

UPPER WEST SIDE



UPPER WEST SIDE LANDOWNERS GROUP

The Corporation of the City of Hamilton
Monday March 29th, 2021

GRIDS 2 and Municipal Comprehensive Review: Final Land Needs Assessment (PED17010(i)); and, Growth to 2051 – Draft Evaluation Framework and Phasing Criteria (PED17010(j))

CONTEXT:



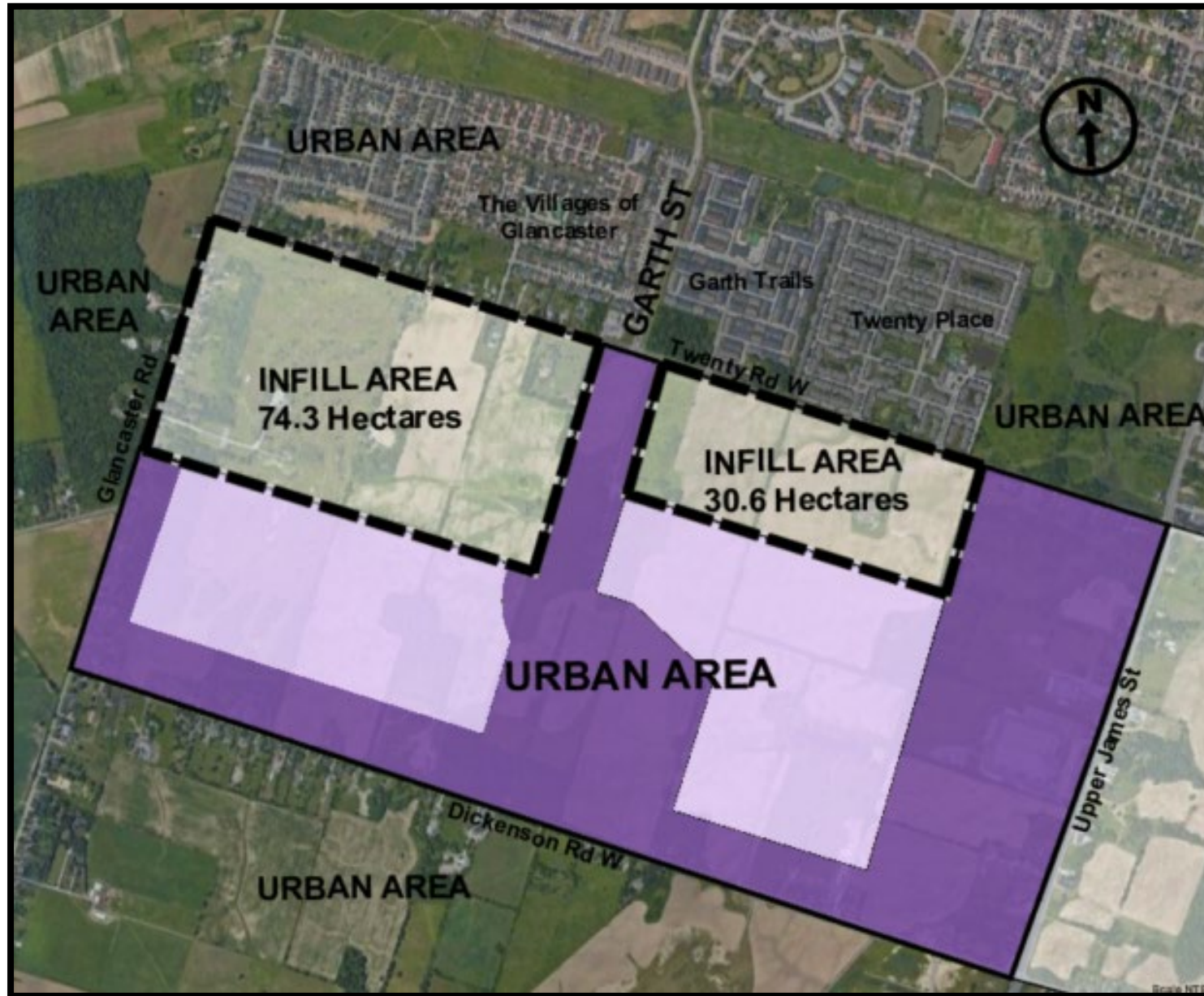
The Upper West Side Landowner Group (UWSLG) owns approximately 175 hectares of land bounded by Glancaster Road, Twenty Road West, Upper James Street and Dickenson Road;

These lands are included in as a candidate growth area in the on-going GRIDS 2 (MCR) process;

The Upper West Side lands represent the only **infill development opportunity** that is fully enclosed by the current urban boundary;

This precinct is also the only substantial **non-prime agricultural land** available to accommodate growth in compliance with Provincial Policy.

Upper West Side Infill Development Lands



Legend

Land Use Designations

- Airport Light Industrial
- Airport Prestige Business
- Airport Related Business
- Airside Industrial
- Institutional
- Natural Open Space
- Airport Reserve
- Utilities

Other Features

- Area or Site Specific Policy
- Employment Supportive Centres
- John C. Munro Hamilton International Airport
- Urban Boundary

OUR POSITION:



The UWSLG is pleased to offer our conditional support for the final Land Needs Study that recommends an additional 1340 gross developable hectares of community area lands, and zero (0) hectares of employment lands to the year 2051.

Our support is subject to the resolution of the following matters:

- Finalization and agreement on the net development area quantities for the white belt areas;
- Confirmation of the existing inventory of residential land supply within the built boundary of the City of Hamilton;
- That Council adopt full urban boundary expansion needs to the year 2051 given the relatively modest amount of additional land to satisfy community land requirements between 2041 and 2051, and the benefits of planning for a definitive mature state urban boundary for the City;
- Priority allocation be given to locations that are of infilling in nature, are non-prime agricultural lands and are contiguous to the current urban boundary;
- That the MCR process conclude with the adoption of a 2051 urban boundary with staging of development to proceed based on specific growth management criteria rather than site specific allocation identified in the Official Plan.

IMPACT OF THE AGGRESSIVE INTENSIFICATION SCENARIO:

City council, the public and all stakeholders in the MCR process must understand and be assured of the full accuracy of the existing inventory of available capacity within the built boundary to achieve the intensification rate up to **70 percent in 2051**. This is essential to:

- Ensure the availability of a wide range of housing types to fulfill the City's attainable and affordable housing needs in a realistic manner otherwise the current housing crisis will continue to be problematic;
- Existing neighbourhoods will have to accommodate and manage the impact of introducing higher density unit forms including apartments with significant vertical definition;
- Specific and significant impacts will occur in mature neighbourhoods with respect to capacity of community facilities, infrastructure and the road network;
- Aging infrastructure will need to be replaced and upgraded resulting in increased capital and operating costs and disruption to host communities through on-going construction;
- The City should carefully compare the financial impact on taxpayers resulting from the intensification scenario in relation to the other growth options.

THE ADVANTAGES OF THE 2051 PLANNING HORIZON:



The advantages of the 2051 planning horizon to be fully implemented in the current MCR process:

- Finalize the urban boundary to define a “mature state” for the City of Hamilton resulting in certainty for all residents and stakeholders in the city;
- Allowing for the comprehensive planning of complete communities;
- Final and full protection to sensitive environmental and agricultural/rural areas;
- Provide for accurate long range financial planning by ensuring all costs of growth are accommodated in the City’s Capital Budget and Development Charges programs;
- The time frame of 2031/2041 will be quickly upon us, within a decade after MCR approvals. The land needs will be quickly absorbed within this time period thereby placing pressure on land costs and housing affordability.

DRAFT EVALUATION FRAMEWORK AND PHASING CRITERIA:



We urge the City not to adopt a rigid/site specific phasing strategy to implement the land needs study. An alternative should be considered to impose definable growth management criteria that will enable development to proceed based on:

- Immediate availability of key/strategic infrastructure in line with the City's economic development and planning goals;
- Demonstration of a positive municipal financial impact for the ratepayers based on developer driven cost sharing and front end financing agreements;
- Delivering on key municipal infrastructure, assets and facilities in line with the City's Strategic Plan;
- Providing clear direction to prioritize development that is infilling in nature, abuts or is contiguous to the current urban boundary.

DRAFT EVALUATION FRAMEWORK AND PHASING CRITERIA:

Phasing and Evaluation Criteria should be imposed in a single step to ensure all growth options are considered on a fair and equal basis in accordance with the December 2020 direction of Committee and Council.

Consideration should be given to providing weighted criteria in the evaluation process that reflects the priorities of Council and those identified in the consultation process (e.g. Protection of prime agricultural lands, environmental areas and municipal financial impact receiving the most emphasis in the scoring system or as otherwise directed by Council).

THANK YOU!

For further information please visit the UWS website.

<https://upperwestsidehamilton.ca/>

