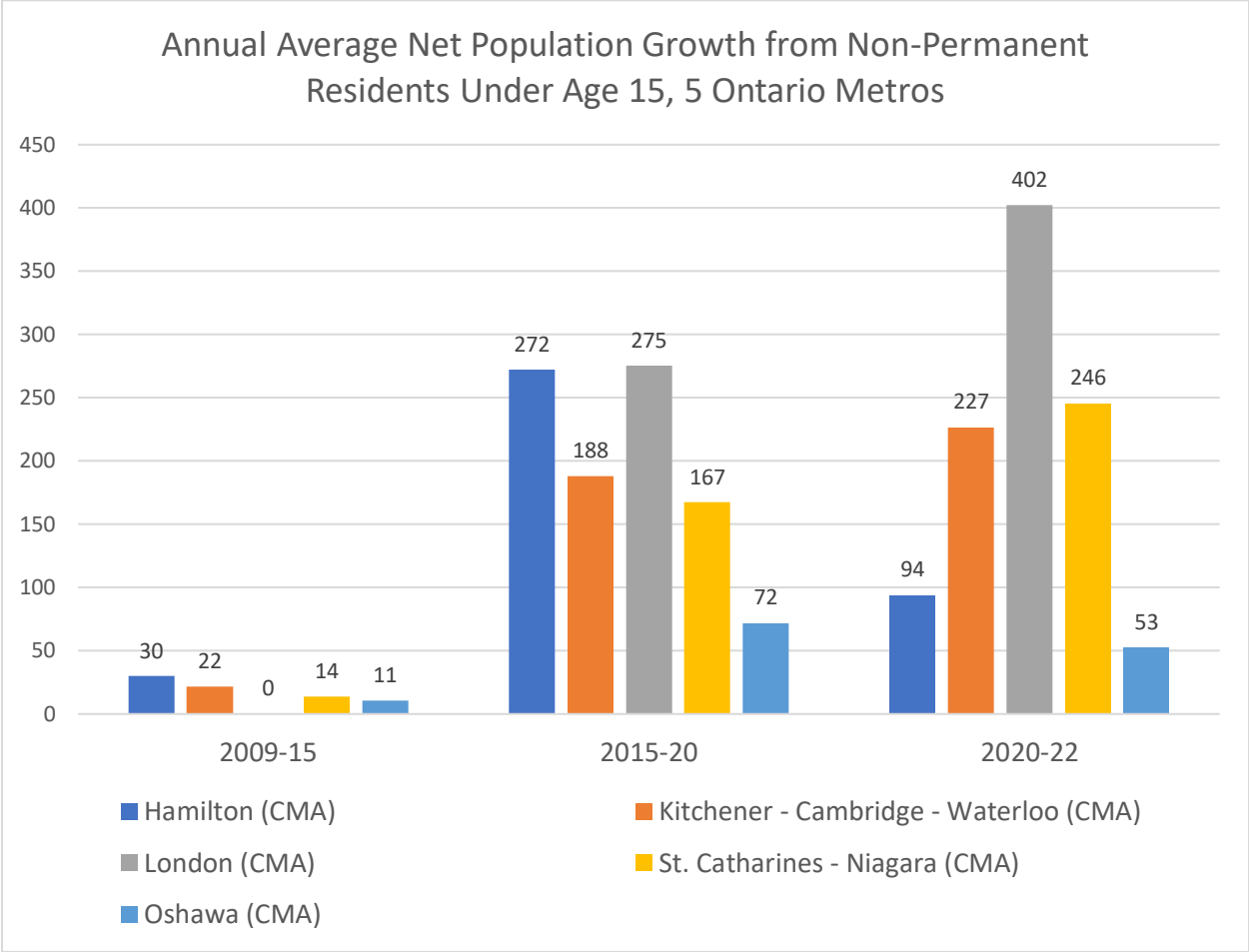
**Figure 8: Annual Average Net Population Growth from Non-Permanent Residents, 5 Ontario Metros<sup>7</sup>**



Postsecondary age (ages 17 to 24) non-permanent residents account for most of this growth component. However, there are other age groups within this cohort, including children. These could be the children of those enrolled in school or the post-graduate work permit program. They also include refugees, such as those from Syria and Ukraine. Regarding the growth of non-permanent residents under age 15, Hamilton, in the pandemic era, is fourth of our five communities, ahead of only Oshawa, as shown by Figure 9.

<sup>7</sup> Source: Statistics Canada (2023b).

**Figure 9: Annual Average Net Population Growth from Non-Permanent Residents Under Age 15, 5 Ontario Metros<sup>8</sup>**



It is essential to recognize that non-permanent resident is a category that applies when the person first enters Canada. Still, there are pathways from non-permanent resident to permanent resident. In 2021, for example, 191,383 people transitioned from non-permanent to permanent residency. Since this component of population change is a net contribution (the difference between entries and exits of temporary residents), the effect of these status changes would be a shift between components of population change (from non-permanent to immigrant) as the temporary residents are not leaving but becoming permanent residents instead. In other words, non-permanent residents often become permanent residents, staying in the community to work and raise a family.

Regarding the international pathways of population growth, immigration and non-permanent residency, Hamilton lags behind other communities. Regarding domestic pathways of population growth, we will see that Hamilton has trouble retaining their existing population, and it attracts fewer families with children from the Greater Toronto Area than Oshawa.

<sup>8</sup> Source: Statistics Canada (2023b).

### Part III: Hamilton is also struggling to retain young families

While Hamilton is still attracting more young families than it is losing, recent trends are not encouraging, and Hamilton is attracting fewer than other midsized Canadian metros. The metro is losing more families to other parts of Canada and Ontario while gaining fewer from the Greater Toronto Area than Oshawa does.

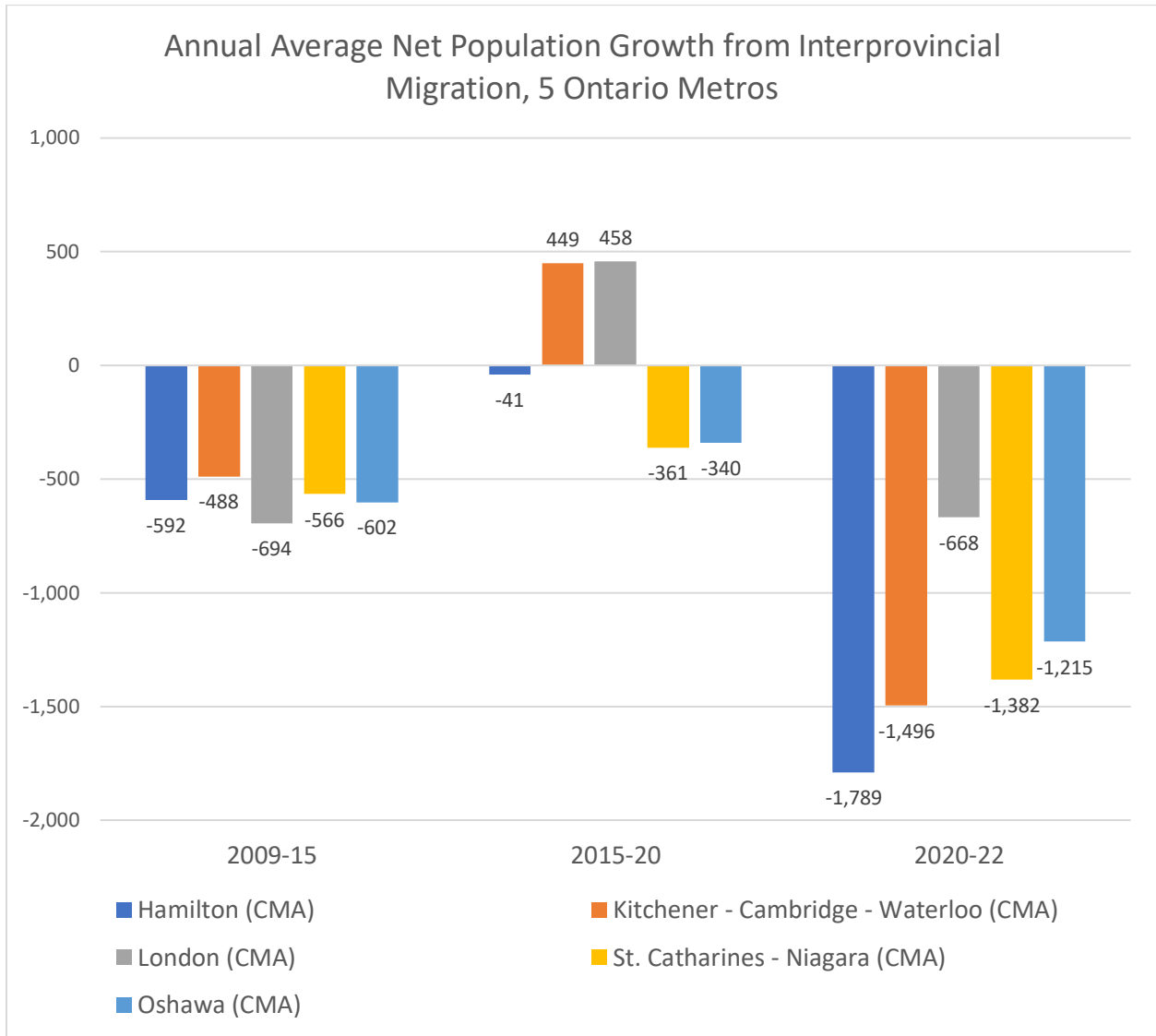
#### Population growth from interprovincial (between provinces) migration

Population migration between Ontario and other provinces is somewhat cyclical and is often driven by the relative performance of each province's economy. When Ontario's economy is doing well, it attracts families from other provinces, particularly those in Atlantic Canada. When oil prices surge and there is a boom in the sector, many Ontarians leave to work in Alberta and often return when oil prices crash.

In absolute terms, the net number of persons Ontario gains or loses from interprovincial migration is less than 20,000. This phenomenon changed last year when the province lost 47,000 persons to other provinces. This loss was primarily due to the rise of working from home coupled with Ontario's higher home prices. Young workers, in particular, found that they could often keep working for their Ontario-based employer but work remotely from places such as Edmonton or Moncton, where home prices are often less than half of what they are in southern Ontario.

Hamilton was not immune to this trend of workers leaving the province. In Figure 10, we see that metro Hamilton has lost, on net, an average of almost 1,800 persons to other provinces. This figure is higher than our comparator metros and nearly double the loss of metro London.

**Figure 10: Annual Average Net Population Growth from Interprovincial Migration, 5 Ontario Metros<sup>9</sup>**

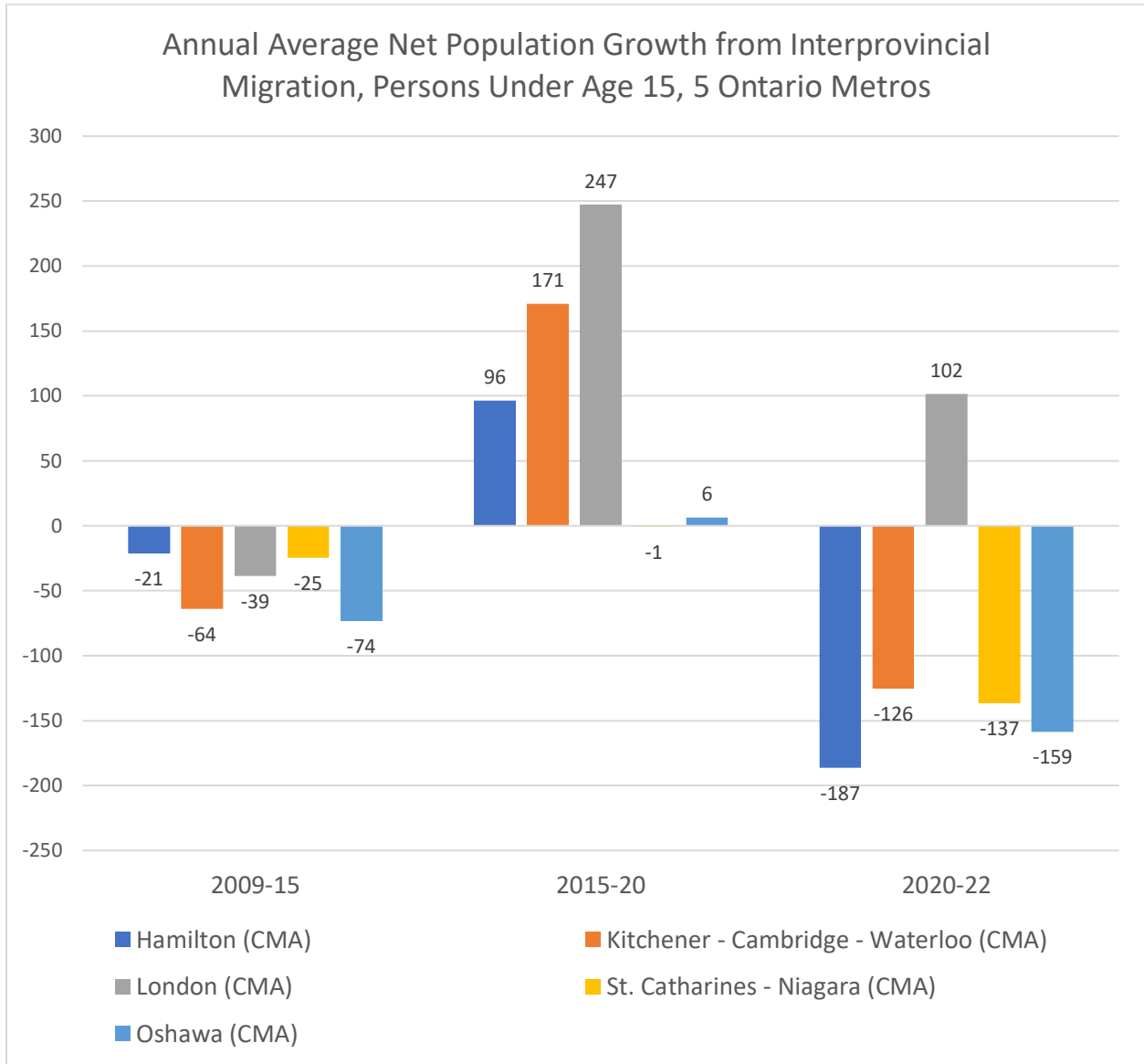


Some leaving workers have families with children, though the losses are relatively modest. On average, metro Hamilton has lost nearly 200 children per year to provinces outside Ontario, as Figure 11 shows. Once again, this is above the levels experienced in other provinces.

<sup>9</sup> Source: Statistics Canada (2023b).



**Figure 11: Annual Average Net Population Growth from Interprovincial Migration, Persons Under Age 15, 5 Ontario Metros<sup>10</sup>**

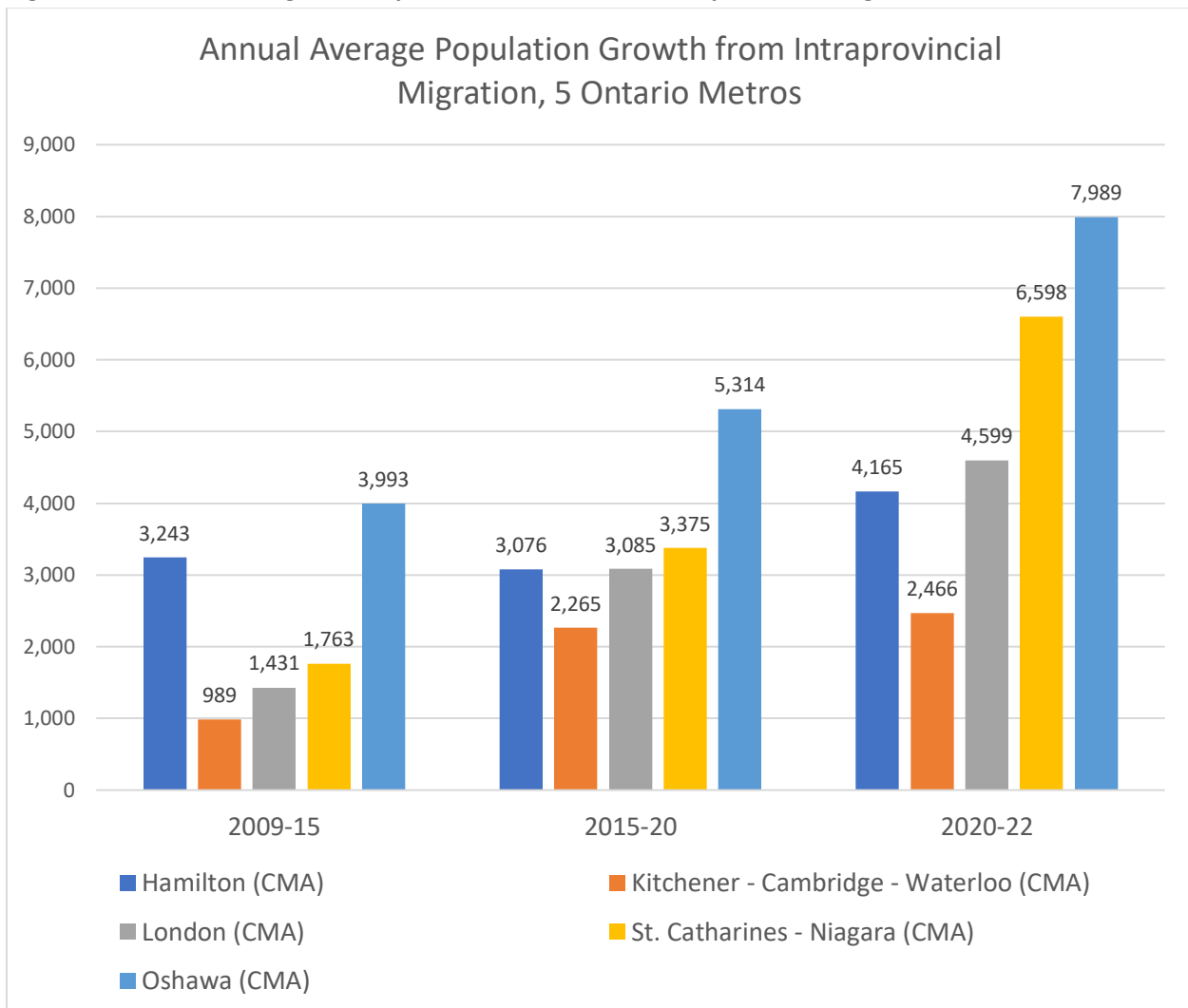


<sup>10</sup> Source: Statistics Canada (2023b).

## Population growth from intraprovincial (within Ontario) migration

Hamilton continues to attract many residents from the rest of the province. In the post-recession era of 2009-15, metro Hamilton attracted, on net, an average of 3,243 residents per year from other parts of the province, as shown in Figure 12. This level of migration was the second highest of all our comparator metros, only behind Oshawa. In the pandemic era, metro Hamilton's intraprovincial migration average has increased to 4,165 persons per year. However, it has increased slower than most of our comparator metros, so Hamilton is now behind Oshawa, St. Catharines-Niagara, and London when attracting residents from other parts of Ontario.

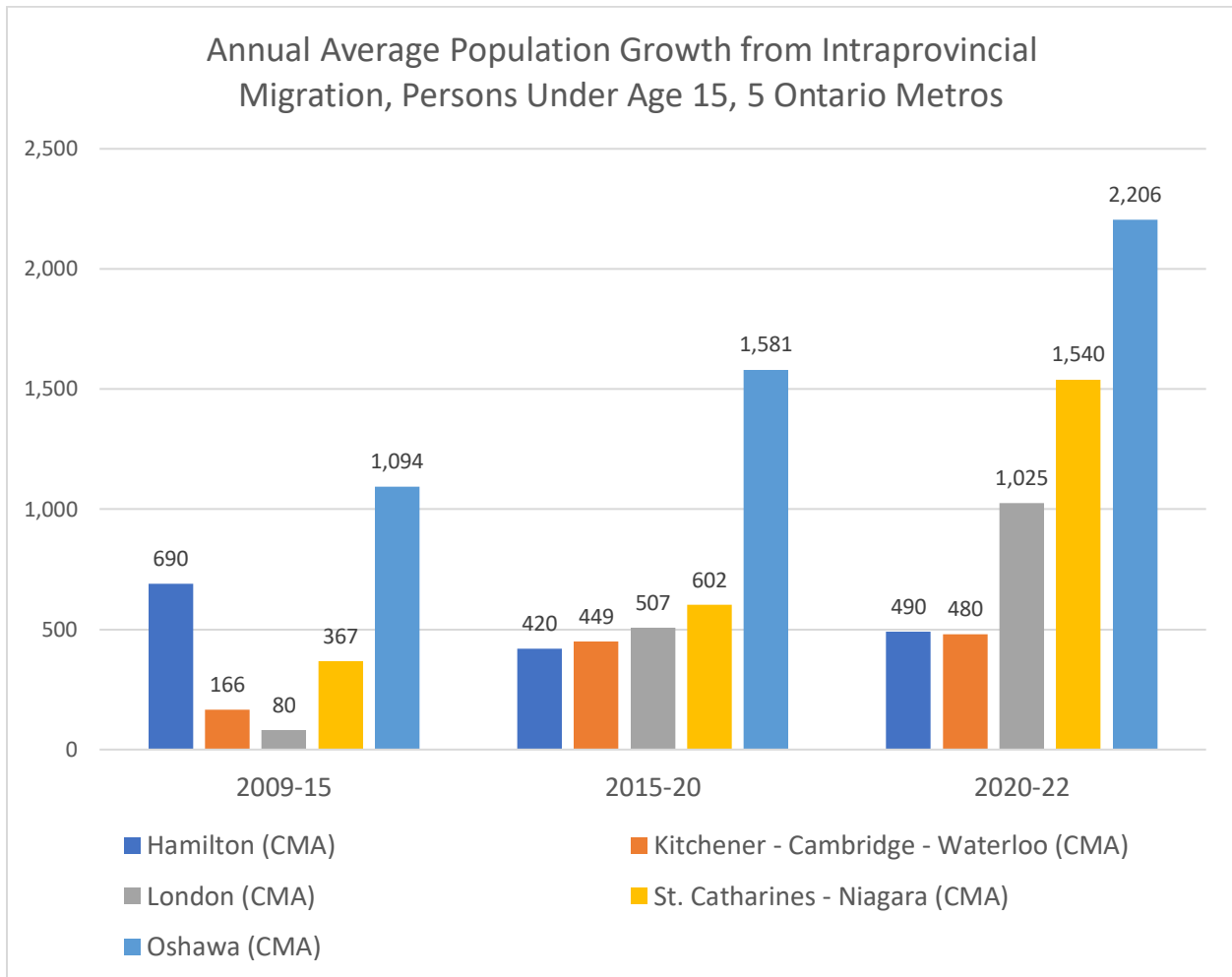
**Figure 12: Annual Average Net Population Growth from Intraprovincial Migration, 5 Ontario Metros<sup>11</sup>**



<sup>11</sup> Source: Statistics Canada (2023b).

In particular, Hamilton is falling behind in attracting families with children. In the post-recession era, an average of 690 children under 15, on net, moved to metro Hamilton each year. This figure has fallen to 490 in the pandemic era, which is less than half the level of London, less than a third of St. Catharines-Niagara, and less than a quarter of Oshawa's levels.

**Figure 13: Annual Average Net Population Growth from Intraprovincial Migration, Persons Under Age 15, 5 Ontario Metros<sup>12</sup>**

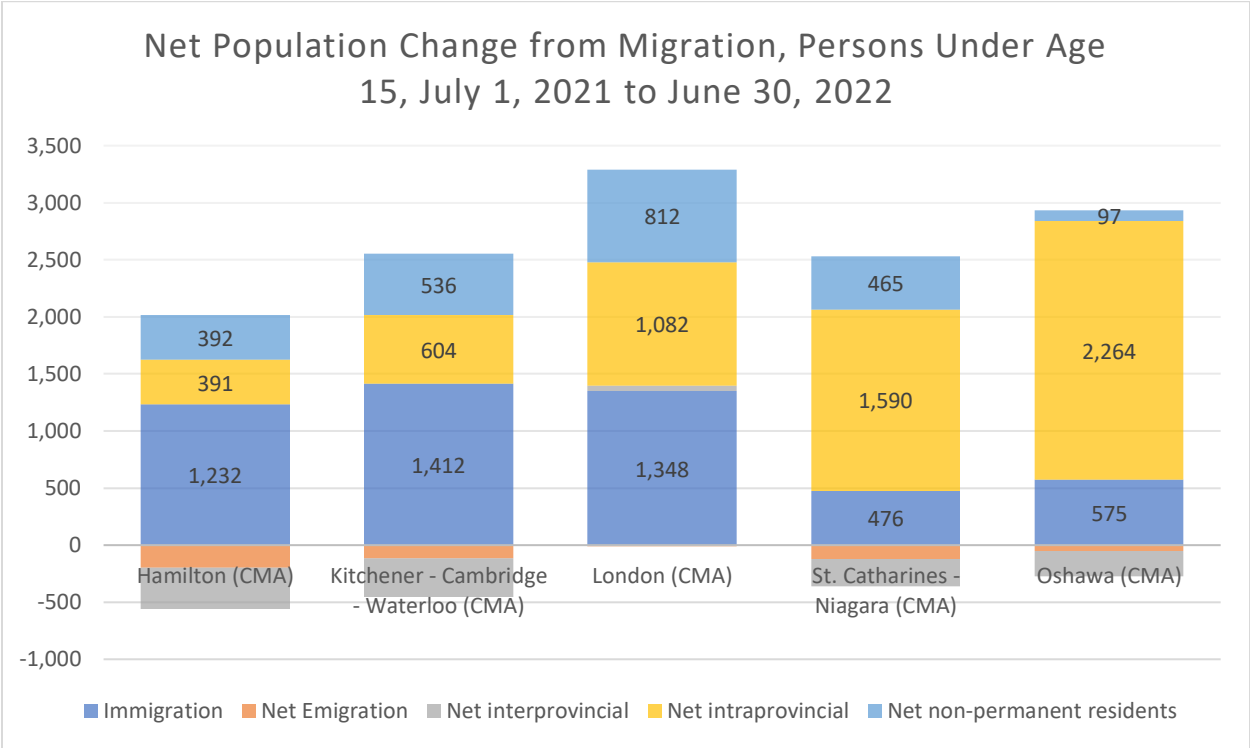


<sup>12</sup> Source: Statistics Canada (2023b).

Hamilton lags behind similar communities when it comes to attracting families with children, particularly from other parts of Ontario

We should not overstate the issue. Hamilton does still, on net, attract families with children. While it does lose some families to interprovincial migration, it continues to add families from immigration, non-permanent residency, and intraprovincial migration. However, as shown by Figure 14, on net last year, it gained fewer children under the age of 15 through migration than any of our comparator metros, all of which have smaller populations than metro Hamilton.

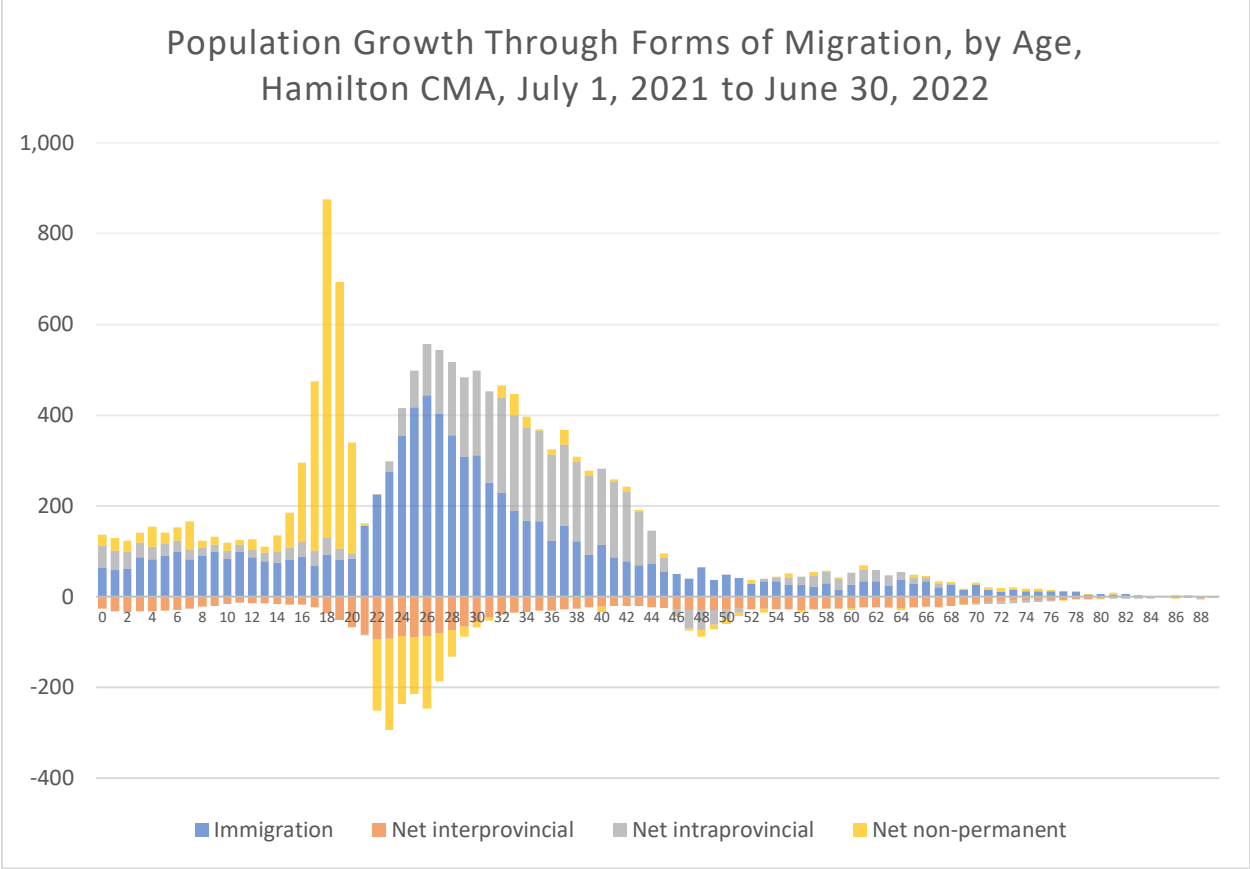
**Figure 14: Net Population Change from Migration, Persons Under Age 15, July 1, 2021, to June 30, 2022<sup>13</sup>**



We can break this down further by looking at net migration by age. Figure 15 shows that metro Hamilton gains high numbers of non-permanent residents in their late teens and early 20s; these are primarily international students. The metro also gains many persons in their late 20s and early 30s through intraprovincial migration and immigration. It does lose quite a few non-permanent residents in their 20s, but they may not be leaving at all; instead, they may be simply gaining permanent residency, then placing them in the 'immigration' category. Unfortunately, we lack data on the rate at which former international students obtain permanent residency in metro Hamilton.

<sup>13</sup> Source: Statistics Canada (2023b).

**Figure 15: Population Growth Through Four Forms of Migration, by Age, Hamilton CMA, July 1, 2021, to June 30, 2022<sup>14</sup>**



The relatively modest growth from intraprovincial migration is perhaps the most surprising portion of the data. Hamilton is less expensive than the Greater Toronto Area, has a booming economy, and gains fewer people on net, moving from other parts of the province than Oshawa or London. Being closer to Toronto yet gaining fewer people than farther-away London would seem to be a puzzle.

As it turns out, Hamilton gains fewer intraprovincial migrants than London, not because London attracts more families from the GTA, but because Hamilton loses high numbers of families to St. Catharines-Niagara and Brantford, as we will see in the next section.

<sup>14</sup> Source: Statistics Canada (2023b).

## Part IV: Hamilton is losing families to communities with lower housing costs, like Brantford and St. Catharines

Hamilton's population growth has lagged that of other mid-sized Ontario metros. Although Hamilton attracts a fair number of immigrants to Canada, it lags in attracting non-permanent residents and families from other parts of Ontario. It is also losing its population to communities in other provinces.

This outmigration naturally raises the question, "Where are families from Hamilton moving to?" The Statistics Canada table 17-10-0141-01 contains origin and destination data by CMA and CA, which allows us to understand where people moving to Hamilton are coming from and where those leaving Hamilton are moving to. Unfortunately, the data only covers the five years between July 1, 2016, and June 30, 2020, and does not have a breakdown by age, but that provides more than enough information to let us know that Hamilton is gaining population from metro Toronto, and losing it to the rest of Canada.

We can start by examining our five midsized Ontario metros, the population flows between them, and the population flows from Toronto. Figure 16 shows that metro Toronto lost, on net, nearly 11,000 people to Hamilton CMA in 2020-21 and over 13,000 people to Oshawa CMA. Hamilton's gain from Toronto was offset by losing over 200 people, on net, to London CMA and Kitchener-Cambridge-Waterloo, and nearly 2,000 in a single year to St. Catharines-Niagara.

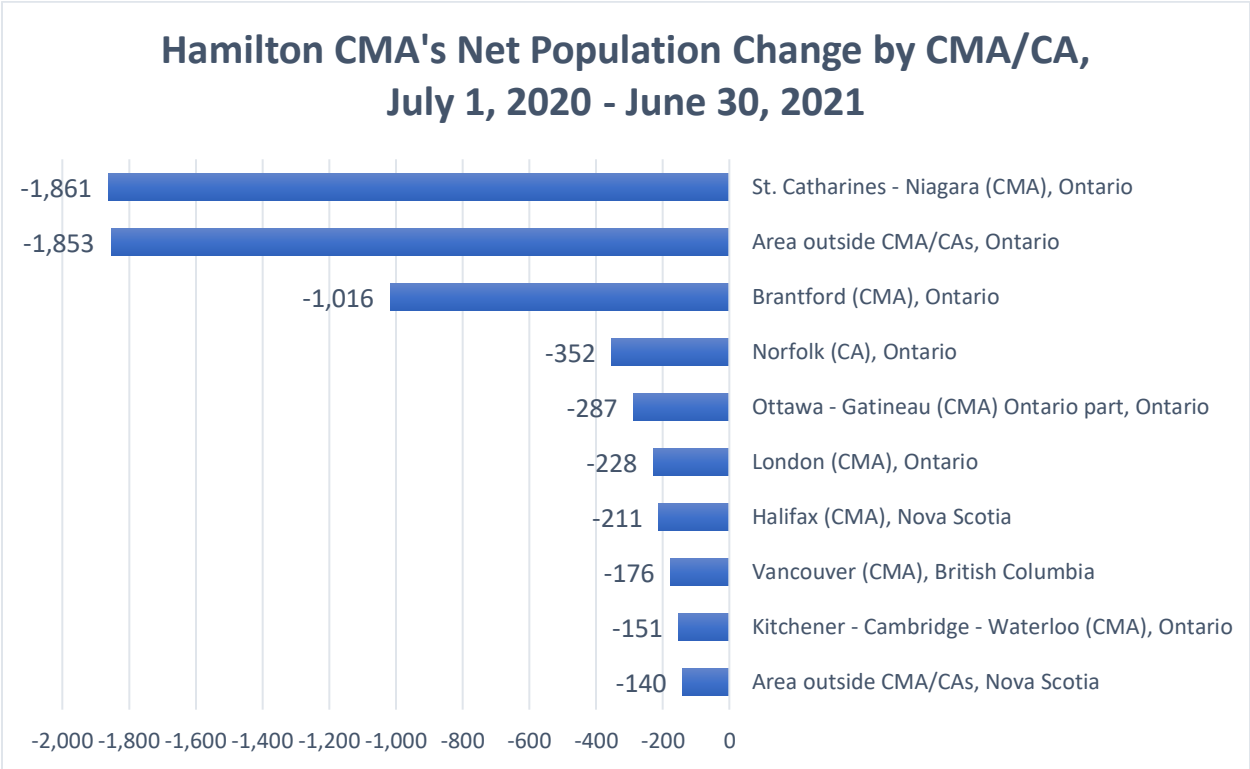
**Figure 16: Net Population Change from Migration by Destination/Source, July 1, 2020, to June 30, 2021, 5 Ontario Metros<sup>15</sup>**

Net Population Change	From Oshawa (CMA)	From Toronto (CMA)	From Hamilton (CMA)	From St. Catharines - Niagara (CMA)	From Kitchener - C - W (CMA)	From London (CMA)
To Oshawa (CMA)		13,228	-23	-112	-92	-83
To Toronto (CMA)	-13,228		-10,913	-4,551	-6,160	-3,522
<b>To Hamilton (CMA)</b>	<b>23</b>	<b>10,913</b>		<b>-1,861</b>	<b>-151</b>	<b>-228</b>
To St. Catharines - Niagara (CMA)	112	4,551	1,861		97	-32
To Kitchener - C - W (CMA)	92	6,160	151	-97		-362
To London (CMA)	83	3,522	228	32	362	

<sup>15</sup> Source: Statistics Canada (2023c).

St. Catharines-Niagara is not the only community that Hamilton families are moving to. In Figure 17, we see that over 1,000 persons, on net, moved to Brantford CMA from Hamilton, and nearly 2,000, on net, moved to rural parts of Ontario, noted here as "Area outside CMA/CAs, Ontario."

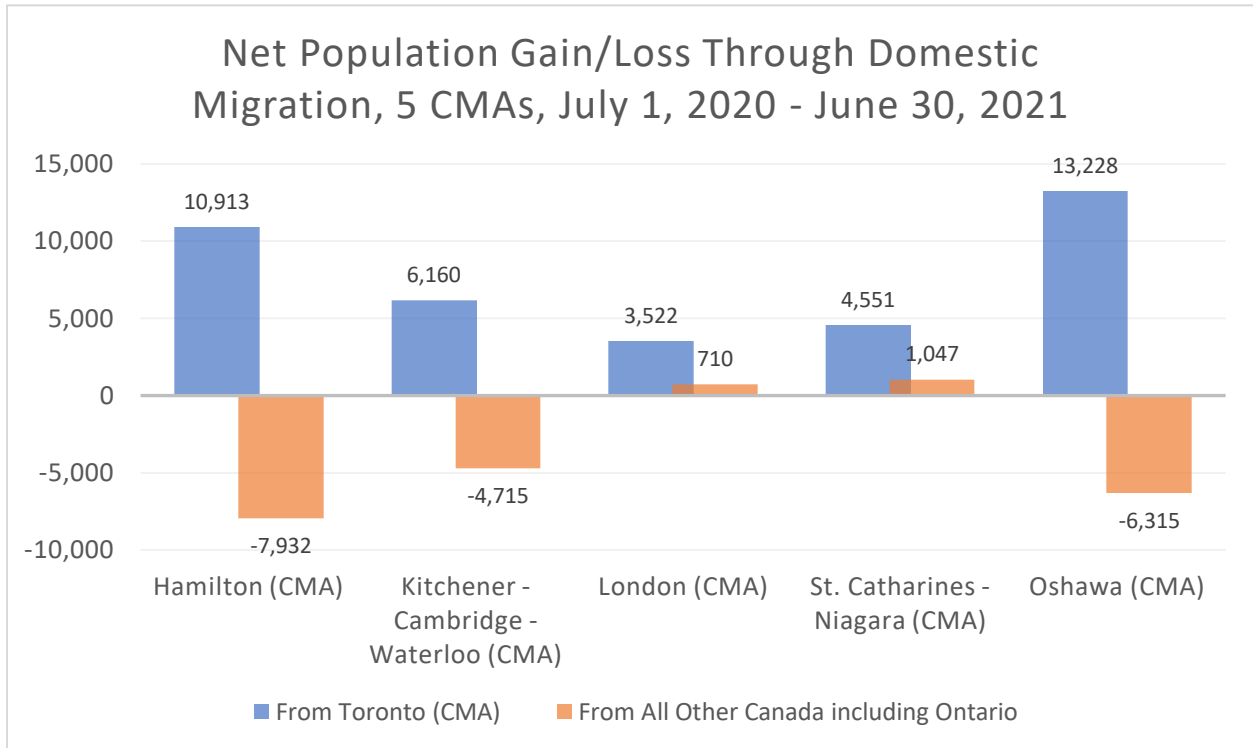
**Figure 17: Net Population Change from Migration by Destination/Source, July 1, 2020, to June 30, 2021, 5 Ontario Metros<sup>16</sup>**



This phenomenon of gaining families from metro Toronto but losing them to other parts of the province (and county) is not unique to Hamilton. However, Hamilton tends to lose more population than other mid-sized Ontario metros. Figure 18 shows that while Oshawa gained more people from metro Toronto in 2020-21, it lost fewer residents to other parts of the country.

<sup>16</sup> Source: Statistics Canada (2023c).

**Figure 18: Net Population Change from Migration from Toronto CMA and all other domestic sources, July 1, 2020, to June 30, 2021, 5 Ontario Metros<sup>17</sup>**

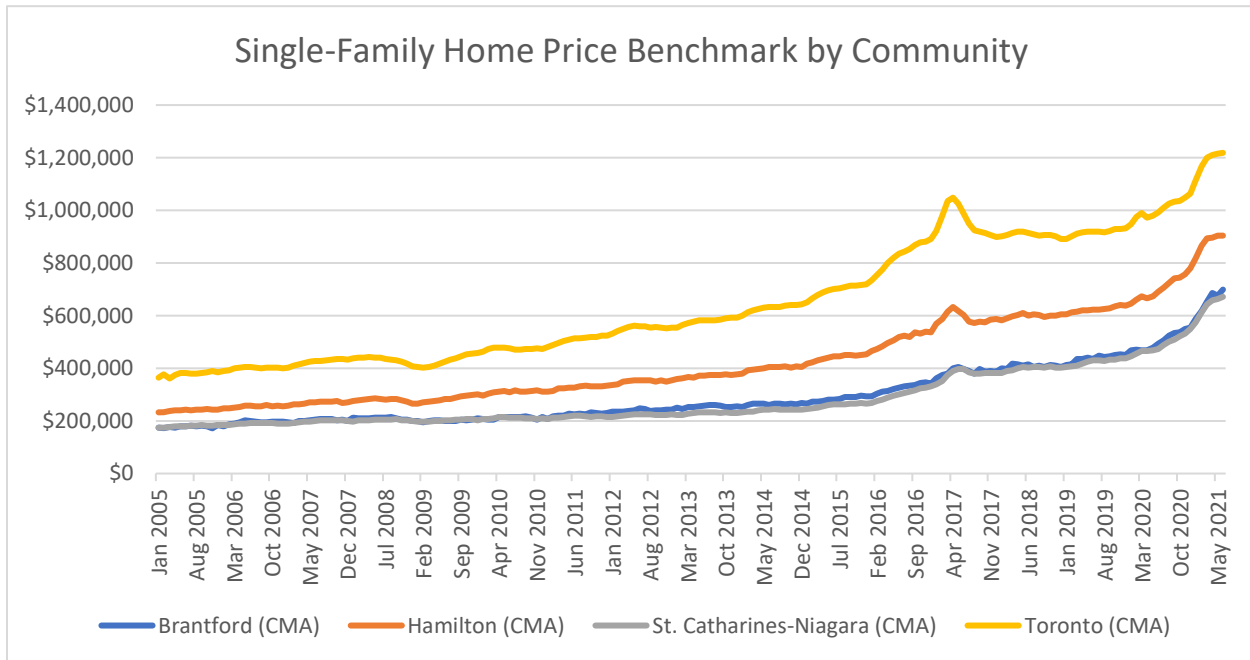


This phenomenon may be due to what's known as the **musical chairs effect**: Torontonians priced out of Toronto moving to Hamilton and Hamiltonians priced out of Hamilton moving to smaller municipalities. Given the cost of housing, it would not be surprising to learn that families were moving due to cost-of-living concerns in 2020-21. Using the Canadian Real Estate Association's single-family benchmark home price, Figure 19 shows that home prices were substantially higher in metro Toronto than metro Hamilton and higher in metro Hamilton than in metro Brantford and St. Catharines-Niagara, the two communities that have received the most families from Hamilton.

<sup>17</sup> Source: Statistics Canada (2023c).



**Figure 19: Single-Family Home Price Benchmark to June 2021, Four Ontario Metros<sup>18</sup>**



However, we do not need to speculate that high housing costs are an essential driver of migration patterns to and from Hamilton, as survey data is available from the federal government, which asks those who moved why they moved. Unsurprisingly, it is to obtain a more suitable home or become a homeowner.

### Part V: The primary driver of migration in the Hamilton area is the availability of housing

Let's dig into the responses for people who moved to (or within) Hamilton CMA, drawn from the Canadian Housing Survey in 2018 and 2021. This survey covers many topics and samples owners, first-time homebuyers and renters. There are 13 different reasons for moving, plus a catch-all for "another reason." More than 95% of respondents who are homeowners give one of the top nine reasons. In the 2018 pre-pandemic survey, for homeowners, the most cited reason for moving is to upgrade to a larger or better-quality dwelling (22.7%). In combination with "to become a homeowner" and "change in household or family size," the desire for more or better living space accounts for 54% of reasons for moving given by homeowners in Hamilton CMA.

In contrast, reducing costs (either direct housing costs or time costs of commuting) accounts for a combined 9.7% (6.3% and 3.4%) of the reasons given by homeowners. For renters, who give a more comprehensive range of reasons for moving, the top three reasons are to reduce housing costs (13.8%), to upgrade to a larger or better dwelling (13.8%) and to live in a more desirable neighbourhood (11.7%).

<sup>18</sup> Source: Canadian Real Estate Association (2022).

Being forced to move by a landlord, bank, financial institution or government, a reason that is rarely given by homeowners (0.8%), accounts for 7.5% of reasons given by renters (included in the table under "all other reasons"). Responses for 2021 are presented alongside 2018 in Figure 20.

**Figure 20: Reasons for Moving, Hamilton CMA, Canadian Housing Survey, 2018 and 2021**<sup>19</sup>

Reason	Housing tenure	% of the total (2018)	% of the total (2021)
<b>Moved to upgrade to a larger dwelling or better-quality dwelling</b>	<b>Owner</b>	<b>22.7%</b>	<b>22.0%</b>
	First-time owner	14.8%	17.1%
	Renter	13.8%	18.6%
<b>Moved to become a homeowner</b>	Owner	19.0%	21.7%
	<b>First-time owner</b>	<b>34.6%</b>	<b>36.0%</b>
	Renter	0.8%	1.0%
Moved to be in a more desirable neighbourhood	Owner	13.4%	11.6%
	First-time owner	5.4%	5.5%
	Renter	11.7%	9.5%
Moved because of a change in household or family size	Owner	12.4%	12.2%
	First-time owner	1.4%	6.5%
	Renter	5.2%	15.4%
Moved to form own household	Owner	10.0%	7.9%
	First-time owner	19.4%	17.8%
	Renter	8.4%	8.1%
Moved to reduce housing costs	Owner	6.3%	4.4%
	First-time owner	3.9%	0.0%
	Renter	13.8%	10.0%
Moved to be closer to family	Owner	4.7%	4.9%
	First-time owner	4.3%	3.4%
	Renter	7.5%	9.5%
Moved for a new job or job transfer	Owner	3.8%	4.3%
	First-time owner	3.7%	2.6%
	Renter	6.1%	8.0%
Moved to reduce commuting time	Owner	3.4%	4.6%
	First-time owner	1.2%	5.1%
	Renter	3.9%	3.6%
All other reasons	Owner	4.3%	6.4%
	First-time owner	3.7%	6.0%
	Renter	10.1%	14.8%

In short, families are moving not because they are getting new jobs but because they are moving to obtain housing that better suits their needs. And too often, they cannot find that housing at a price they can afford, in metro Hamilton, so they are moving to lower-priced markets like Brantford.

<sup>19</sup> Source: Statistics Canada (2022).

## Part VI: Hamilton has a housing shortage, which helps explain both high home prices and outmigration

Ontario suffers from a housing shortage, which has helped contribute to high-and-rising prices since the end of the Great Financial Crisis of 2008-09. Estimating the size of the shortage is somewhat challenging. In the report *Ontario's Need for 1.5 Million Homes*, we develop a methodology to estimate housing shortages.<sup>20</sup> The methodology, known as the Rest of Canada Average Benchmark, or RoCA Benchmark, estimates the number of homes needed to bring a community up to the average housing levels in the "Rest of Canada" (which is defined as all of Canada except Ontario and British Columbia), taking into account the ages of the residents of the community.

Using the RoCA Benchmark, we have that Ontario had a roughly 471,500 housing unit shortage in 2021, as shown in Figure 21. Over half, or 264,000, of these units were found in the Peel Region, York Region, and the City of Toronto, which helps explain the high levels of outmigration to places like Oshawa and Hamilton. This outmigration and the subsequent musical chairs effect has led to a shortage of 14,500 units in Hamilton, as well as 31,100 in Halton and 11,000 in Niagara, the Census Divisions that contain Burlington and Grimsby, respectively. These are likely underestimates, as they only consider the housing shortage for existing residents, not the number of people who would have moved there had housing been more available.

In Figure 21, we estimate the number of homes each Ontario Census Division will need to build to accommodate projected population growth and the pre-existing shortage. Ontario will need to build just over 1.5 million homes, which is likely underestimated as it was calculated before the federal government increased immigration targets. We estimate that the City of Hamilton will need to build 52,400 homes over the next ten years, a figure slightly higher than the 47,000-unit target set by the provincial government and endorsed by Hamilton City Council.

While estimating the number of units needed is a valuable exercise, it is not without its limitations. One of the primary difficulties is treating a "unit as a unit as a unit," not considering each unit's characteristics, including size and cost. However, a small studio condo unit can not house as many people as a 3-bedroom apartment. It fails to capture that the most pressing needs are for family-sized units.

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<sup>20</sup> Moffatt, Dudu, Hosseini (2022).

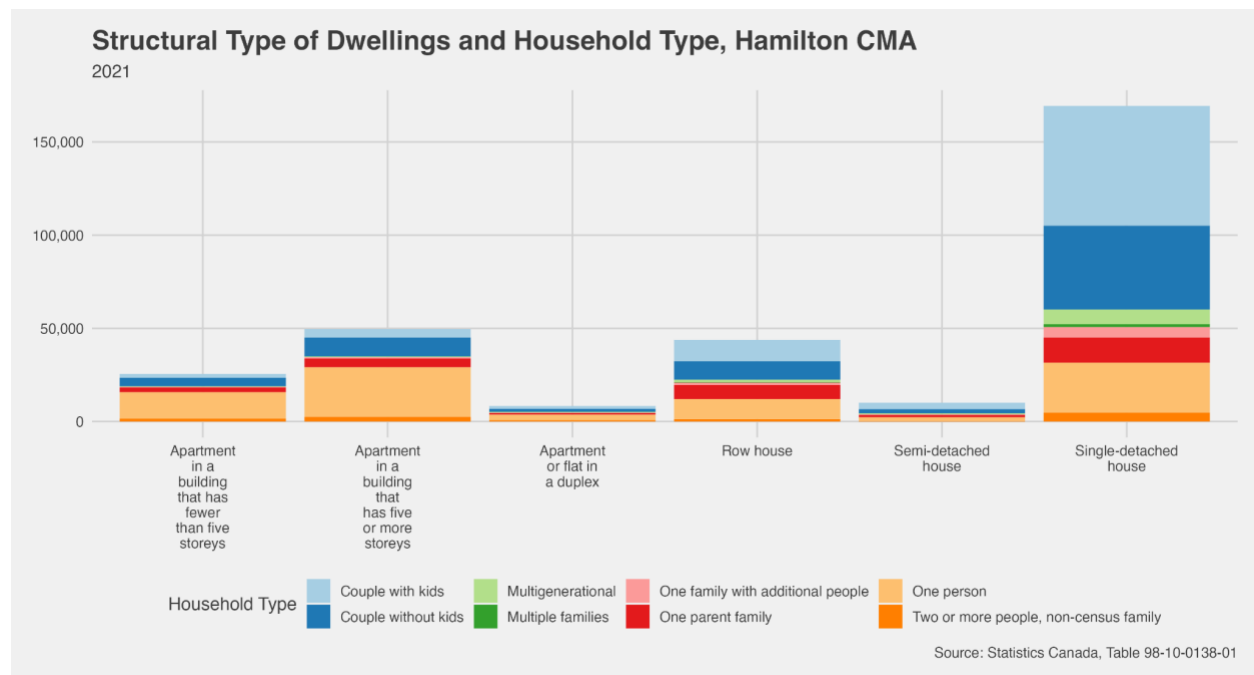
Figure 21: Housing Needs by Ontario Census Division, 2021-31

Census Division	Projected Number of Family Formations (2021-31)	Existing Housing Shortage from Suppressed Household Formations	Total 2021-31 Housing Needs	Census Division	Projected Number of Family Formations (2021-31)	Existing Housing Shortage from Suppressed Household Formations	Total 2021-31 Housing Needs
Peel	143,500	133,500	277,000	Muskoka	4,400	2,300	6,700
Toronto	224,700	34,300	259,000	Perth	5,500	1,000	6,500
York	83,900	96,200	180,100	Leeds and Grenville	4,000	2,400	6,400
Ottawa	89,700	10,400	100,100	Frontenac	6,900	-600	6,300
<b>Halton</b>	<b>59,300</b>	<b>31,100</b>	<b>90,400</b>	Bruce	4,200	1,000	5,200
Durham	50,000	39,900	89,900	Renfrew	3,300	1,000	4,300
Waterloo	57,400	13,400	70,800	Stormont, Dundas and Glengarry	3,000	1,200	4,200
Simcoe	47,000	22,900	69,900	Huron	3,400	800	4,200
<b>Hamilton</b>	<b>37,900</b>	<b>14,500</b>	<b>52,400</b>	Lennox and Addington	1,800	2,200	4,000
Middlesex	38,300	1,200	39,500	Parry Sound	1,900	1,300	3,200
<b>Niagara</b>	<b>28,000</b>	<b>11,100</b>	<b>39,100</b>	Greater Sudbury / Grand Sudbury	3,800	-1,000	2,800
Essex	20,500	9,900	30,400	Lambton	2,300	400	2,700
Wellington	22,800	6,800	29,600	Chatham-Kent	1,800	600	2,400
Brant	9,400	3,900	13,300	Haliburton	1,200	500	1,700
Oxford	9,700	2,400	12,100	Kenora	900	700	1,600
Haldimand-Norfolk	7,000	4,000	11,000	Prince Edward	600	900	1,500
Dufferin	6,300	3,600	9,900	Nipissing	1,100	-100	1,000
Hastings	7,000	2,800	9,800	Manitoulin	400	100	500
Peterborough	6,500	2,800	9,300	Sudbury	100	300	400
Prescott and Russell	6,400	2,600	9,000	Algoma	1,000	-900	100
Northumberland	4,700	3,700	8,400	Rainy River	200	-200	0
Kawartha Lakes	4,900	3,400	8,300	Timiskaming	100	-500	-400
Grey	6,100	2,100	8,200	Thunder Bay	500	-1,200	-700
Elgin	6,000	2,000	8,000	Cochrane	-100	-900	-1,000
Lanark	5,600	1,700	7,300	<b>Total</b>	<b>1,034,900</b>	<b>471,500</b>	<b>1,506,400</b>

## Part VII: In particular, Hamilton has a shortage of family-friendly housing

In focusing on the general demand for more homes, the simple fact that not all housing units are the same is sometimes overlooked. Each housing unit can be classified by structural type of dwelling (apartments, single detached, semi-detached and row house) and its intended market (homeowner, rental, condo and co-op, other). Figure 22 shows the breakdown of the type of units in Hamilton CMA and who is likely to inhabit them.

**Figure 22: Structural Type of Dwellings and Household Type, Hamilton CMA, 2021<sup>21</sup>**



As of 2021, 55.2% of all dwellings in Hamilton CMA — 169,925 homes out of 306,695 — were single-detached. Just over one-quarter are apartments of one kind or another, with buildings with five or more storeys (49,655 total units) being the dominant kind, ahead of buildings with fewer than five storeys (25,565 units) and duplexes (8,310 units). Just under one-fifth of the housing stock is either row house (43,795 units) or semi-detached (10,105 units).

The overall mix of dwelling types is essential when considering housing affordability, as these different types of homes vary considerably in price. In the Hamilton and Burlington market, the Canadian Real Estate Association reports benchmark prices as of Dec 2022 of \$909,600 (single-detached), \$715,600 (townhouse) and \$559,300 (apartment).<sup>22</sup> The ratio between the benchmark price for row houses and apartments (compared to single-detached) in 2022, 1.27 and 1.63, respectively, is similar to what it was at the start of 2009 (1.30 and 1.48).

<sup>21</sup> Source: Statistics Canada (2022).

<sup>22</sup> Source: Canadian Real Estate Association (2022).

Different households and families tend to live in different kinds of dwellings. The four most numerous types of households in Hamilton CMA are couples with kids (87,190 families), one person (83,050 families) and couples without kids (73,425 families). The remaining types of households include one-parent families (30,465 families), multigenerational (10,440 families), multiple families (1,990 families), one family with additional people (8,735 families) and two or more people who are not in a family (11,400 families).

Families have different needs and occupy different housing types in different proportions. Families with children occupy high-rise apartments at relatively low rates, and one-person households occupy a more diverse range of housing options.

### Couples with children

Almost three-quarters of all couples with children in Hamilton CMA live in single-detached homes (73.6%). Half of the remaining one-quarter of couples with children live in row houses (13.1%), and the rest live in 5+ storey apartments (5.2%), semi-detached homes (4.0%), less than five storey apartments (2.4%) and duplex apartments (1.7%).

### One-person households

Perhaps counter-intuitively, one-person households in Hamilton CMA are just as likely to be in single-detached homes (32.3%) as in taller apartment buildings (32.0%). However, many of these one-person households are widows or widowers. Shorter apartments (17%) and row houses (12.9%) are the next most common types of dwellings, followed by duplexes (3.5%) and semi-detached homes (2.3%).

### Couples without children

Roughly six in ten couples without children live in single-detached homes (61.3%). Compared to couples with children, it is much more common for these households to live in apartments, whether taller (13.8%), shorter (6.2%) or duplexes (2.2%). The proportion of these households living in row houses (13.5%) and semi-detached homes (3.0%) is close to couples with children.

### Single parents

Single-detached homes account for the most significant proportion of single-parent households (44.3%). However, row houses are much more common for single-parent households than they are for any other kind of household (25% of single-parent households compared to a range of 10%-15% for other types of households). A relatively high proportion of single parents live in taller apartments (15.4%) and smaller apartments (8.4%), with the remaining living in semi-detached (4.2%) or duplex apartments (2.8%).

### Roommates

More than 4 in 10 roommate households (two or more people not in a census family) live in apartments (43.1%): taller apartments (22.1%), shorter apartments (14%) and duplexes (7%). Interestingly, roommate and one-person households account for just over half of all households in taller apartments (54.1%) and just under one-third of households in shorter apartments (31%).

### Multigenerational families

Accounting for a similar proportion of the population as roommate households, multigenerational families live predominantly in single-detached homes (75.5%). Generally, and consistent with

expectations given the greater average size of the families, the distribution of these families is very similar to couples with children.

### Other types of households

The remaining types of households include one family with additional people and multiple families. Together, they account for roughly 3.4% of all households in Hamilton CMA. For both types of families, single-detached homes are the most common (64.1% for one family plus additional and 76.4% for multiple families).

### What this means for families with children

Roughly three-quarters of the larger family types — couples with kids, multigenerational and multiple families — live in single-detached homes. Household types that tend to be smaller — couples without kids, one family with additional people — are more likely to live in various types of apartments. Single-parent and single-person households, which collectively account for almost 4 in 10 households in Hamilton CMA, and likely have only one source of income, are the most likely to live in apartments. Row houses are the second or third most common dwelling type for all households except roommates and single-person households.

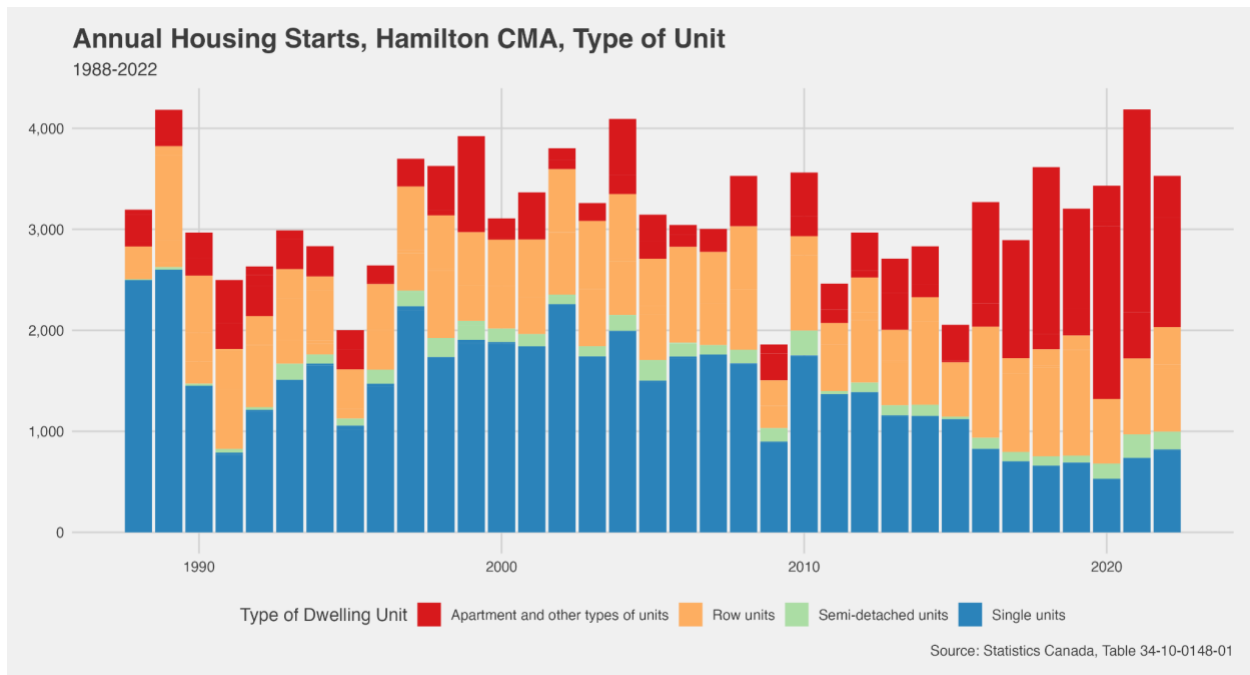
The need for more family-friendly housing presents a challenge for metro Hamilton, as the types of units that families tend to occupy tend to be the most land-intensive. The metro needs to find ways to allow more of these homes to be built, or make larger apartment units more attractive to families, to increase the proportion of families living in that housing type. The high number of one-person families living in single-detached homes also provides an opportunity; if housing options can be created that are attractive to this population, it may encourage them to sell their existing homes, which would free them up for the next generation of families with children.

However, in recent years what has been built in Hamilton has been disproportionately smaller apartment units than homes suitable for families. These smaller units are needed, but as Hamilton scales up its homebuilding, larger units suitable for families should be a bigger part of the mix.

### Hamilton's housing construction shifted to apartments in recent years

Anyone who has seen Hamilton's skyline in recent years knows there has been an apartment-building boom. The data bears this out, as Figure 23 shows a dramatic and sustained jump in apartment unit starts since the middle of the last decade. This increase has been offset somewhat by a reduction in semi-detached and single units.

**Figure 23: Annual Housing Starts by Year and Type of Unit, Hamilton CMA**



### Single-detached homes

In the post-recession period, roughly 1,300 single-detached homes were started in Hamilton CMA annually (1,287). The peak was in 2010 when 1,753 single-detached homes were started. During the international student boom, the new single-detached home construction rate declined to roughly 800 per year. During the pandemic, an average of 700 single-detached homes per year have been started.

### Apartments and other kinds of units

Apartment construction in Hamilton CMA has gone in the opposite direction. New builds went from an average of 500 units per year in the post-recession period to almost 1,200 per year during the international student boom and, more recently, to over 2,000 units per year during the pandemic. The peak year for apartment starts in Hamilton CMA was in 2021, when 2,465 units were started, accounting for 6 in 10 new home starts.

### Row houses

The annual average for row house starts has stayed reasonably consistent. In the post-recession period, an average of 822 row houses were started. Construction increased to nearly 1,000 per year during the international student boom (963) — peaking in 2019 at 1,191 row houses started — before declining to an average of 809 per year during the pandemic. As a proportion of all housing starts, row houses have declined from almost one-third to just over one-fifth.



## Semi-detached

The change in the rate of semi-detached starts has been relatively volatile. Post-recession, an average of 118 semi-detached homes were started, with a peak of 246 started in 2010. This rate plummeted during the international student boom to an average of 77 units per year. But it has increased significantly during the pandemic to an average of 186 units annually.

## The housing unit shift summarized

Overall, single-detached homes have gone from 47% of all homes started during the post-recession period to 19% of all homes started in the pandemic period. In absolute terms, half as many single-detached homes are being started during the pandemic compared to the post-recession period. Apartment construction has headed in the opposite direction, with four times as many apartment units being started during the pandemic compared to the post-recession period. Apartments now account for over half of all new housing starts, up from just 19% during the post-recession period. Row houses have stayed steady, declining as a proportion of new housing units built, and semi-detached homes have been volatile.

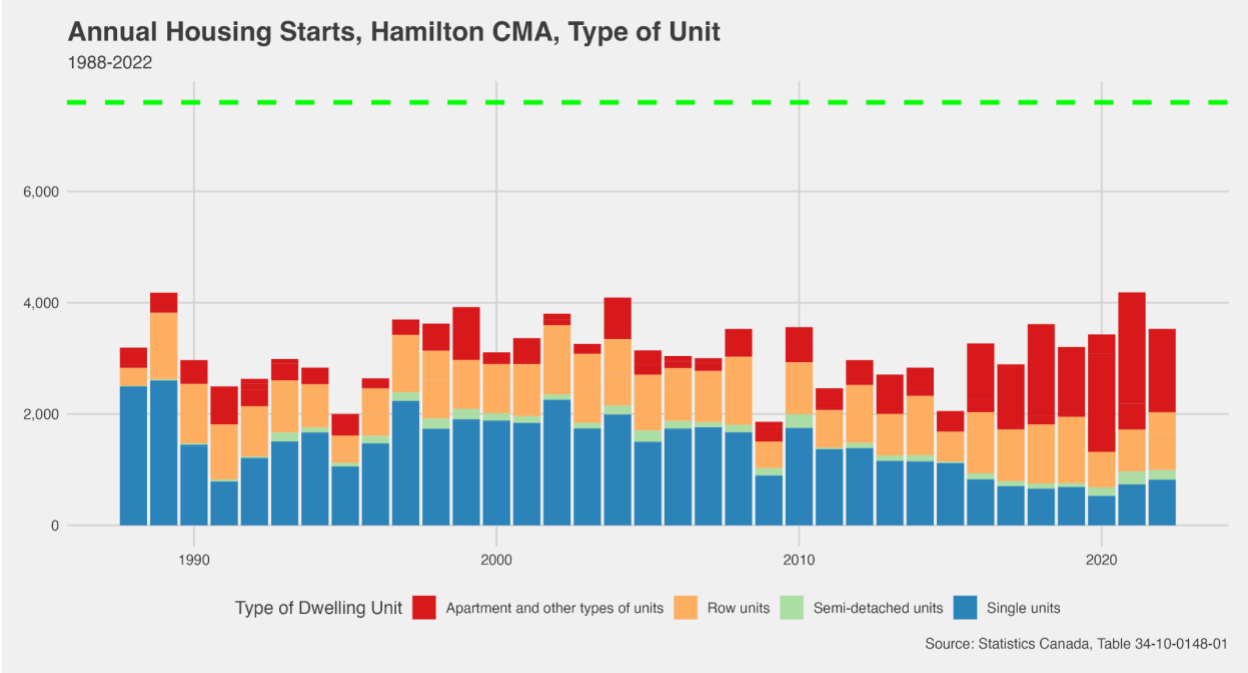
Despite this boom in apartment housing starts, Hamilton and Burlington, the two largest municipalities in Hamilton CMA, have a long way to go to meet the homebuilding target provided to them by the provincial government.

## Part VIII: Hamilton and Burlington need to double-home building over the next decade

The provincial government has set housing targets for 29 municipalities in Ontario, including Burlington and Hamilton, which both reside in Hamilton CMA. Burlington's target of 29,000 and Hamilton's target of 47,000 give an overall target for Hamilton CMA of 76,000 over ten years for an average of 7,600 per year. Grimsby, the fastest-growing municipality in the CMA in percentage terms, does not have a provincial housing target.

We can see in Figure 24 how the combined Burlington and Hamilton targets, collectively the CMA target, compared to the historical housing level starting in 1988. The **dashed green line** is the provincial target for the CMA, annualized.

**Figure 24: Annual Housing Starts by Year and Type of Unit Relative to Hamilton/Burlington Housing Target, Hamilton CMA**



The scale of the change needed to reach that provincial target is significant. Only in a handful of years out of more than three decades has new housing construction reached *half* of the provincial target for the CMA, and the actual housing start numbers include Grimsby, which is not included in the target.

It is one thing to set a target; it is another to meet it. Failure to construct enough housing, mainly attainable family-friendly housing, will make it challenging for Hamilton employers to attract and retain talent, whether in the private or public sectors. As we will see, Hamilton already lacks affordability for families; the region cannot allow the problem to worsen.

## Part IX: Hamilton and Burlington will have increased difficulty competing with cities such as Calgary for talent due to a lack of attainable housing

Imagine a young person graduating from university or a family deciding to have children. They have a tough decision to make on where to live. They will want a community where they can earn a good income, but they also want to stretch that dollar as far as possible.

We can answer this question by examining income and housing costs across several cities. We have chosen 11, in total, to examine. These include:

- Two cities within Hamilton CMA (the cities of Hamilton and Burlington)
- Three cities in the region that provide more attainable options than Hamilton CMA (Brantford, St. Catharines, and Niagara Falls)
- Seven cities within Canada across Canada that Hamilton is competing for talent with (Montréal, Toronto, Calgary, London, Halifax, and Ottawa)

The relative median housing costs and household incomes for each community are shown in Figure 25.

**Figure 25: Median housing costs and income for 11 selected Canadian cities<sup>23</sup>**

City	Population	Population Density	Median monthly shelter costs (owned)	Median monthly rent	Median total household income (2020)	The ratio of monthly shelter costs (owned) to median household income
Montréal	1,762,949	4,833	\$1,360	\$870	\$63,600	25.7%
Toronto	2,794,356	4,428	\$1,740	\$1,500	\$84,000	24.9%
Calgary	1,306,784	1,592	\$1,720	\$1,350	\$98,000	21.1%
<b>Hamilton</b>	<b>569,353</b>	<b>509</b>	<b>\$1,440</b>	<b>\$1,120</b>	<b>\$86,000</b>	<b>20.1%</b>
Brantford	104,688	1061	\$1,330	\$1,130	\$79,500	20.1%
London	422,324	1,004	\$1,250	\$1,130	\$76,500	19.6%
Halifax	439,819	80	\$1,290	\$1,170	\$81,000	19.1%
St. Catharines	136,803	1,422	\$1,140	\$1,100	\$72,500	18.9%
<b>Burlington</b>	<b>186,948</b>	<b>1,004</b>	<b>\$1,720</b>	<b>\$1,660</b>	<b>\$110,000</b>	<b>18.8%</b>
Niagara Falls	94,415	449	\$1,150	\$1,110	\$74,500	18.5%
Ottawa	1,017,449	365	\$1,560	\$1,380	\$102,000	18.4%

<sup>23</sup> Source: 2021 Census of Population.

Medians and average incomes and costs are helpful; however, they do not tell the whole story. To understand how incomes and housing costs influence location decisions, we need to bring our analysis down to the family level. We can do that using case studies.

**Case Studies: Four families considering where to live**

Thinking only about averages and medians can make it easy to miss some of the challenges different households face in the housing market. To get a clearer sense of how the relative cost of housing, relative to income, differs from place to place, we have developed four households of seven adults with different jobs and types of housing. We have focused on younger working-age people (25-44 years old) with and without kids. Incomes for each occupation are the average hourly salary for the Hamilton—Niagara economic region in 2022, annualized to a standard number of full-time working hours.<sup>24</sup> To highlight the specific differences in the cost of buying a home in these different communities, owned housing costs are calculated using the Canadian Real Estate Association Home Price Index single-family benchmark (for Oct 2022), the Bank of Canada's published rate for a five-year conventional mortgage rate at a chartered financial institution (the week of 26 Oct 2022) and a 20% down payment.<sup>25</sup> Average rental costs are from the Canadian Mortgage and Housing Corporation's Rental Market Survey for Oct 2022.<sup>26</sup>

- **Sabrina** is a 27-year-old software engineer. She is looking for a one-bedroom apartment in downtown Hamilton.
- **Tony** and **Gabrielle** work as a pipefitter and bus driver, respectively, and are in their mid-40s and have two kids aged 16 and 13. They would like to live in an average single-detached house.
- **Laura** and **Matthew** are in their early 30s, have a 2-year-old child, and work as an early-childhood educator (ECE) and a nurse, respectively. They are looking to buy a townhouse.
- **Sunny** and **Ali** are roommates renting a two-bedroom apartment. Sunny works as a retail supervisor, and Ali works as a carpenter.

Figure 26 summarizes their employment, individual income, and desired housing type.

**Figure 26: Details on four case study families**

People in Household	Work	Income	Desired Housing
<b>Sabrina</b> (27 years old)	Software engineer	\$100,343	One-bedroom apartment
<b>Tony</b> (44 years old)	Pipefitter	\$78,325	Single-detached
<b>Gabrielle</b> (43 years old)	Bus driver	\$51,820	
<b>Laura</b> (33 years old)	Early childhood educator	\$44,661	Townhouse
<b>Matthew</b> (32 years old)	Nurse	\$81,893	
<b>Sunny</b> (22 years old)	Retail sales supervisor	\$45,955	Two-bedroom apartment
<b>Ali</b> (24 years old)	Carpenter	\$63,653	

<sup>24</sup> Source: Employment and Social Development Canada (2022).

<sup>25</sup> Source: Canadian Real Estate Association (2022). These monthly shelter costs include only the cost of carrying a mortgage for an average property; other shelter costs such as utilities, property taxes, etc are not included.

<sup>26</sup> Source: Canadian Mortgage and Housing Corporation (2022).

Hamilton and Burlington are relatively attractive choices for young, single tech workers wanting smaller housing options

Using a shelter-cost-to-income ratio, we can compare the relative cost of housing, given the differences in housing costs and incomes for these four households. As a software engineer, Sabrina's options for where she could live and work as a software engineer were already fairly open — companies in virtually every major city hire people with her skill set. With the shift to hybrid and remote working arrangements, some of these companies are maintaining a hybrid or remote-first workplace, making Sabrina's options for employers and places to live broader than they were pre-pandemic. She could work for a company in Austin, Texas and live in Hamilton or other cities in our comparator group.

**Figure 27: Income and Monthly Shelter Costs for Sabrina**

City	Income	Monthly Shelter Cost	Shelter-to-income cost ratio
Toronto	\$104,350	\$2,082	23.9%
Halifax	\$85,296	\$1,631	23.0%
Calgary	\$96,315	\$1,585	19.8%
Montreal	\$99,529	\$1,566	18.9%
<b>Burlington</b>	<b>\$100,343</b>	<b>\$1,574</b>	<b>18.8%</b>
<b>Hamilton</b>	<b>\$100,343</b>	<b>\$1,470</b>	<b>17.6%</b>
Niagara Falls	\$100,343	\$1,470	17.6%
Brantford	\$100,343	\$1,425	17.0%
Ottawa	\$104,893	\$1,348	15.4%
St. Catharines	\$100,343	\$1,101	13.2%
London	N/A	\$1,205	N/A

Because of her higher-than-average income and housing choice of a one-bedroom apartment downtown, Sabrina's shelter-cost-to-income ratios are all well below the 30% threshold to be considered in *core housing need*, as shown in Figure T7. But the difference between communities is still significant, with a low of 13.2% in St. Catharines and a high of 24.9% in Toronto — a difference of almost 12 percent of her gross income. Hamilton is in the middle of the pack for a household like Sabrina's. Still, Hamilton does provide substantially higher levels of affordability than Toronto, which would be an obvious competitor for Sabrina's talents.

## Hamilton and Burlington would struggle to retain our 44-year-old tradesperson and 43-year-old bus driver

Unlike Sabrina, our couple in their 40s will likely find themselves in core housing need unless they choose to live in Calgary, Montreal, or Halifax, as shown by Figure 28.

**Figure 28: Income and Monthly Shelter Costs for Tony and Gabrielle**

City	Income	Monthly Shelter Cost	Shelter-to-income cost ratio
Toronto	\$145,151	\$7,065	58.4%
<b>Hamilton</b>	<b>\$130,688</b>	<b>\$4,870</b>	<b>44.7%</b>
<b>Burlington</b>	<b>\$130,688</b>	<b>\$4,870</b>	<b>44.7%</b>
Ottawa	\$132,358	\$3,918	35.5%
Brantford	\$130,688	\$3,834	35.2%
Niagara Falls	\$130,688	\$3,624	33.3%
St. Catharines	\$130,688	\$3,624	33.3%
London	\$129,394	\$3,409	31.6%
Calgary	\$141,916	\$3,142	26.6%
Montreal	\$146,090	\$3,197	26.3%
Halifax	\$127,370	\$2,646	24.9%

Tony and Gabrielle each have jobs that pay above Hamilton's median total income. They would like to live in an average single-detached home with two kids. If they bought in Hamilton in October 2022, their shelter-cost-to-income ratio would be 44.8%, meaning they are in core housing need. If they lived in Halifax, they would be ahead 19.8% of their gross household income. The difference is almost as significant in two other cities outside Ontario — Montreal (18.5% better) and Calgary (18.2%) better. Toronto is much worse — Tony and Gabrielle would be spending almost 60 percent of their gross income on housing to live in an average single-detached home in Toronto. Tony and Gabrielle's situation is stark; they are a family earning well above the average wage in the community that cannot comfortably afford to live in an average single-detached home. This situation would be even worse for families earning a median or below the median wage.

Hamilton and Burlington will particularly struggle to retain healthcare and education workers

Laura and Matthew, our younger couple looking for a townhouse, would also find themselves in core housing need to live in Hamilton or Burlington, as shown by Figure 29.

**Figure 29: Income and Monthly Shelter Costs for Laura and Matthew**

City	Income	Monthly Shelter Cost	Shelter-to-income cost ratio
Toronto	\$116,997	\$4,416	45.3%
<b>Hamilton</b>	<b>\$127,307</b>	<b>\$3,831</b>	<b>36.1%</b>
<b>Burlington</b>	<b>\$127,307</b>	<b>\$3,831</b>	<b>36.1%</b>
Niagara Falls	\$127,307	\$3,344	31.5%
St. Catharines	\$127,307	\$3,344	31.5%
Montreal	\$114,743	\$2,935	30.7%
Brantford	\$127,307	\$3,172	29.9%
London	\$112,907	\$2,762	29.4%
Halifax	\$117,060	\$2,498	25.6%
Ottawa	\$134,403	\$2,786	24.9%
Calgary	\$130,834	\$2,112	19.4%

Laura and Matthew are a bit earlier in their careers and family. They live in an average townhouse and have one child. In almost half of these communities, they could live in an average townhouse and not be in core housing need. But in Hamilton, they spend over 36% of their gross income on housing. Living and working in Toronto would cost them an additional 9% of their gross income. Living in Calgary, through a combination of higher income and much lower housing costs, would save them 16.7% of their gross income — a massive difference. Moving to Halifax or Ottawa would put them ahead by 10% of their gross income. Given the absolute need for healthcare and education workers, cities like Hamilton and Burlington can ill-afford to price a couple like Laura and Matthew out of the community.

Hamilton is still attractive for younger middle-income workers, but will they stay when they want to have children?

The situation is somewhat brighter for Sunny and Ali, our roommates looking for a two-bedroom apartment. Figure 30 shows they would not be in core-housing need in Burlington, and Hamilton is a desirable choice compared to many other large cities.

**Figure 30: Income and Monthly Shelter Costs for Sunny and Ali**

City	Income	Monthly Shelter Cost	Shelter-to-income cost ratio
Halifax	\$84,482	\$2,470	35.1%
Toronto	\$103,661	\$2,983	34.5%
<b>Burlington</b>	<b>\$100,823</b>	<b>\$2,395</b>	<b>28.5%</b>
London	\$94,959	\$2,076	26.2%
Ottawa	\$91,118	\$1,862	24.5%
Calgary	\$103,035	\$2,082	24.3%
Montreal	\$111,926	\$2,200	23.6%
<b>Hamilton</b>	<b>\$100,823</b>	<b>\$1,833</b>	<b>21.8%</b>
Niagara Falls	\$100,823	\$1,749	20.8%
St. Catharines	\$100,823	\$1,605	19.1%
Brantford	\$100,823	\$1,444	17.2%

Hopefully, Sunny and Ali get along well in their two-bedroom downtown apartment because although they are well below the 30% threshold for core housing need living together as roommates, they would have a hard time renting a one-bedroom apartment on their own. Again, the differences between cities are significant, with Halifax and Toronto on the high end, above 34%, and smaller places close to Hamilton outperforming most other cities. Looking ahead a few years, when they may want to form their own household — will they choose to do so in Hamilton or in another community?



## Part X: Hamilton's economic prosperity and ability to ensure enough social services for an aging population requires a substantial increase in family-friendly housing

Our four case studies, mostly of above-average income households, show that they face different relative housing costs. Fortunately, metro Hamilton remains an attainable and attractive location for younger workers without children. However, the same cannot be said for households with kids. Given the cost differences between Toronto and Hamilton, it is perhaps not surprising that so many people moving for "more or better living space" are choosing to move from Toronto CMA to Hamilton CMA. But the same musical chairs effect may push above-average-income households like Tony and Gabrielle's to look outside Hamilton CMA to neighbouring cities or further afield to cities in other provinces like Halifax or Calgary. The situation of a household like Laura and Matthew's, where both are working in jobs (early childhood educator and nurse) that are in very high demand in virtually every mid-size and larger city in Canada, should be very concerning for everyone involved in housing policy (and negotiating wage rates). With a 45% and 36% shelter-cost-to-income ratio, this household is priced out of Toronto CMA and Hamilton CMA.

Things do not have to be this way. Increasing the supply of family-friendly housing can help attract the Tonys, Gabrielles, Lauras, and Matthews that Hamilton needs to retain economically and socially vibrant and care for an aging population. At a minimum, this will require the cities of Hamilton and Burlington to do three things:

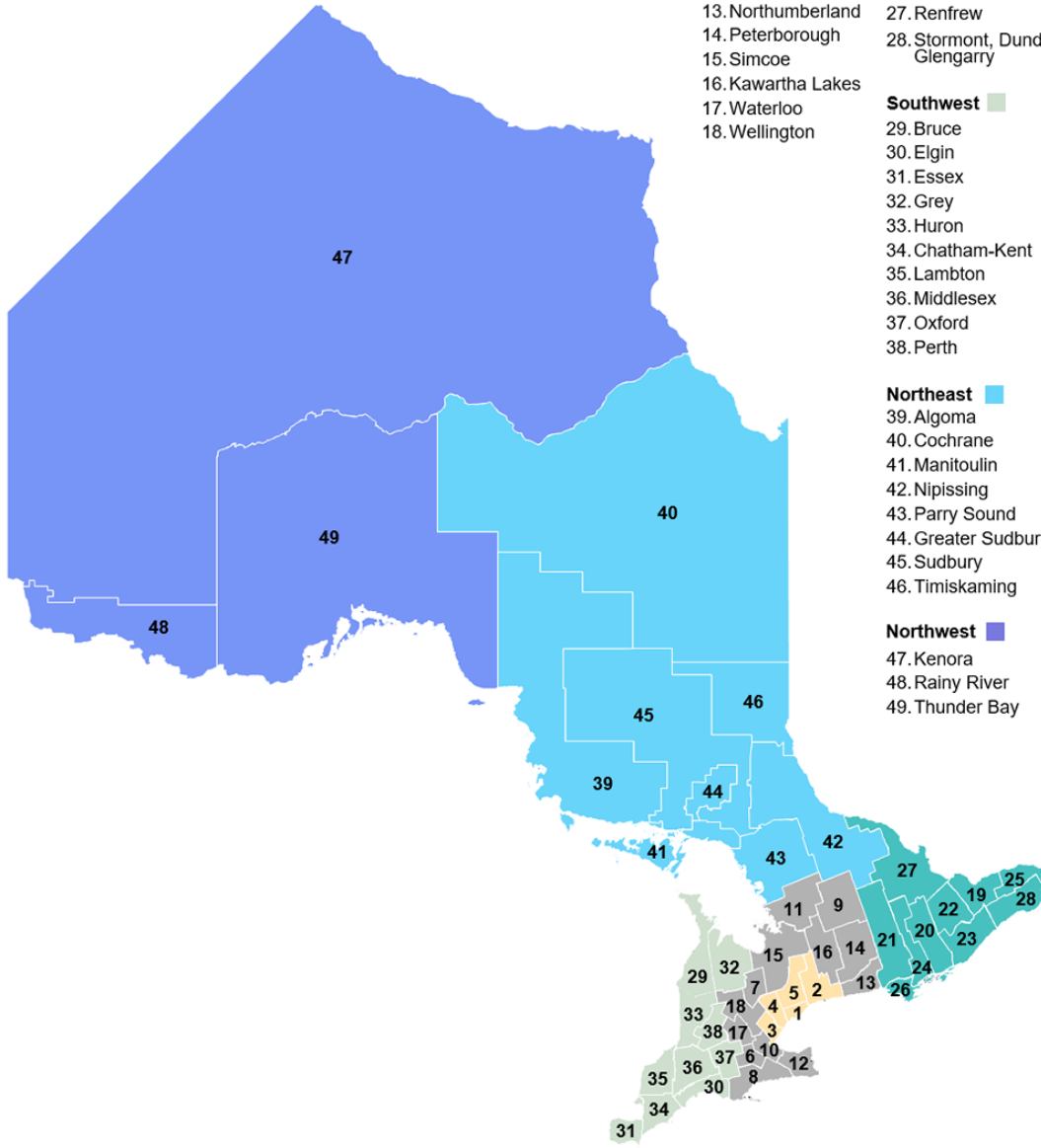
1. Meet or exceed the provincial housing unit targets. These should be seen as a **minimum**; the SPI demand projections somewhat exceed the targets set by the province, and those were calculated *before* the federal government increased immigration targets.
2. Ensure that what is built includes a high proportion of attainable, family-friendly and climate-friendly units, including housing of all built forms, including apartments. While additional smaller units are also needed, the most substantial needs are homes large enough to raise a family with children.
3. Create more senior-friendly housing. Hamilton's population is aging, creating a need for different housing types, particularly for Super Seniors, who often can no longer drive. Creating more senior-friendly housing would have the dual benefit of freeing up more family-friendly housing for the next generation of workers.

The future is what we make of it, and Hamilton's municipal leaders are responsible for ensuring that Hamilton is making data-driven decisions about the community's current and future housing needs. Hamilton has the opportunity to ensure that the community is open to all, including for families across the income spectrum. And by building more family-friendly housing, Hamilton can shape the community's long-term labour supply and bolster its local economic viability. Moreover, in making data-driven decisions about Hamilton's future housing needs, the city can answer the question, *but who will swing the hammer?*"

# Appendix A: Ontario's 6 Regions and 49 Census Divisions<sup>27</sup>

## Legend

- |              |                      |                                  |
|--------------|----------------------|----------------------------------|
| <b>GTA</b> ■ | <b>Central</b> ■     | <b>East</b> ■                    |
| 1. Toronto   | 6. Brant             | 19. Ottawa                       |
| 2. Durham    | 7. Dufferin          | 20. Frontenac                    |
| 3. Halton    | 8. Haldimand-Norfolk | 21. Hastings                     |
| 4. Peel      | 9. Haliburton        | 22. Lanark                       |
| 5. York      | 10. Hamilton         | 23. Leeds & Grenville            |
|              | 11. Muskoka          | 24. Lennox & Addington           |
|              | 12. Niagara          | 25. Prescott & Russell           |
|              | 13. Northumberland   | 26. Prince Edward                |
|              | 14. Peterborough     | 27. Renfrew                      |
|              | 15. Simcoe           | 28. Stormont, Dundas & Glengarry |
|              | 16. Kawartha Lakes   |                                  |
|              | 17. Waterloo         | <b>Southwest</b> ■               |
|              | 18. Wellington       | 29. Bruce                        |
|              |                      | 30. Elgin                        |
|              |                      | 31. Essex                        |
|              |                      | 32. Grey                         |
|              |                      | 33. Huron                        |
|              |                      | 34. Chatham-Kent                 |
|              |                      | 35. Lambton                      |
|              |                      | 36. Middlesex                    |
|              |                      | 37. Oxford                       |
|              |                      | 38. Perth                        |
|              |                      |                                  |
|              |                      | <b>Northeast</b> ■               |
|              |                      | 39. Algoma                       |
|              |                      | 40. Cochrane                     |
|              |                      | 41. Manitoulin                   |
|              |                      | 42. Nipissing                    |
|              |                      | 43. Parry Sound                  |
|              |                      | 44. Greater Sudbury              |
|              |                      | 45. Sudbury                      |
|              |                      | 46. Timiskaming                  |
|              |                      |                                  |
|              |                      | <b>Northwest</b> ■               |
|              |                      | 47. Kenora                       |
|              |                      | 48. Rainy River                  |
|              |                      | 49. Thunder Bay                  |



<sup>27</sup> Ontario Ministry of Finance Population Projections, July 2022 release.

## Appendix B: Competing Population Estimates and the Census Undercount

*Material reprinted, with permission, from the report Ontario's Need for 1.5 Million More Homes*

Suppose you wanted to know how many people lived in Peel Region in 2021. There are three different data sources you could go to for an answer to that question:

- Statistics Canada's Population Estimates Table 17-10-0139-01
- The Ontario Ministry of Finance's Population Projections
- Census 2021

You might be surprised to learn that the three give different answers. You may even be more surprised to learn that Census 2021 gives a dramatically lower figure, as shown in Figure 33:

**Figure 33: Peel Region Population, 2021, Three Estimates**

Data Source	2021 Peel Population Estimate
Statistics Canada 2021 Population Estimate, Table 17-10-0139-01, Released on Jan. 13, 2022	1,571,322
Ontario Ministry of Finance Population Projection, Released on July 28, 2022	1,568,099
Census 2021	1,451,022

This phenomenon is not unique to the Peel Region. As shown in Figure 34, Census 2021 provides an Ontario population estimate of 600,000 persons lower than the Statistics Canada or Ontario Ministry of Finance estimates. We should note that while we use the Statistics Canada estimate as the baseline in Figure 34, it is an estimate like the two others and is not necessarily more accurate. Each of these estimates will be revised over time, so the Census 2021 'undercount' is relative to other population estimates, not an undercount to a known 'correct' value.

**Figure 34: Ontario Population, 2021, Three Estimates**

Data Source	2021 Ontario Population Estimate	Relative to Statistics Canada's Estimate
Statistics Canada 2021 Population Estimate, Table 17-10-0139-01, Released on Jan. 13, 2022	14,826,276	-
Ontario Ministry of Finance Population Projection, Released on July 28, 2022	14,822,201	-4,075
Census 2021	14,223,942	-602,334

This undercount in the Census, relative to other methods, is a known issue, with Statistics Canada issuing the following note after the first release of Census 2021 data<sup>28</sup>:

<sup>28</sup> Source: Statistics Canada Table: 17-10-0139-01.

The 2021 Census counted 36,991,981 people in Canada during the national enumeration with reference date May 11, 2021. This count is lower than the preliminary postcensal population estimate of 38,201,103 people calculated for the same reference date. The difference between the two figures is not unexpected and is similar to that which was experienced for previous censuses. This note outlines why there are differences between census counts and population estimates.

The objective of a census is to provide detailed information on the population at a single point in time. In this respect, one of its goals is to enumerate the entire population. Inevitably, however, some people are not counted, either because their household did not receive a census questionnaire (for example, if a structurally separated dwelling is not easily identifiable) or because they were not included in the questionnaire completed for the household (for example, the omission of a boarder or a lodger). Some people may also be missed because they have no usual residence and did not spend census night in any dwelling. In contrast, a small number of people may also be counted more than once (for example, students living away from home may have been enumerated by their parents and by themselves at their student address).

To determine how many individuals were missed or counted more than once, Statistics Canada conducts postcensal coverage studies of a representative sample of individuals. Results of these studies in combination with the census counts are used to produce population estimates which take into account net undercoverage.

Although this undercount is a common phenomenon, the undercount is not equally distributed across the province. Figure 35 contains the three population estimates for each of Ontario's 49 Census Divisions, sorted by population size. Figure 36 compares the Ministry of Finance and Census estimates to those prepared by Statistics Canada for each of Ontario's 49 Census Division. Figure 37 does the same, though it calculates the differences in percentage terms rather than absolute numbers.

**Figure 35: Population by Ontario Census Division, 2021, Three Estimates**

Census Division	Statistics Canada	Ministry of Finance	Census	Census Division	Statistics Canada	Ministry of Finance	Census
Toronto	2,974,293	2,991,445	2,794,356	Chatham-Kent	107,923	106,632	104,316
Peel	1,571,322	1,568,099	1,451,022	Leeds and Grenville	105,924	106,248	104,070
York	1,209,914	1,207,032	1,173,334	Grey	103,209	103,215	100,905
Ottawa	1,054,800	1,053,266	1,017,449	Prescott and Russell	98,570	98,021	95,639
Durham	727,328	719,014	696,992	Elgin	97,968	97,508	94,752
Halton	619,075	618,464	596,637	Northumberland and	91,027	91,092	89,365
Waterloo	611,493	610,594	587,165	Nipissing	87,652	86,700	84,716
Hamilton	587,192	584,755	569,353	Perth	84,062	84,210	81,565
Simcoe	548,703	546,514	533,169	Kawartha Lakes	82,401	82,133	79,247
Middlesex	515,114	514,191	500,563	Cochrane	79,632	80,014	77,963
Niagara	484,840	483,932	477,941	Lanark	75,625	75,673	75,760
Essex	426,246	432,206	422,860	Bruce	75,409	75,173	73,396
Wellington	247,285	247,432	241,026	Kenora	70,981	70,611	66,000
Greater Sudbury / Grand Sudbury	169,199	168,824	166,128	Dufferin	69,391	69,552	66,257
Frontenac	164,005	164,242	161,780	Muskoka	67,771	67,174	66,674
Brant	155,348	153,903	144,771	Huron	63,912	63,680	61,366
Thunder Bay	149,645	150,709	146,862	Lennox and Addington	45,729	45,764	45,182
Hastings	147,751	148,289	145,746	Parry Sound	45,358	45,199	46,909
Peterborough	147,731	148,898	147,681	Timiskaming	33,328	33,064	31,424
Lambton	132,611	133,135	128,154	Prince Edward	26,196	25,916	25,704
Oxford	124,936	124,449	121,781	Sudbury	22,288	22,314	22,368
Haldimand-Norfolk	123,256	122,576	116,872	Rainy River	20,502	20,451	19,437
Stormont, Dundas and Glengarry	119,413	119,639	114,637	Haliburton	19,719	19,675	20,571
Algoma	118,103	118,805	113,777	Manitoulin	13,994	14,022	13,935
Renfrew	108,102	107,747	106,365	<b>TOTAL</b>	<b>14,826,276</b>	<b>14,822,201</b>	<b>14,223,942</b>

**Figure 36: Population Under/Overcount, Relative to Statistics Canada, by Census Division, 2021,  
Sorted by Largest Census Undercount**

	Ministry of Finance	Census		Ministry of Finance	Census
Toronto	17,152	-179,937	Nipissing	-952	-2,936
Peel	-3,223	-120,300	Prescott and Russell	-549	-2,931
Ottawa	-1,534	-37,351	Thunder Bay	1,064	-2,783
York	-2,882	-36,580	Huron	-232	-2,546
Durham	-8,314	-30,336	Perth	148	-2,497
Waterloo	-899	-24,328	Grey	6	-2,304
Halton	-611	-22,438	Frontenac	237	-2,225
Hamilton	-2,437	-17,839	Bruce	-236	-2,013
Simcoe	-2,189	-15,534	Hastings	538	-2,005
Middlesex	-923	-14,551	Timiskaming	-264	-1,904
Brant	-1,445	-10,577	Leeds and Grenville	324	-1,854
Niagara	-908	-6,899	Renfrew	-355	-1,737
Haldimand-Norfolk	-680	-6,384	Cochrane	382	-1,669
Wellington	147	-6,259	Northumberland	65	-1,662
Kenora	-370	-4,981	Muskoka	-597	-1,097
Stormont, Dundas and Glengarry	226	-4,776	Rainy River	-51	-1,065
Lambton	524	-4,457	Lennox and Addington	35	-547
Algoma	702	-4,326	Prince Edward	-280	-492
Chatham-Kent	-1,291	-3,607	Manitoulin	28	-59
Essex	5,960	-3,386	Peterborough	1,167	-50
Elgin	-460	-3,216	Sudbury	26	80
Oxford	-487	-3,155	Lanark	48	135
Kawartha Lakes	-268	-3,154	Haliburton	-44	852
Dufferin	161	-3,134	Parry Sound	-159	1,551
Greater Sudbury / Grand Sudbury	-375	-3,071	<b>TOTAL</b>	<b>-4,075</b>	<b>-602,334</b>

**Figure 37: Population Under/Overcount in Percentage Terms, Relative to Statistics Canada, by Census Division, 2021, Sorted by Largest Percentage Census Undercount**

	Ministry of Finance	Census		Ministry of Finance	Census
Peel	-0.2%	-7.7%	Middlesex	-0.2%	-2.8%
Kenora	-0.5%	-7.0%	Bruce	-0.3%	-2.7%
Brant	-0.9%	-6.8%	Wellington	0.1%	-2.5%
Toronto	0.6%	-6.0%	Oxford	-0.4%	-2.5%
Timiskaming	-0.8%	-5.7%	Grey	0.0%	-2.2%
Rainy River	-0.2%	-5.2%	Cochrane	0.5%	-2.1%
Haldimand-Norfolk	-0.6%	-5.2%	Prince Edward	-1.1%	-1.9%
Dufferin	0.2%	-4.5%	Thunder Bay	0.7%	-1.9%
Durham	-1.1%	-4.2%	Northumberland	0.1%	-1.8%
Stormont, Dundas and Glengarry	0.2%	-4.0%	Greater Sudbury / Grand Sudbury	-0.2%	-1.8%
Huron	-0.4%	-4.0%	Leeds and Grenville	0.3%	-1.8%
Waterloo	-0.1%	-4.0%	Muskoka	-0.9%	-1.6%
Kawartha Lakes	-0.3%	-3.8%	Renfrew	-0.3%	-1.6%
Algoma	0.6%	-3.7%	Niagara	-0.2%	-1.4%
Halton	-0.1%	-3.6%	Hastings	0.4%	-1.4%
Ottawa	-0.1%	-3.5%	Frontenac	0.1%	-1.4%
Lambton	0.4%	-3.4%	Lennox and Addington	0.1%	-1.2%
Nipissing	-1.1%	-3.3%	Essex	1.4%	-0.8%
Chatham-Kent	-1.2%	-3.3%	Manitoulin	0.2%	-0.4%
Elgin	-0.5%	-3.3%	Peterborough	0.8%	0.0%
Hamilton	-0.4%	-3.0%	Lanark	0.1%	0.2%
York	-0.2%	-3.0%	Sudbury	0.1%	0.4%
Prescott and Russell	-0.6%	-3.0%	Parry Sound	-0.4%	3.4%
Perth	0.2%	-3.0%	Haliburton	-0.2%	4.3%
Simcoe	-0.4%	-2.8%	<b>TOTAL</b>	<b>0.0%</b>	<b>-4.1%</b>

Why is the Census missing so many people, and who are they? Several factors determine how likely a person is to be counted in the Census. A January 2021 research report by Statistics Canada<sup>29</sup> finds that the following groups have higher Census undercoverage rates:

- Men have higher undercoverage rates than women;
- Individuals between the ages of 20 and 34 are more likely to be undercounted than other age groups;

<sup>29</sup> Julien Bérard-Chagnon and Marie-Noëlle Parent, "Coverage of the 2016 Census: Level and Trends," Coverage of the 2016 Census: level and trends § (2021), [https://publications.gc.ca/collections/collection\\_2021/statcan/91f0015m/91f0015m2020003-eng.pdf](https://publications.gc.ca/collections/collection_2021/statcan/91f0015m/91f0015m2020003-eng.pdf).

- Single or separated adults are more likely to be undercounted;
- Individuals whose mother tongue is neither English nor French;
- Recent immigrants and non-permanent residents, such as international students;
- Persons living in large cities; and,
- Persons living on reserves.

Not surprisingly, the Census Divisions with the highest percentage population undercounts are those with large numbers of non-permanent residents, individuals whose mother tongue is neither English nor French or living on sizeable reserves.

Awareness of the limitations of Census data and how Census data can undercount specific groups in society is vitally important. It is also vital not to mix and match datasets when calculating how much a place grew between two years. Finally, when municipal Official Plans provide population forecasts, they should indicate if their population figures for future years incorporate Census undercounts.



## Appendix C: The RoCA Benchmark – Estimating the Number of Suppressed Households and Projected Number of Family Formations

*Material adapted, with permission, from the report Ontario's Need for 1.5 Million More Homes*

To estimate the number of suppressed households, we use data from Census 2021. For our example, we will use Ottawa to calculate pre-existing housing shortages. First, we calculate the RoCA Benchmark expected number of households, as shown in Figure 38.

**Figure 38: RoCA Benchmark Number of Households for Ottawa Census Division, 2021<sup>30</sup>**

Age Group	2021 Census Population	RoCA Benchmark Headship Rates	2021 RoCA Benchmark Number of Households
15 to 24 years	131,170	12.0%	15,794.4
25 to 34 years	143,020	46.7%	66,845.4
35 to 44 years	135,410	54.9%	74,379.3
45 to 54 years	133,505	57.9%	77,279.8
55 to 64 years	135,260	59.3%	80,264.9
65 to 74 years	97,730	61.5%	60,129.4
75 to 84 years	52,020	61.9%	32,218.1
85 years and over	22,395	48.0%	10,757.7
<b>TOTAL</b>	<b>850,510</b>		<b>417,669.0</b>

We then compare this expected number of households to the number of "private dwellings occupied by usual residents" figure from Census 2021 for that Census Division. As shown in Figure 39, Ottawa had an expected number of households of 417,669, compared to 407,252 private dwellings occupied by usual residents, for an estimated housing shortage of 10,417 units.

**Figure 39: Estimated Housing Shortage for Ottawa Census Division, 2021<sup>31</sup>**

	Number of Households
2021 RoCA Benchmark Number of Households	417,669
2021 Census - Private dwellings occupied by usual residents	407,252
<b>Difference (Suppressed Household Formation)</b>	<b>10,417</b>

We use this difference as our estimate for the number of suppressed household formations caused by pre-existing housing shortages.

We will also use Ottawa Census Division as our example for calculating the number of net new households. We use the Ontario Ministry of Finance's 2022 population estimates for the year 2031,

<sup>30</sup> Authors' calculation from Census 2021 data.

<sup>31</sup> Authors' calculation from Census 2021 data.

which were released on June 28<sup>th</sup>, 2022. To ensure an apples-to-apples comparison and the issue of the Census undercount (see Appendix B), we compare the 2031 population projection to the 2021 population numbers from the same Ministry of Finance release. Figure 40 shows that the estimated number of net new households between 2021 and 2031 is 86,970 for Ottawa Census Division.

**Figure 40: Projected Number of Net New Households for Ottawa Census Division, 2021-31<sup>32</sup>**

Age Group	2021 Population	2031 Population Projection	Change 2021-2031	RoCA Benchmark	Net New Households
15 to 24	136,424	158,350	21,926	12.0%	2,640
25 to 34	163,456	192,280	28,824	46.7%	13,472
35 to 44	143,831	194,403	50,572	54.9%	27,779
45 to 54	134,358	149,572	15,214	57.9%	8,807
55 to 64	139,648	128,921	-10,727	59.3%	-6,366
65 to 74	99,688	130,331	30,643	61.5%	18,853
75 to 84	52,317	83,274	30,957	61.9%	19,173
85+	21,522	32,620	11,098	48.0%	5,331
<b>Total</b>	<b>891,244</b>	<b>1,069,751</b>	<b>178,507</b>		<b>89,689</b>

The number of pre-existing suppressed household formations are added to the projected number of net new households to obtain an overall housing demand estimate, as shown in Figure 41.

**Figure 41: Estimated Housing Shortage for Ottawa Census Division, 2021<sup>33</sup>**

	Number of Households
Difference (Suppressed Household Formation)	10,417
Net New Households 2021-31	89,689
<b>Estimated Housing Needs for the City of Ottawa 2021-31</b>	<b>100,106</b>

<sup>32</sup> Authors' calculation from Ontario Ministry of Finance Population Projections, July 2022 release.

<sup>33</sup> Authors' calculation from Census 2021 data.

## Data Sources Used in the Report

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**CITY OF HAMILTON**  
**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
Economic Development Division

<b>TO:</b>	Mayor and Members General Issues Committee
<b>COMMITTEE DATE:</b>	July 10, 2023
<b>SUBJECT/REPORT NO:</b>	Disposition of Unopened Road Allowance (PED23132) (Ward 10)
<b>WARD(S) AFFECTED:</b>	Ward 10
<b>PREPARED BY:</b>	Michelle Schiau (905) 546-2424 Ext. 7024
<b>SUBMITTED BY:</b>	Norm Schleeahn Director, Economic Development Planning and Economic Development Department
<b>SIGNATURE:</b>	
<b>SUBMITTED BY:</b>	Darlene Cole Acting Chief Corporate Real Estate Officer, Planning and Economic Development Department
<b>SIGNATURE:</b>	

**RECOMMENDATION**

**Discussion of Confidential Appendix “B” to Report PED23132 is subject to the following requirement(s) of the City of Hamilton’s Procedural By-law and the Ontario Municipal Act, 2001:**

- A proposed or pending acquisition or disposition of land for city or a local board purpose.

**RATIONALE FOR CONFIDENTIALITY**

Appendix “B” to Report PED23132 is being considered in Closed Session as it contains information of a proposed real estate transaction, and therefore it is appropriate to address in-camera, pursuant to the *Ontario Municipal Act*.

**RATIONALE FOR MAINTAINING CONFIDENTIALITY**

Appendix “B” to Report PED23132 is to remain confidential as real estate transactions involve commercially confidential information and/or the outcome of negotiations, pending approval of Council and the closing of the transaction.

**RECOMMENDATION (CLOSED SESSION)**

None.

**RECOMMENDATION (OPEN SESSION)**

- (a) That an Offer to Purchase for the sale of the City’s property identified in Appendix “A” to Report PED23132, based substantially on the Major Terms and Conditions outlined in Confidential Appendix “B” to Report PED23132, and such other terms and conditions deemed appropriate by the General Manager of Planning and Economic Development Department, be approved and completed;
- (b) That the proceeds of the Disposition of Unopened Road Allowance be credited to Project ID Account No. 47702-3561850200;
- (c) That the real estate and legal fees of \$35,100 be funded from Project ID Account No. 59806-3561850200 and credited to Dept. ID Account No. 59806-812036 (Real Estate – Admin Recovery);
- (d) That the City Solicitor be authorized to complete the transaction for the Disposition of Unopened Road Allowance, on behalf of the city, including paying any necessary expenses, amending the closing, due diligence and other dates, and amending and waiving terms and conditions on such terms deemed appropriate;
- (e) That the Mayor and City Clerk be authorized and directed to execute any and all necessary documents related to the Disposition of Unopened Road Allowance, in a form satisfactory to the City Solicitor;
- (f) That Appendix “B” to Report PED23132 remain confidential until final completion of the property transaction.

## **EXECUTIVE SUMMARY**

This Report seeks approval for the surplus and sale of an unopened road allowance municipally addressed as 0 Denison Avenue, Hamilton, to an employee of the City of Hamilton, in accordance with city policies.

### **Alternatives for Consideration – Not Applicable**

## **FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: Consideration as outlined in Appendix “B” to Report PED23132.

Proceeds of the Disposition of City-Owned Agricultural Property be credited to Project ID Account No. 47702-3561850200; real estate and legal fees of \$35,100 be funded from Project ID Account No. 59806-3561850200 and credited to Dept. ID Account No. 59806-812036 (Real Estate – Admin Recovery);

Staffing: None.

Legal: Legal Services will be required to assist in the preparation of the necessary documents required to complete the transaction.

## **HISTORICAL BACKGROUND**

In February 2021, the Geomatics and Corridor Management Section received a Permanent Public Highway Closure Application to stop up and close 0 Denison Avenue (the “Subject Property”), a road stub adjacent to Lewis Road. Upon circulation it was found the road parcel would be a viable residential building in-fill lot and the Corporate Real Estate Office objected to the direct sale. The application was denied.

In May 2021, the Corporate Real Estate Office made its own Permanent Public Highway Closure Application.

At its meeting of May 11, 2022, Council approved the permanent closure and sale of Denison Avenue, Stoney Creek.

## **POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

City Council, at its meeting of November 24, 2004, adopted the city’s Portfolio Management Strategy Plan, which established a formalized process to be consistently applied across all areas of the city to guide the management of the city’s real property. The Recommendations of this Report are consistent with the city’s Real Estate Portfolio



Management Strategy Plan, as approved by Council on November 24, 2004, and the Sale of Land Policy By-law 14-204.

The City of Hamilton Code of Conduct Policy has been applied as this transaction involves a City of Hamilton employee.

### **RELEVANT CONSULTATION**

- Corporate Services Department, Legal Services Division,
- Corporate Services Department, Financial Planning and Policy Division; and,
- Ward 10 Councillor.

### **ANALYSIS AND RATIONALE FOR RECOMMENDATION**

In March 2023, the Subject Property was listed for sale on the open market with a submission deadline of April 20, 2023.

Following numerous inquiries and multiple offers, the Corporate Real Estate Office accepted the highest value unconditional offer for the acquisition of the Subject Property. That offer was submitted by two individual persons, one being a city employee.

The city employee potential-purchaser is a Hamilton resident and has complied with the requirements of the City of Hamilton Code of Conduct Policy for Employees with regard to Schedule “A” of the Code of Conduct - Conflict of Interest and Schedule “C” of the Code of Conduct - Financial and Business Integrity.

The terms and conditions of this sale are deemed fair, reasonable and at market value by the Corporate Real Estate Office.

### **ALTERNATIVES FOR CONSIDERATION – Not Applicable**

### **ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**

#### **Community Engagement and Participation**

Hamilton has an open, transparent, and accessible approach to city government that engages with and empowers all citizens to be involved in their community.

#### **Economic Prosperity and Growth**

Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.

**APPENDICES AND SCHEDULES ATTACHED**

Appendix "A" to Report PED23132 – Location Map

Appendix "B" to Report PED23132 – Confidential Major Terms and Conditions

MS:jd

# CITY OF HAMILTON

## NOTICE OF MOTION

City Council: July 14, 2023

**MOVED BY COUNCILLOR C. KROETSCH.....**

**Handrail for the Mary Street Pedestrian Bridge (Ward 2)**

WHEREAS, the Mary Street Pedestrian Bridge is a vital pedestrian infrastructure in Ward 2;

WHEREAS, many residents in the North End and Beasley neighbourhoods use the Mary Street Pedestrian Bridge to access food, attend appointments, and otherwise get around the neighbourhood;

WHEREAS, there is not currently a proper handrail on the bridge to assist pedestrians in using it and having one would benefit those who use the bridge, especially those with mobility issues and during inclement weather; and

WHEREAS, the fabrication of the handrail may take up to 20 weeks and installation of the handrail is targeted for December 2023.

THEREFORE, BE IT RESOLVED:

- (a) That the fabrication and installation of the handrail be funded from the Ward 2 Capital Re-Investment Reserve #108052 at an upset limit, including contingency, not to exceed \$40,000;
- (b) That Public Works staff be authorized to carry out this work through the Transportation Division; and
- (c) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

**Authority:** Item 5, Planning Committee  
Report 23-011 (PED23120)  
CM: July 14, 2023  
Ward: 9

**Bill No. 129**

## **CITY OF HAMILTON**

### **BY-LAW NO. 23-**

#### **To Amend Zoning By-law No. 05-200 with Respect to Lands Located at 329 Highland Road West, Stoney Creek**

**WHEREAS** Council approved Item 5 of Report 23-011 of the Planning Committee, at its meeting held on July 14, 2023;

**AND WHEREAS** this By-law conforms with the Urban Hamilton Official Plan.

**NOW THEREFORE** Council amends Zoning By-law No. 05-200 as follows:

1. That Map No. 1550 of Schedule “A” – Zoning Maps is amended by adding the Low Density Residential (R1, 850) Zone to the lands attached as Schedule “A” to this By-law.
2. That Schedule “C” - Special Exceptions is amended by adding the following new Special Exception:
  - “850. Within the lands zoned Low Density Residential (R1) Zone, identified on Map 1550 of Schedule “A” – Zoning Maps and described as 329 Highland Road West, the following special provisions shall apply:
    - a) Notwithstanding Section 4.3 b), private driveway(s) or condominium road(s) are deemed to be a street(s), and parking and landscaping are permitted within the street(s);
    - b) Notwithstanding Section 4.8 f), an inground waste system or other similar waste container shall be permitted to be erected prior to the erection of the principal building or structure on the lot, within the Condominium road;
    - c) Notwithstanding Subsection 15.1.1, Street Townhouse Dwellings uses shall be prohibited; and,
    - d) Notwithstanding Subsection 15.1.2.1 b) the minimum setback from a Side Lot Line shall be 0.9 metres on the non-garage side of a Single Detached Dwelling.
3. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law in accordance with the *Planning Act*.
4. That no building or structure shall be erected, altered, extended, or enlarged, nor shall any building or structure or part thereof be used, nor shall any land be used,

except in accordance with the provisions of the Low Density Residential (R1) Zone, subject to the special requirements referred to in Section No. 2 and 3 of this By-law.

**PASSED** this 14<sup>th</sup> day of July, 2023.

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T. Hwang  
Acting Mayor

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A. Holland  
City Clerk

ZAC-20-004



<p>This is Schedule "A" to By-law No. 23-</p> <p>Passed the ..... day of ....., 2023</p>	<p>-----</p> <p style="text-align: center;">Mayor</p> <p>-----</p> <p style="text-align: center;">Clerk</p>
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<h2>Schedule "A"</h2> <p>Map forming Part of By-law No. 23-_____</p> <p>to Amend By-law No. 05-200 Map 1550</p>	<p><b>Subject Property</b></p> <p>329 Highland Road West</p> <p> Lands to be added to Zoning By-law No. 05-200 as Low Density Residential (R1, 850) Zone</p>
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**Authority:** Item 6, Planning Committee  
Report 23-011 (PED23093)  
CM: July 14, 2023  
Ward: 12

**Bill No. 130**

## **CITY OF HAMILTON**

### **BY-LAW NO. 23-**

#### **To Amend Zoning By-law No. 05-200 Respecting Lands Located at 111 and 115 Fiddler's Green Road, Ancaster**

**WHEREAS** Council approved Item 6 of Report 23-011 of the Planning Committee, at its meeting held on July 14, 2023;

**AND WHEREAS** this By-law conforms to the Urban Hamilton Official Plan;

**NOW THEREFORE** Council amends Zoning By-law No. 05-200 as follows:

1. That Map No. 1281 of Schedule "A" – Zoning Maps is amended by adding the Neighbourhood Commercial (C2, 852, H150) Zone for the lands known as 111 and 115 Fiddler's Green Road as shown on Schedule "A" to this By-law;
2. That Schedule "C" – Special Exception is amended by adding the following new Special Exception:
  - "852. Within the lands zoned Neighbourhood Commercial (C2) Zone, identified on Map 1281 of Schedule "A" – Zoning Maps and described as 111 and 115 Fiddler's Green Road, the following special provisions shall apply:
    - a) Notwithstanding Section 5.6 c) iv. as it relates to Medical Clinic, and 5.7 c) and 5.7 e), the following special provisions shall apply:
      - i) Medical Clinic 1 parking space per 20.0 square metres of gross floor area shall be required.
      - ii) Bicycle Parking
        1. Minimum 0.50 Long-term bicycle parking spaces per unit; and,
        2. Minimum 5 Short-term bicycle parking spaces.
    - b) Notwithstanding Section 10.2.1, 10.2.1.1 ii) and 10.2.3 h) and in addition to Section 10.2.1, 10.2.1.1, 10.2.2 and 10.2.3, the following shall apply:
      - i) The following uses shall also be permitted:  
Multiple Dwelling  
Street Townhouse Dwelling

ii) The following uses shall also be prohibited:

Catering Service  
Financial Establishment  
Motor Vehicle Service Station  
Repair Services  
Restaurant  
Retail

iii) Maximum Gross Floor Area for commercial uses within new standalone commercial buildings on the lot

1. 500.0 square metres.

2. Section 1. above shall not apply to any buildings existing as of July 11, 2014 and which are converted to commercial uses.

iv) Within a building containing Dwelling Unit, Mixed Use, the following uses shall be limited to the ground floor of a building:

Artist Studio  
Commercial School  
Day Nursery  
Emergency Shelter  
Medical Clinic  
Office  
Personal Services  
Social Services Establishment  
Veterinary Service

v) Minimum density 20 units per hectare.

vi) Maximum density 60 units per hectare.

vii) The following regulations apply to Multiple Dwellings:

a) Building Setback from a Street Line

1. Minimum 3.0 metres.

2. Maximum 4.5 metres, except where a visibility triangle is required for a driveway access.



3. Notwithstanding Section 2. above, minimum 6.0 metres setback for that portion of a building providing an access driveway to a garage.
4. Section 2. above shall not apply for any portion of a building that exceeds the requirement of Section f) 2. below.

b) Minimum Lot Area

360.0 square metres.

c) Minimum  
Landscaped Area for  
Multiple Dwellings

10% of the lot area shall be landscaped area.

d) Minimum Amenity  
Area for Multiple  
Dwellings

On a lot containing more than 10 dwelling units, the following Minimum Amenity Area requirements shall be provided:

1. An area of 4.0 square metres for each dwelling unit less than 50 square metres.
2. An area of 6.0 metres for each dwelling unit more than 50 square metres.
3. In addition to the definition of Amenity Area, an Amenity Area located outdoors shall be unobstructed and shall be at or above the surface, and exposed to light and air and may include balconies and patios.
4. In addition to the definition of Amenity Area, the required Amenity Area shall be provided exclusively for the residential component and shall be functionally

separated from public areas associated with any commercial component.

viii) The following regulations apply to Street Townhouse Dwellings:

- |                               |   |
|-------------------------------|---|
| a) Minimum Lot Area Per Unit  | 145.0 square metres.  |
| b) Minimum Lot Width per Unit | 5.5 metres.   |
| c) Setback from a Street Line | <ol style="list-style-type: none"><li>1. Minimum 3.0 metres.</li><li>2. Maximum 4.5 metres except where a visibility triangle is required for a driveway access.</li><li>3. Notwithstanding 2. above, minimum 6.0 metres for that portion of a building providing an access driveway to a garage.</li></ol> |
| d) Minimum Side Yard          | <ol style="list-style-type: none"><li>1. 1.2 metres except for the side yard related to the common wall of the dwelling unit, which shall have a 0 metre side yard.</li><li>2. 3.0 metres for a flankage yard.</li></ol>  |

ix) Section 10.2.1.1 shall not apply.

3. That Schedule "D" – Holding Provisions be amended by adding the following new Holding Provision:

"150. Notwithstanding Section 10.2 of this By-law, within lands zoned Neighbourhood Commercial (C2, 852) Zone, identified on Map 1281 of Schedule "A" – Zoning Maps and described as 111 and 115 Fiddler's Green Road, no development shall be permitted until such time as:

- a) The Owner enters into a conditional building permit agreement with respect to completing a Record of Site Condition or a signed

Record of Site Condition (RSC) being submitted to the City of Hamilton and the Ministry of the Environment, Conservation and Parks (MECP). This RSC must be to the satisfaction of the Director of Planning and Chief Planner, including a notice of acknowledgement of the RSC by the MECP, and the submission of the City of Hamilton's current RSC administration fee."

4. That no building or structure shall be erected, altered, extended, or enlarged, nor shall any building or structure or part thereof be used, nor shall any land be used, except in accordance with the provisions of the Neighbourhood Commercial (C2, 852, H150) Zone, subject to the special requirements referred to in Sections No. 2 and 3 of this By-law.
5. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law in accordance with the *Planning Act*.

**PASSED** this 14<sup>th</sup> day of July, 2023.

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T. Hwang  
Acting Mayor

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A. Holland  
City Clerk


ZAC-22-058



This is Schedule "A" to By-law No. 23-  
 Passed the ..... day of ....., 2023

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 Mayor  
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 Clerk

**Schedule "A"**  
 Map forming Part of  
 By-law No. 23-\_\_\_\_  
 to Amend By-law No. 05-200  
 Map 1281

**Subject Property**  
 111 and 115 Fiddler's Green Road, Ancaster (Ward 12)  
 Lands to be added as Neighborhood Commercial (C2, 852, H150) Zone

Scale:  
 N.T.S.  
 Date:  
 May 4, 2023

File Name/Number:  
 ZAC-22-058  
 Planner/Technician:  
 MM/NB



PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

**Authority:** Item 9, Planning Committee  
Report 23-011 (PED23165)  
CM: July 14, 2023  
Ward: 13

**Bill No. 131**

**CITY OF HAMILTON  
BY-LAW NO. 23-**

**To Amend Zoning By-law No. 05-200 with Respect to Lands Located  
at 211 York Road, Dundas**

**WHEREAS** Council approved Item 9 of Report 23-011 of the Planning Committee, at its meeting held on July 14, 2023;

**AND WHEREAS** this By-law conforms to the Urban Hamilton Official Plan;

**NOW THEREFORE** Council amends Zoning By-law No. 05-200 as follows:

1. That Map No. 820 of Schedule “A” – Zoning Maps is amended by changing the zoning from the Community Institutional (I2, 446, H108) Zone to the Neighbourhood Commercial (C2, 446, H108) Zone for the lands known as 211 York Road, Dundas shown on Schedule “A” to this By-law.
2. That Schedule “C” - Special Exceptions is amended by deleting Special Exception No. 446 in its entirety and replacing it with the following:

“446. Within the lands zoned Neighbourhood Commercial (C2, 446, H108) Zone, identified on Map No. 820 of Schedule “A” – Zoning Maps and described as 211 York Road, the following special provisions shall apply:

  - a) In addition to Section 10.2.1, and notwithstanding Section 10.2.1.1 ii), Dwelling Units may be permitted on the ground floor of the existing building provided there is a minimum of 650 square metres of ground floor commercial use.
  - b) Notwithstanding Subsections 4.8 b), 10.2.3 a), b), c), d), and e), the location and height of the principal building or accessory buildings and any other such lot conditions existing on the date of passing of this By-law shall be deemed to conform.
  - c) Notwithstanding Subsection 5.1 a), v), parking spaces and aisles, giving direct access to abutting parking spaces, excluding driveways extending directly from the street, shall be subject to the following:
    - i) Shall not be located within 2.5 metres of a street line;
    - ii) Shall provide a 2.5 metre wide planting strip being required and permanently maintained between the street line and the said parking spaces or aisle; and,

- iii) Where a Planting Strip is provided, as per ii) above, any architectural wall or feature within the Planting Strip shall be limited to a maximum height of 0.6 metres.
- d) Notwithstanding Subsection 10.2.3 k), a visual barrier that consists of a fence or wall along the western property line measuring 63.7 metres shall not be located within 1.36 metres of a street line. All other requirements of Section 4.19 shall apply.
3. That Schedule “D” – Holding Provisions, of By-law No. 05-200, be amended by deleting H108 in its entirety and replacing it with the following:
- “H108. Notwithstanding Section 10.2 of this By-law, within lands zoned Neighbourhood Commercial (C2, 446) Zone on Map No. 820 on Schedule “A” – Zoning Maps, and described as 211 York Road, Dundas, no development shall be permitted, with the exception of a 435 square metre Day Nursery, until such time as:
1. That the Owner submits and receives approval of a Functional Servicing Report to demonstrate the demand for the proposed usage is similar to the existing usage all to the satisfaction of the Manager of Engineering Approvals.”
4. That no building or structure shall be erected, altered, extended, or enlarged, nor shall any building or structure or part thereof be used, nor shall any land be used, except in accordance with the provisions of the Neighbourhood Commercial (C2, 446, H108) Zone, subject to the special requirements referred to in Section Nos. 2 and 3 of this By-law.
5. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law in accordance with the *Planning Act*.

**PASSED** this 14<sup>th</sup> day of July , 2023

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T. Hwang  
Acting Mayor

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A. Holland  
City Clerk



This is Schedule "A" to By-law No. 23-  Passed the ..... day of ....., 2023	----- Mayor  ----- Clerk
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<h2>Schedule "A"</h2>  <h3>Map forming Part of By-law No. 23-_____</h3>  <h3>to Amend By-law No. 05-200</h3>	<b>Subject Property</b> 211 York Road Change in Zoning from the Community Institutional (I2, 446, H108) Zone to the Neighbourhood Commercial (C2, 446, H108) Zone
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Scale: N.T.S	File Name/Number: ZAR-23-008	
Date: April 5, 2023	Planner/Technician: JV/AL	
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT		

**Authority:** Item 15, Planning Committee  
Report 23-011 (PED23159)  
CM: July 14, 2023  
Ward: City Wide  
**Bill No. 132**

## **CITY OF HAMILTON**

### **BY-LAW NO. 23-**

#### **To Amend City of Hamilton By-law No. 01-218, as amended, Being a By-law to Regulate On-Street Parking**

**WHEREAS** on the 18th day of September, 2001, the Council of the City of Hamilton enacted By-law No. 01-218 to regulate on-street parking;

**AND WHEREAS** it is necessary to amend By-law No. 01-218, as amended.

**NOW THEREFORE** the Council of the City of Hamilton enacts as follows:

1. That By-law No. 01-218 is amended by deleting the definition of Authorized Emergency Vehicle and replacing it with:
  - (a) "Authorized Emergency Vehicle" means:
    - (i) any vehicle owned or operated by the City of Hamilton while the operator is engaged in the performance of his or her duties;
    - (ii) any vehicle owned or operated by a Police Service, a Fire Department or a Ministry of the Province;
    - (iii) any vehicle owned or operated by an ambulance service, a mortuary or a funeral home while the operator is engaged in the performance of his or her duties;
    - (iv) any vehicle owned or operated by a public utility including but not limited to a telephone company, a natural gas utility, a hydro electric power provider, and any other public utility, telegraph or telecommunications company, provided that such vehicles are each clearly identified by a crest or other marking and provided the operator is actively engaged in the provision of the services offered by the utility;
    - (v) any armoured vehicle, while the operator is actively engaged in the performance of their duties, and any escort vehicle providing security services for an armoured vehicle, while the operator is actively engaged in the performance of his or her duties; and,
    - (vi) any service vehicle owned or operated by an accredited road side service agency or automobile club or a licensed towing agency while the operator is providing a towing or other road side service;
2. That in all other respects, By-law 01-218 is confirmed; and



3. This By-law shall come into force and take effect on the date of its passing and enactment.

**PASSED** this 14<sup>th</sup> day of July, 2023

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T. Hwang  
Acting Mayor

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A. Holland  
City Clerk

**Authority:** Item 18, Planning Committee  
Report: 23-011 (PED23097)  
CM: July 14, 2023  
Ward: 12

**Bill No. 133**

## **CITY OF HAMILTON**

### **BY-LAW NO. 23-**

#### **A By-law to Deem a Part of A Subdivision Not To Be Registered Block 14 of Registered Plan 62M-1161**

**WHEREAS** Subsection 50(4) of the *Planning Act* R.S.O. 1190, Chapter 13, as amended, provides that the Council of a Municipality may, by By-law, designate any Plan of Subdivision, or part thereof, that has been registered for eight (8) years or more, and deem it not to be a Registered Plan of Subdivision for the purpose of the subdivision control provisions of Subsection 50(3) of the *Planning Act*,

**AND WHEREAS** Registered Plan 62M-1161 was registered in the Land Registry Office on the 9<sup>th</sup> day of September 2011.

**AND WHEREAS** Block 14, Registered Plan 62M-1161, City of Hamilton is within a Plan of Subdivision registered for more than eight (8) years;

**NOW THEREFORE** the Council of the City of Hamilton enacts as follows:

1. That the following lands are designated and deemed not to be a Registered Plan of Subdivision for the purpose of Subsection 50(3) of the *Planning Act*:

Block 14, Registered Plan 62M-1161, City of Hamilton

2. The City Clerk is hereby authorized and directed to:
  - (a) lodge a copy of this By-law with the Minister of Municipal Affairs and Housing;
  - (b) register a certified copy or duplicate copy of this deeming By-law against the title to the lands in the proper registry office, and this By-law shall not take effect until this requirement has been complied with; and,
  - (c) send by registered mail, notice of passing of this By-law to be given within thirty (30) days of the date of passing, to each person appearing by the last revised assessment roll to be the owner of land to which this By-law

applies, which notice shall be sent to the last known address of each such person.

3. That notwithstanding S.50(27) of the Planning Act, this By-law No. 23-132 shall come into force and take effect when registered in the Land Registry Office.

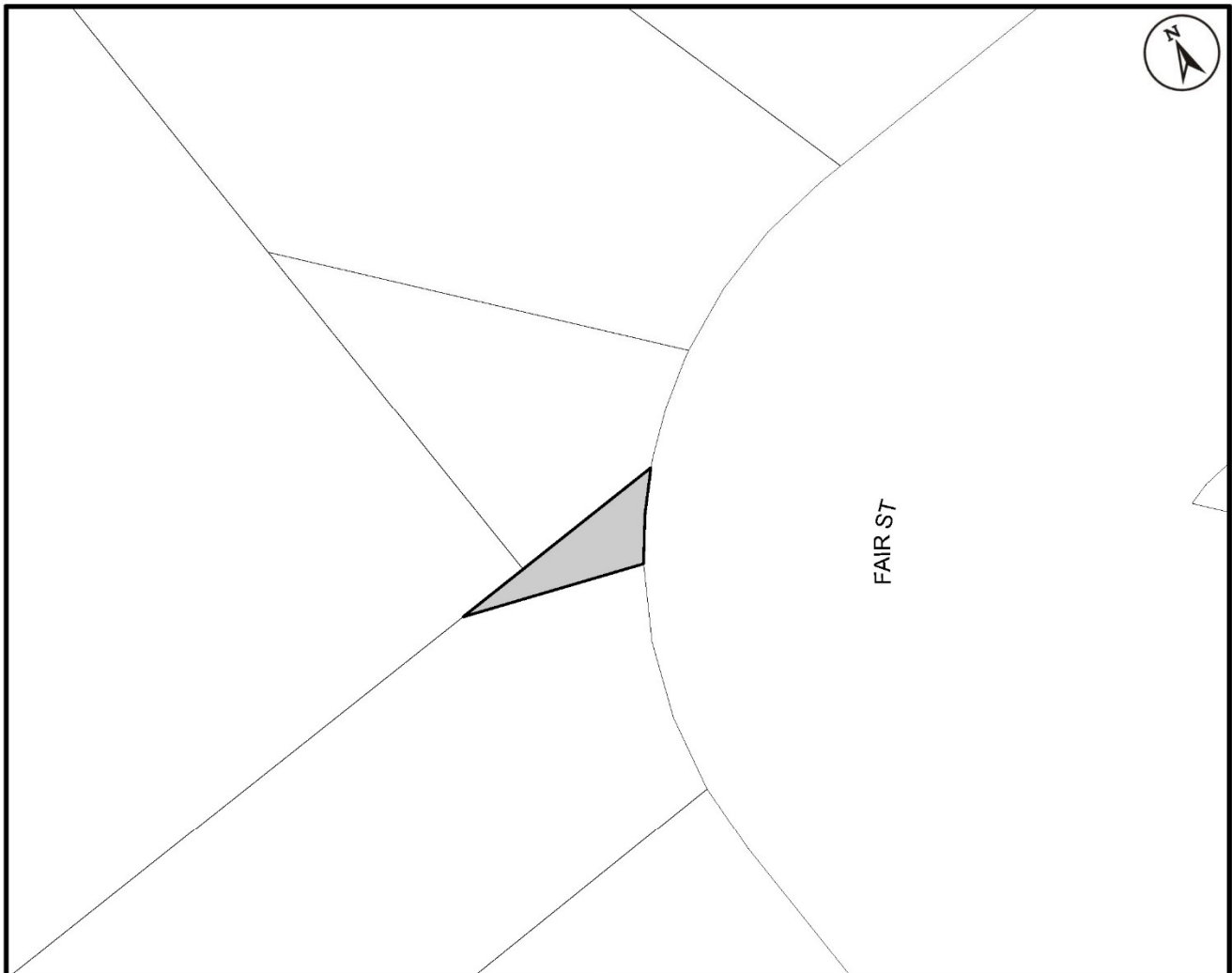
**PASSED** this 14<sup>th</sup> day of July, 2023.

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T. Hwang  
Acting Mayor

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A. Holland  
Clerk



This is Schedule "A" to By-law No. 23-

Passed the ..... day of ....., 2023

-----  
 Mayor


-----  
 Clerk

## Schedule "A"

Map forming Part of  
 By-law No. 23-\_\_\_\_\_

to Amend By-law No. 87-57

### Subject Property

 Lands to be Deemed not to be Part of a  
 Registered Plan: Block 14, Plan 62M-1161  
 Ancaster (Ward 12)

Scale:  
 N.T.S

File Name/Number:  
 62M-1161

Date:  
 May 15, 2023

Planner/Technician:  
 XX/XX



Hamilton

**Authority:** Item 10, Planning Committee  
Report: 23-011 (PED23144)  
CM: July 14, 2023  
Ward: City-Wide

**Bill No. 134**

**CITY OF HAMILTON**

**BY-LAW NO. 23-**

**To Adopt:**

**Official Plan Amendment No. 185 to the  
Urban Hamilton Official Plan**

Respecting:

**Urban Expansion Areas Secondary Planning  
(City Wide)**

**NOW THEREFORE** the Council of the City of Hamilton enacts as follows:

1. Amendment No. 185 to the Urban Hamilton Official Plan consisting of Schedule “1”, hereto annexed and forming part of this by-law, is hereby adopted.

**PASSED** this 14<sup>th</sup> day of July, 2023.

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T. Hwang  
Acting Mayor

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A. Holland  
City Clerk

## Urban Hamilton Official Plan Amendment No. 185

The following text, together with Appendix “A” – Volume 1, Appendix G – Boundaries Map, attached hereto, constitutes Official Plan Amendment No. “185” to the Urban Hamilton Official Plan.

### 1.0 **Purpose and Effect:**

The purpose and effect of this Amendment is to establish a policy framework for the preparation of secondary plans for Urban Expansion Areas.

### 2.0 **Location:**

The lands affected by this Amendment are shown as “Urban Expansion Area – Neighbourhoods” and “Urban Expansion Area – Employment Areas” on all Schedules of the Urban Hamilton Official Plan.

### 3.0 **Basis:**

The basis for permitting this Amendment is:

- To implement the Ministry of Municipal Affairs and Housing approval of Official Plan Amendment No. 167 by establishing a secondary planning policy framework for the Urban Expansion Areas added to the urban boundary.
- The Amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the Growth Plan for the Greater Golden Horseshoe, 2019, as amended.

### 4.0 **Actual Changes:**

#### 4.1 **Volume 1 – Parent Plan**

##### ***Text***

##### 4.1.1 Chapter A – Introduction

- a. That Volume 1: Chapter A – Introduction, Section 2.4 – Growth Management - Hamilton be amended by adding Policies A.2.4.1 and A.2.4.2 as follows:

## 2.4 Growth Management - Hamilton

“A.2.4.1      *Development* within Urban Expansion Areas forms one component of the strategy for accommodating growth to 2051 that also includes *intensification* and *redevelopment* within the *built-up area*, and *development* within other *greenfield areas*. A coordinated approach to planning for the Urban Expansion Areas shall be taken to ensure *residential intensification* targets for *development* within the *built-up area* are prioritized in accordance with this plan.

A.2.4.2      Since Urban Expansion Areas are *greenfield areas*, this presents a bold opportunity to plan for new communities that are more sustainable and inclusive than those built in the past. These communities may look and function very differently than past development in *greenfield areas*. Secondary plans created for Urban Expansion Areas shall implement the goals, objectives and policies of this Plan, including but not limited to:

- a) The creation of *complete communities* that have a strong sense of place and enable residents to meet most of their daily needs within a short distance of their home.
- b) Provision for a range of housing types, forms, and tenures, including *affordable housing* and *housing with supports*.
- c) Development of an integrated transportation network that is planned based on a *Complete Streets* approach, which prioritizes *transit* and *active transportation*, provides safe and accessible travel options, accounts for equity, and prioritizes connectivity.
- d) Street design and street layouts that provide for urban greening and supports *active transportation* and *transit* use while minimizing reliance on single occupant vehicles.
- e) Protection and enhancement of the Natural Heritage

System, including preserving *ecological functions* and the natural beauty and distinctive character of the landscape, adopting a design with nature approach.

- f) Adaptation to climate change, including innovative approaches to storm water management and protection of communities and *infrastructure* from risks associated with natural hazards.
- g) Implementation of strategies to reduce greenhouse gas emissions through enhancement of the tree canopy, energy efficiency, electricity generation, and approaches to design that reduce reliance on single occupant vehicles.
- h) Development of financial strategies to recover the lifecycle costs of *infrastructure* and *community facilities*."

#### 4.1.2 Chapter F – Implementation

That Volume 1: Chapter F – Implementation, Section 1.2 – Secondary Plans and Neighbourhood Plans be amended by:

### **1.2 Secondary Plans and Neighbourhood Plans**

- i. Amending Policy 1.2.3 to delete the phrase “the commencement of the Plan” at the end of the last sentence, and replace it with “initiating work on any required studies, undertaking public consultations or initiating other work related to the preparation of a secondary plan. The terms of reference shall be to the satisfaction of the Director of Planning and Chief Planner.” so the policy reads as follows:

“F.1.2.3 Prior to commencing the preparation of a secondary plan, the City shall prepare a terms of reference which shall set out the need for the secondary plan, the intended scope, the process of plan preparation and the opportunities for public participation and involvement. Any privately initiated secondary plans shall require a terms of reference that is approved by the City prior to initiating work on any required studies, undertaking public consultations or initiating any other work related to the preparation of a secondary plan.



The terms of reference shall be to the satisfaction of the Director of Planning and Chief Planner.”

ii. Adding Policies F.1.2.7, F.1.2.8, F.1.2.9 and F.1.2.10 as follows:

“F.1.2.7 In addition to Policies F.1.2.1 to F.1.2.6 and Section A.2.4 – Growth Management - Hamilton, secondary planning shall be completed for lands shown as Urban Expansion Area – Neighbourhoods and Urban Expansion Area – Employment Areas on all Schedules to this Plan. An application for plan of subdivision, zoning by-law amendment or consent to sever shall not be approved for lands within an Urban Expansion Area until a secondary plan is in effect.

F.1.2.8 There are six Urban Expansion Areas, the boundaries of which are shown on Appendix G – Boundaries Map, including:

- a) Elfrida Area;
- b) Garner Road Area;
- c) Twenty Road East Area;
- d) Twenty Road West Area (divided into two sub-areas: Area 1, and Area 2); and,
- e) White Church Road Area.

F.1.2.9 The following requirements shall apply to the preparation of secondary plans for the Urban Expansion Areas:

- a) The City shall undertake detailed secondary planning for all Urban Expansion Areas.
- b) Notwithstanding Policy F.1.2.9 a), should a privately initiated secondary plan process commence prior to the City undertaking detailed secondary planning for lands within an Urban Expansion Area or Areas, Policies F.1.2.9 c) to p) shall apply to the privately initiated Secondary Plan.
- c) Separate secondary plans shall be prepared for each of

the Urban Expansion Areas identified on Appendix G – Boundaries Map. Any secondary plan for an Urban Expansion Area shall cover the entirety of the lands located within that Urban Expansion Area.

- d) Notwithstanding Policy F.1.2.9 c), the Elfrida Urban Expansion Area may be comprised of multiple secondary plans. In addition, a single secondary plan may cover both sub-areas within the Twenty Road West Urban Expansion Area.
- e) All secondary planning processes for Urban Expansion Areas shall require the implementation of a public consultation strategy that recognizes the critical role of engagement with the public at all phases of the secondary planning process.
- f) Indigenous nations shall be engaged with at all phases of the secondary planning process.
- g) The secondary planning for each Urban Expansion Area shall consider opportunities to coordinate the provision of *infrastructure* and *community facilities* with other Urban Expansion Areas and adjacent areas within the urban boundary.
- h) Secondary planning for new neighbourhoods within the Urban Expansion Areas shall emphasize the importance of public ownership over roads, parks, *community facilities* and other infrastructure. *Development* relying on privately owned condominium roads and infrastructure shall be discouraged.
- i) Secondary planning for Urban Expansion Areas shall address the Ten Directions to Guide Development identified in Section A.2.1 – Our Future Hamilton.
- j) The following studies, amongst others, may be required to support the preparation of secondary plans for Urban Expansion Areas:
  - i) Agricultural Impact Assessment;

- ii) Planning Justification Report;
  - iii) Commercial Needs and Impact Assessment;
  - iv) Recreation Needs Assessment;
  - v) Energy and Environmental Assessment Report;
  - vi) Financial Impact Analysis and Financial Strategy;
  - vii) Housing Report;
  - viii) Public Consultation Strategy;
  - ix) Servicing Master Plan;
  - x) Sub-watershed Plan;
  - xi) Urban Design Guidelines; and,
  - xii) Transportation Management Plan / Study.
- k) Where a secondary plan process is privately initiated, the City shall identify the studies required to be submitted as part of a complete application for an Official Plan Amendment through the Formal Consultation process.
- l) A Servicing Strategy shall be completed concurrently with the preparation of any secondary plan for an Urban Expansion Area. Where possible, the Servicing Strategy should plan servicing to the local street level.
- m) To ensure effective coordination of *development* and infrastructure, phasing of *development* will be required in all Urban Expansion Areas, in accordance with the City's Staging of Development Report as approved by Council.
- n) Council has adopted Secondary Planning Guidelines for Urban Expansion Areas which outline the required process for preparing any City initiated or privately initiated secondary plan for the Urban Expansion Areas. Secondary plan phasing, components, public engagement, and final reporting for Urban Expansion Areas shall be completed in accordance with the Guidelines. The City may revise the Secondary Plan Guidelines for Urban Expansion Areas from time to time.
- o) For privately initiated secondary plans, the City shall require the applicant to submit a final report demonstrating compliance with the Secondary Plan

Guidelines for Urban Expansion Areas as part of a complete application for an Official Plan Amendment.

- p) In addition to Policy F.1.2.3, the terms of reference for any City initiated or privately initiated secondary plan for an Urban Expansion Area shall establish the expected role of any existing landowner group that represents multiple landowners within an Urban Expansion Area, and outline the management, structure and operational details of the landowner group and if applicable, procedures for sharing costs.

F.1.2.10 In addition to Policy F.1.2.7 and Section A.2.4 – Growth Management – Hamilton, development within an Urban Expansion Area with a completed secondary plan shall not proceed until a landowners group consisting of landowners within the Urban Expansion Area has been established. The members of the landowners group shall enter into a cost sharing agreement amongst themselves and coordinate the phasing and staging of development within the secondary plan area. The City shall not be party to the cost sharing agreement. The cost sharing agreement shall equitably allocate development costs associated with community and infrastructure facilities within the secondary plan area, including but not limited to parks, public spaces, roads, streetscape improvements, storm water management facilities, utilities and schools. Individual applications for draft plan of subdivision, zoning by-law amendment, and site plan approval within an Urban Expansion Area shall require confirmation that the applicant has become a party to the cost sharing agreement prior to the application being deemed complete.”

- iii. Re-numbering existing Policies F.1.2.7 and F.1.2.8 to F.1.2.11 and F.1.2.12.

## **Appendices**

### 4.1.3 Appendix G – Boundaries Map

- a. That Volume 1: Appendix G – Boundaries Map be amended by labelling the six Urban Expansion Areas added to the urban boundary, as shown on Appendix “A”, attached to this Amendment.

**5.0 Implementation:**

The policy framework established by this amendment will be implemented through the secondary planning processes undertaken for the Urban Expansion Areas.

This Official Plan Amendment is Schedule “1” to By-law No. 23-134 passed on the 14<sup>th</sup> day of July, 2023.

**The  
City of Hamilton**

\_\_\_\_\_  
T. Hwang  
Acting Mayor

\_\_\_\_\_  
A. Holland  
City Clerk

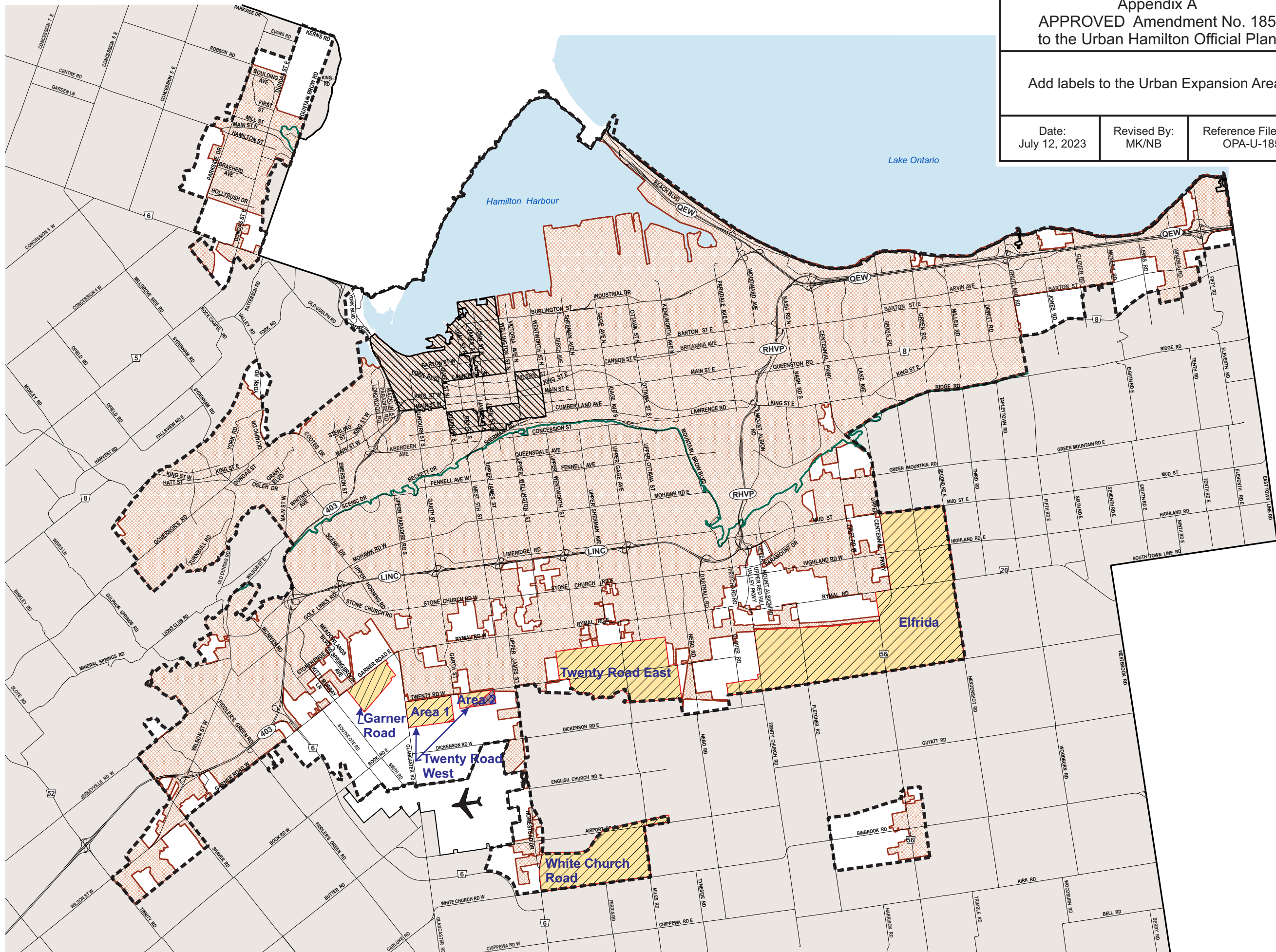
Appendix A  
 APPROVED Amendment No. 185  
 to the Urban Hamilton Official Plan

Add labels to the Urban Expansion Areas

Date:  
 July 12, 2023

Revised By:  
 MK/NB

Reference File No.:  
 OPA-U-185



**Legend**

- Built Boundary
- Built-up Area
- Central Hamilton
- Urban Expansion Area - Neighbourhoods
- Urban Expansion Area - Employment

**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**



**Authority:** Item 3, Planning Committee  
Report 23-011 (PED23147)  
CM: July 14, 2023  
Ward: 5

**Bill No. 135**

## **CITY OF HAMILTON**

### **BY-LAW NO. 23-**

#### **To Amend Zoning By-law No. 05-200 Respecting Lands Located at 350 Albright Road, Hamilton**

**WHEREAS** Council approved Item 3 of Report 23-011 of the Planning Committee, at its meeting held on July 14, 2023;

**WHEREAS** the Council of the City of Hamilton, in adopting Item 3 of Report 23-011 of the Planning Committee, at its meeting held on the 14<sup>th</sup> day of July, 2023, recommended that Zoning By-law No. 05-200, be amended as hereinafter provided;

**AND WHEREAS** this By-law conforms to the Urban Hamilton Official Plan;

**NOW THEREFORE** the Council of the City of Hamilton enacts as follows:

1. That Map 1245 of Schedule “A” – Zoning Maps of Zoning By-law No. 05-200 is amended by changing the zoning from the Neighbourhood Institutional (I1) Zone to the Community Institutional (I2) Zone and Conservation / Hazard Land (P5) Zone for the lands identified in the Location Map attached as Schedule “A” to this By-law.
2. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law in accordance with the *Planning Act*.

**PASSED** this 14<sup>th</sup> day of July, 2023.

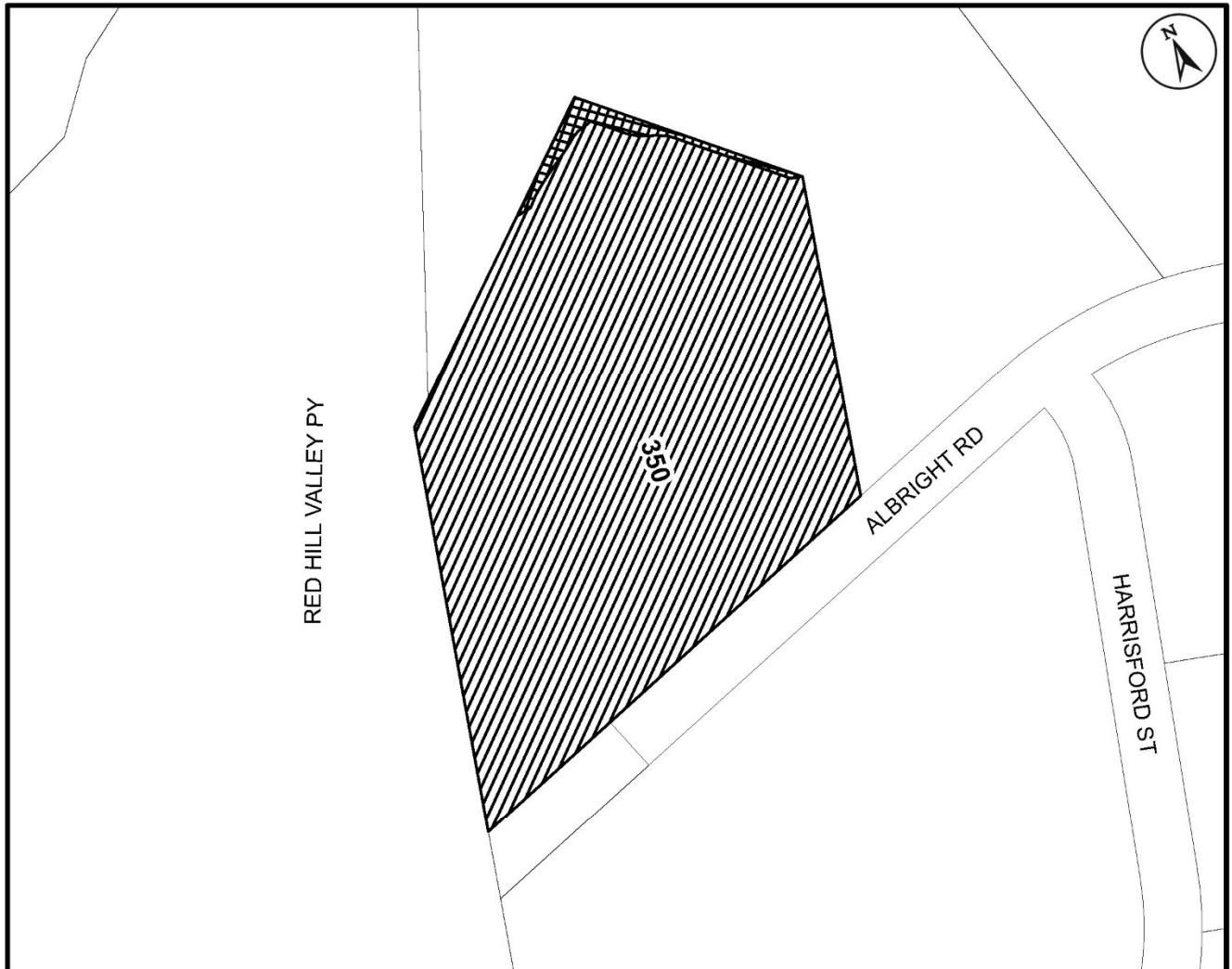
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T. Hwang  
Acting Mayor

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A. Holland  
City Clerk

ZAC-23-033





This is Schedule "A" to By-law No. 23-  
 Passed the ..... day of ....., 2023

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 Mayor  
 -----  
 Clerk

**Schedule "A"**  
 Map forming Part of  
 By-law No. 23-\_\_\_\_\_  
 to Amend By-law No. 05-200  
 Map 1245

**Subject Property**  
 350 Albright Road, Hamilton

-  Change in Zoning from Neighbourhood Institutional (I1) Zone to Community Institutional (I2) Zone
-  Change in Zoning from Neighbourhood Institutional (I1) Zone to Conservation / Hazard Land (P5) Zone

Scale:  
 N.T.S

Date:  
 May 30, 2023

File Name/Number:  
 ZAC-23-033

Planner/Technician:  
 AB/VS



PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT



**Authority:** Item 11, Planning Committee  
Report 23-011 (PED23122)  
CM: July 14, 2023  
Ward: 12

**Bill No. 136**

**CITY OF HAMILTON**  
**BY-LAW NO. 23-**  
**To Amend Zoning By-law No. 87-57, Respecting Lands Located**  
**at 140 Wilson Street West, Ancaster**

**WHEREAS** the *City of Hamilton Act, 1999*, Statutes of Ontario, 1999 Chap. 14, Sch. C. did incorporate, as of January 1, 2001, the municipality “City of Hamilton”;

**WHEREAS** the City of Hamilton is the successor to certain area municipalities, including the former municipality known as the “The Corporation of the Town of Ancaster” and is the successor to the former regional municipality, namely, “The Regional Municipality of Hamilton-Wentworth”;

**WHEREAS** the *City of Hamilton Act, 1999* provides that the Zoning By-laws of the former area municipalities continue in force in the City of Hamilton until subsequently amended or repealed by the Council of the City of Hamilton;

**WHEREAS** Zoning By-law No. 87-57 (Ancaster) was enacted on the 22<sup>nd</sup> day of June 1987, and approved by the Ontario Municipal Board on the 23<sup>rd</sup> day of January, 1989;

**WHEREAS** the Council of the City of Hamilton, in adopting Item 11 of Report 23-011 of the Planning Committee at its meeting held on the 11<sup>th</sup> day of July, 2023, which recommended that Zoning By-law No. 87-57, be amended as hereinafter provided;

**WHEREAS** this By-law is in conformity with the Urban Hamilton Official Plan.

**NOW THEREFORE** the Council of the City of Hamilton enacts as follows:

1. That Map No. 1280 of Schedule “A”, appended to and forming part of By-law No. 87-57, as amended, is further amended by changing the zoning from the Existing Residential “ER” Zone to the Holding Residential Multiple “H-RM6-714” Zone, Modified, on the lands the extent and boundaries of which are shown on a plan hereto annexed as Schedule “A”.
2. That Section 34: Exceptions of Zoning By-law No. 87-57, as amended, is hereby further amended by adding the following subsection:

**H-RM6-714**

That notwithstanding the provisions of paragraph (a) of Subsection 7.11 “Maximum Building Height”, paragraph (a) (x) and (b) of Subsection 7.14 “Parking and Loading”, and paragraphs (a), (c), (d), (f), (g), (h), (i), (j), (k), and (l)

of subsection section 19.2 “Regulations” of Zoning By-law No. 87-57, the following special provisions shall apply to the lands zoned “H-RM6-714”:

Regulations

- |  |   |
|--|---|
| (a) Minimum Lot Area                   | 1,330 square metres. Notwithstanding the definition of “Lot Area” in Section 3.76, Lot Area shall not include the area within Block 1 – Future Right of Way Dedication on Figure 3: 140 Wilson Street West, Ancaster of Section 39: Special Figures.  |
| (b) Maximum Density                    | 70 dwelling units per hectare.  |
| (c) Minimum Lot Frontage               | 24 metres.  |
| (d) Maximum Lot Coverage               | 41 percent. Notwithstanding the definition of “Lot Coverage” in Section 3.78, the area of the lot shall not include the area within Block 1 – Future Right of Way Dedication on Figure 3: 140 Wilson Street West, Ancaster of Section 39: Special Figures.  |
| (e) Minimum Front, Side, and Rear Yard | In accordance with Block 2 – Extent of Building Envelope on Figure 3: 140 Wilson Street West, Ancaster of Section 39: Special Figures.  |
| (f) Parking                            | 1.33 plus 0.22 visitor parking spaces per dwelling unit.  |
| (g) Children’s Play Area               | Children’s play area provision shall not apply.   |
| (h) Maximum Height                     | 11.25 metres.   |
| (i) Minimum Landscaping                | 26 percent of the lot area per Subsection (a) hereof. In addition to the definition of “Landscaping” in Section 3.73, landscaping shall include a minimum of 13 trees with a minimum 50 mm caliper planted on site. The minimum landscaping requirement shall not be provided within Block 1 – Future Right of Way Dedication on Figure 3: 140 Wilson Street West, Ancaster of Section 39: Special Figures. |

- (j) Maximum Parking Coverage      The at-grade parking area shall not occupy more than 45 percent of the total lot area. In addition to the requirements of Section 7.14 (a) (xiii), the surface of a parking area may include permeable pavers.
- (k) Future Right-of-Way Dedication      No development, other than access and landscaping but not including a required planting strip, shall occur on Block 1 – Future Right-of-Way Dedication on Figure 3: 140 Wilson Street West, Ancaster of Section 39: Special Figures.

That the amending By-law apply the Holding Provision of section 36(1) of the *Planning Act*, R.S.O. 1990 to the subject lands by introducing the Holding symbol 'H' as a suffix to the proposed zoning.

The Holding Residential Multiple "H-RM6-714" Zone, Modified, shall be removed conditional upon:

- a) That the applicant complete an Archaeological Assessment to the satisfaction of the Ministry of Citizenship and Multiculturalism and the Director of Planning and Chief Planner.
  - b) That the Owner prepare and receive approval of a Landscape Plan, including providing for 1 for 1 compensation for 22 privately owned trees (10 cm diameter at breast height (DBH) or greater) that are removed from private property through replanting trees on site and/or payment of cash-in-lieu, to the satisfaction of the Director of Planning and Chief Planner.
  - c) That the Owner shall investigate the noise levels and determine and implement the noise control measures that are satisfactory to the City of Hamilton in meeting the Ministry of Environment, Conservation and Parks (MECP) recommended sound level limits. An acoustical report prepared by a qualified Professional Engineer containing the recommended noise control measures shall be submitted to the satisfaction of the City of Hamilton, Director of Planning and Chief Planner. Should a peer review of the acoustical report be warranted, all associated costs shall be borne by the owner and shall be submitted to the satisfaction of the City of Hamilton, Director of Planning and Chief Planner.
3. That SECTION 39: SPECIAL FIGURES, be amended by adding Figure 3: 140 Wilson Street West, Ancaster, appended to this By-law as Schedule "B".
  4. That no building or structure shall be erected, altered, extended, or enlarged, nor shall any building or structure or part thereof be used, nor shall any land be used,

except in accordance with the Residential Multiple “RM6” Zone provisions,  
subject to the special requirements referred to in Section 2 of this By-law.

5. The Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law, in accordance with the *Planning Act*.

**PASSED** this 14<sup>th</sup> day of July, 2023.

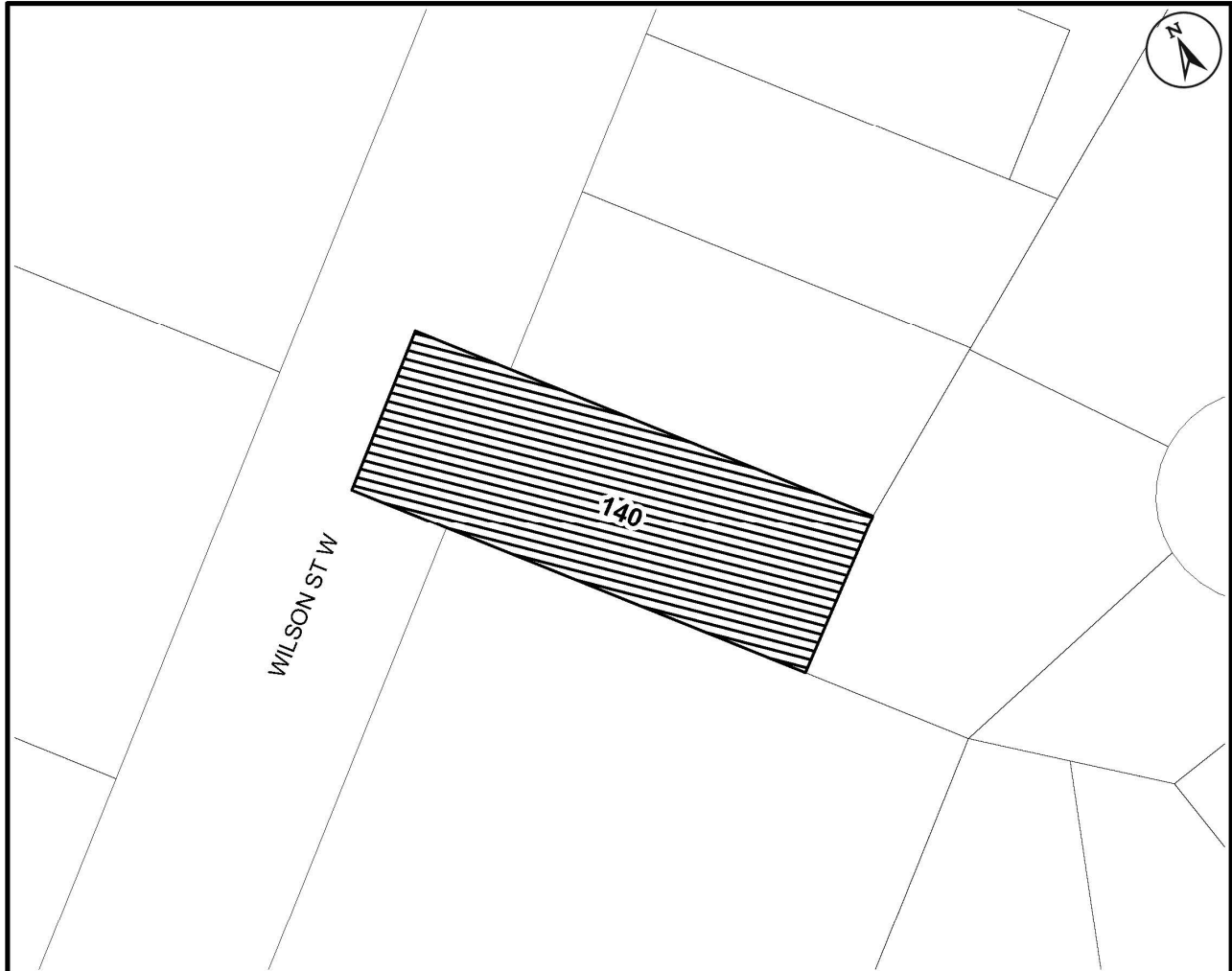
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T. Hwang  
Acting Mayor

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A. Holland  
City Clerk

ZAC-20-024




This is Schedule "A" to By-law No. 23-  
Passed the ..... day of ....., 2023

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Mayor  
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Clerk

**Schedule "A"**  
**Map forming Part of**  
**By-law No. 23-\_\_\_\_\_**  
**to Amend By-law No. 87-57**

**Subject Property**  
140 Wilson Street West

 Change in Zoning from the Existing Residential "ER" Zone to the Holding Residential Multiple "H-RM6-714" Zone, Modified

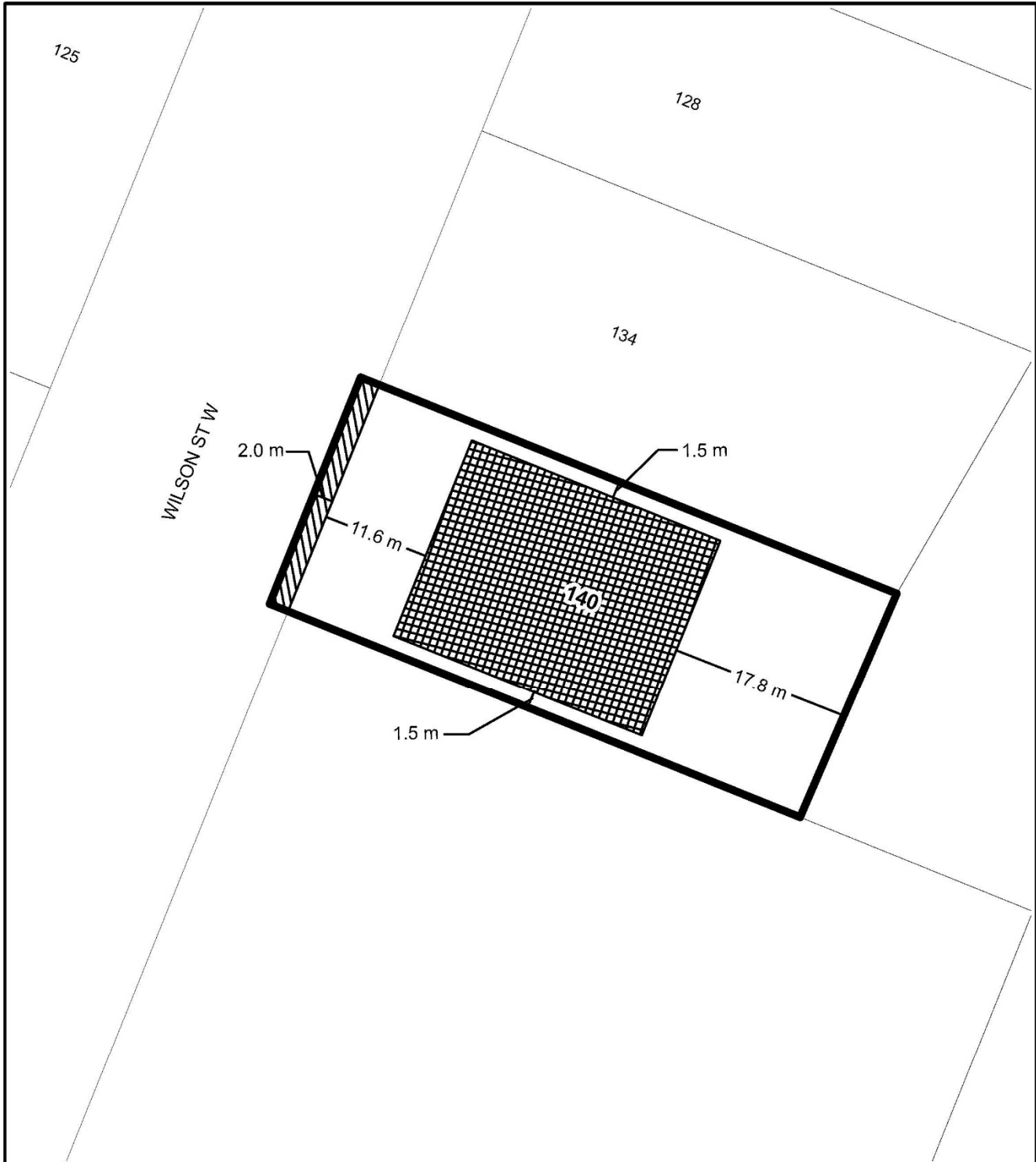
Scale:  
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Date:  
April 14, 2023

File Name/Number:  
ZAC-20-024

Planner/Technician:  
TV/AL





**Special Figure 3: 140 Wilson Street West, Ancaster**

Date:  
April 28, 2023

**Legend**

-  Subject Area - Special Exception 714
-  Block 1 - Future Right-of-Way Dedication
-  Block 2 - Extent of Building Envelope



**CITY OF HAMILTON**

**BY-LAW NO. 23-**

**To Amend By-law No. 21-021, A By-law to Govern the Proceedings of Council  
and Committees of Council**

**WHEREAS** Council enacted a Council Procedural By-law being City of Hamilton By-law No. 21-021;

**AND WHEREAS** it is necessary to amend By-law 21-021.

**NOW THEREFORE** the Council of the City of Hamilton enacts as follows:

1. That By-law 21-021, A By-Law To Govern The Proceedings of Council and Committees of Council, as Amended, be amended to reflect the following:

**5.4 Quorum**

- (1) The quorum for all Committees shall be a majority (as defined in the Procedural By-Law, e.g. if membership is 5, quorum is 3) of the membership.
3. The amendments in this By-law include any necessary indexing, grammatical, numbering and lettering changes.
4. This By-law come into force on the day it is passed.

**PASSED** this 14th day of July, 2023.

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T. Hwang  
Acting Mayor

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A. Holland  
City Clerk