



Friday, December 11, 2020

City of Hamilton,  
General Issues Committee  
Hamilton City Hall  
71 Main Street West, 4<sup>th</sup> Floor  
Hamilton ON L8R 2K3

**RE: GRIDS 2 AND BACKGROUND COMPREHENSIVE REVIEW – LAND NEEDS  
ASSESSMENT AND TECHNICAL BACKGROUND REPORTS  
(PED1701(h))(CITY-WIDE)  
UPPER WEST SIDE LANDOWNERS GROUP**

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Dear Chair and Members,

On behalf of the Upper West Side Landowners Group (UWSLG) (formerly Twenty Road West Landowners Group), Corbett Land Strategies Inc. (CLS) is pleased to submit the following comments in response to the staff report PED17010(h). The UWSLG is committed to delivering an infill and complete community for lands located within Twenty Road West, Upper James Street, Dickenson Road and Glancaster Road (see Appendix A for additional deliverables)

As part of the on-going Municipal Comprehensive Review (MCR), City staff are presenting an update on the MCR and the results of the recently completed Land Needs Assessment (LNA) at the December 14<sup>th</sup> General Issues Committee (GIC). Amongst other items, staff are asking that Council endorse the consolidation of the MCR to identify growth between the 2021 and 2051 planning horizons into one process, that the LNA be received and that Council authorize staff to commence the public and stakeholder consultation process prior to final approval of the LNA. Please see Appendix B for a complete list of comments on the December 14<sup>th</sup> Staff Report. These comments are supplementary to those submitted by our legal counsel, Mr. Joel Farber, dated December 4<sup>th</sup>, 2020.

The UWSLG is in agreement with the results of the LNA and have no issue with the methodology, which was completed in accordance with the Land Needs Assessment Methodology for the Greater Golden Horseshoe (August 2020). The LNA determined that an urban expansion is required to accommodate projected growth to 2051. The area required for community lands ranges between 1,340 ha to 1,640 ha in area and is dependent on several intensification targets. The LNA also determined that the supply and demand for employment area lands are in balance and that no additional lands are required for future employment growth.



The UWSLG are in agreement that no further employment lands are required to accommodate the future growth of the City. On this basis, the UWSLG requests Council and Staff proceed with the processing of the submitting Official Plan Amendment applications File No. UHOPA-20-018/019/020 & RHOPA-20-022/023/024) given the results of the LNA as well as due to the fact that the UWSLG lands remain one of the only growth area considerations which remain unencumbered by prime agricultural designated lands.

Given the large area to be considered for future growth, it would benefit the City greatly to allow the UWSLG lands to be advanced first. In accordance with PPS (2020) Sec. 1.1.3.8 and Growth Plan (2020) Sec. 2.2.8.3, all lands to be considered as part of an expansion of a settlement boundary area can only do so if it has been demonstrated that *no other reasonable alternatives which avoid prime agricultural areas exist*. By allowing the UWSLG lands to be brought into the urban boundary on an immediate basis, it would ensure that the other candidate growth areas can be considered for inclusion within the settlement boundary in accordance with planning policy.

To assist Council in reinforcing this direction, the UWSLG suggests the approval of the following motion at the upcoming GIC meeting, which would effectively revise the motion put forth by Planning Committee on October 6, 2020 (and adopted by Council on October 14, 2020) :

*“That all eligible lands including the Twenty Road West lands be considered of future growth options (for residential purposes) as part of GRIDS 2 / MCR and that staff be directed to expedite the approval processes for the Urban Boundary Expansion applications (UHOPA-20-018/019/020 & RHOPA-20-022/023/024) for the Upper West Side Community”;*

Thank you for considering this submission.  
Sincerely,

*John Corbett*

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## **APPENDIX A**

### **UWSLG Deliverables**

# UWS Deliverables



-  Represents infill development/not urban sprawl
-  Requires only 172 Ha of 1,210 Ha for the 2051 Lands Needs Forecast
-  Will be a Complete Community
-  Will deliver Infrastructure (i.e. Garth Street extension)
-  Avoids developing on prime agricultural land
-  Will deliver and support employment activities
-  Will deliver infrastructure and financing through landowner cost sharing agreement
-  Will deliver on provincial planning priorities for housing and land supply
-  Provides \$17.5 million in development charges
-  \$55.7 million in annual revenue (e.g. taxes/ water/ wastewater and non-tax)
-  Will incorporate extensive sustainable development features
-  Will provide affordable housing land grant opportunities
-  Will act as a COVID-19 economic stimulus project
-  Offers an ease of implementation through a phased MCR official plan amendment
-  Will buffer light and truck traffic noise from planned industrial area and airport.



## **APPENDIX B**

### **UWSLG Comments on Staff Report PED17010(H)**

<b>UWSLG Comments on Staff Report PED17010(H)</b>		
<b>No.</b>	<b>Item</b>	<b>Comment</b>
1.	2.0 GRIDS 2 / MCR Revised Planning Period (p.11, last paragraph)	<p>The UWSLG are in agreement that it would be beneficial for the City to include the planning horizon of 2021 to 2031 within the current MCR review. At the same time, it may be prudent for the city to reconsider the “preferred growth option” for the Elfrida lands. Particularly as the City may no longer consider these lands as the best option for growth, in light of the climate change lens for this MCR and the availability of other whitebelt lands which are fully contained by the urban boundary and/or are not designated as prime agriculture.</p>
2.	6.3 Key Decision #3 - Community Area Land Need Area (p.34, last paragraph)	<p>The staff report comments that a large portion of the City’s whitebelt lands are constrained by the airport Noise Exposure Forecast (NEF) contours and thus limits the lands available to accommodate future Community Area (i.e., residential) growth. While this is true for some lands, the applied NEF contours do not represent the latest mapping available to the City.</p> <p>In May 2011 the Hamilton International Airport completed the Airport Master Plan, which was accompanied by a Noise Impact and Evaluation Study, prepared by the City of Hamilton (dated December 2006). This report resulted in revised Noise Exposure Projections (NEP) for 2010, 2015 and 2025. This updated mapping saw the NEF/NEP contours shrink to accommodate planned airport runway improvements and technological improvements to aircraft. It is noted that the City has yet to implement the latest 2025 mapping into its UHOP and RHOP documents. If implemented, it would alter the quantum of lands considered to be not available to accommodate future Community Area (i.e., residential) growth.”</p> <p>In addition, some of the lands deemed unavailable for community area are within the NEF 28, which the UHOP/RHOP applies to regulate sensitive and residential uses in proximity to the airport. The UWSLG</p>



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		<p>notes that the PPS (Sec. 1.6.9.1) prohibits new residential development and other sensitive land uses in areas near airports above the 30 NEF/NEP. As such, the standard is more prohibitive than provincial policy and not reflective of other GTA airport restrictions (i.e., Pearson).</p> <p>As the City is currently completing the MCR, which is a review of all polices to ensure conformance with provincial policy, we suggest that this is an appropriate time for the City to apply the NEF/NEP contours identified in the 2025 forecasts (Airport Master Plan) to Appendix D of the UHOP and RHOP to ensure it is representative of the latest airport conditions and to ensure the city is working in accordance with the correct quantum of “unavailable” lands for community area.</p>
3.	<p>Community Area whitebelt land areas - Relationship of Community Area whitebelt land areas (p.36) -</p>	<p>We are in agreement with the statement that the Phase 2 area of the AEGD secondary plan is the appropriate location for the next location of employment growth. Through technical assessment completed by UWSLG, the lands to the immediate east and west of the Hwy 6 corridor have been identified to be the most appropriate locations for the expansion of the AEGD. This location is more appropriate than to the south of Twenty Road West as it would be located immediately adjacent to existing critical transportation infrastructure such as Hwy 6 and Hwy 403 and will facilitate connections of the current AEGD to a transportation network which is better suited for industrial and employment traffic.</p>
4.	<p>Relationship of Community Area whitebelt land areas - Servicing and Transportation Costs (p.38)</p>	<p>The UWSLG has gone to great lengths to demonstrate the servicing and transportation costs associated with the expansion of the urban boundary and the realization of the Upper West Side community for residential uses. Included within this are some of the revenues the City can expect to gain, if the UWS community was to be advanced. These include:</p> <ul style="list-style-type: none"> <li>• \$175.5 million (2020 dollars) in DC revenues;</li> <li>• \$10.3 million DC revenues for school boards and GO transit;</li> </ul>



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		<ul style="list-style-type: none"> <li>• \$15.4 million (2020 dollars) in building permit revenues;</li> <li>• \$33.5 million in property tax revenues;</li> <li>• \$17.7 million in water and wastewater/storm revenues;</li> <li>• \$4.5 million in non-tax revenues;</li> <li>• \$17.7 million to the annual operating expenditures (\$1,911 per person/\$859 per employee);</li> <li>• Annual lifecycle costs:             <ul style="list-style-type: none"> <li>○ \$260,000 for roads;</li> <li>○ \$330,000 for stormwater services;</li> <li>○ \$1.1 million for sanitary services;</li> <li>○ \$1.4 million for water services;</li> </ul> </li> <li>• \$55.7 million in on going revenues which exceed City expenditures by \$20.7 million; and,</li> <li>• \$35 million in annual positive net fiscal impact.</li> </ul>
5.	<p>Relationship of Community Area whitebelt land areas – Complete community considerations (p.39)</p>	<p>The UWSLG is in agreement in the need to ensure the future expansion area functions as a complete community. This would ensure that the future expansion area offers a mix of uses, housing options and amenities for residents and employees which support walkability and the ability to live, work and play in close proximity. As well, a complete community would ensure that the future expansion area is compatible and enhances existing areas.</p> <p>Through the completion of the UWSLG urban boundary expansion applications, the determination of an appropriate mixture of employment and residential uses has been determined which utilizes the planned residential uses and enhanced natural heritage system to buffer the planned employment uses of the AEGD from the existing residential community on the north side of Twenty Road West.</p>