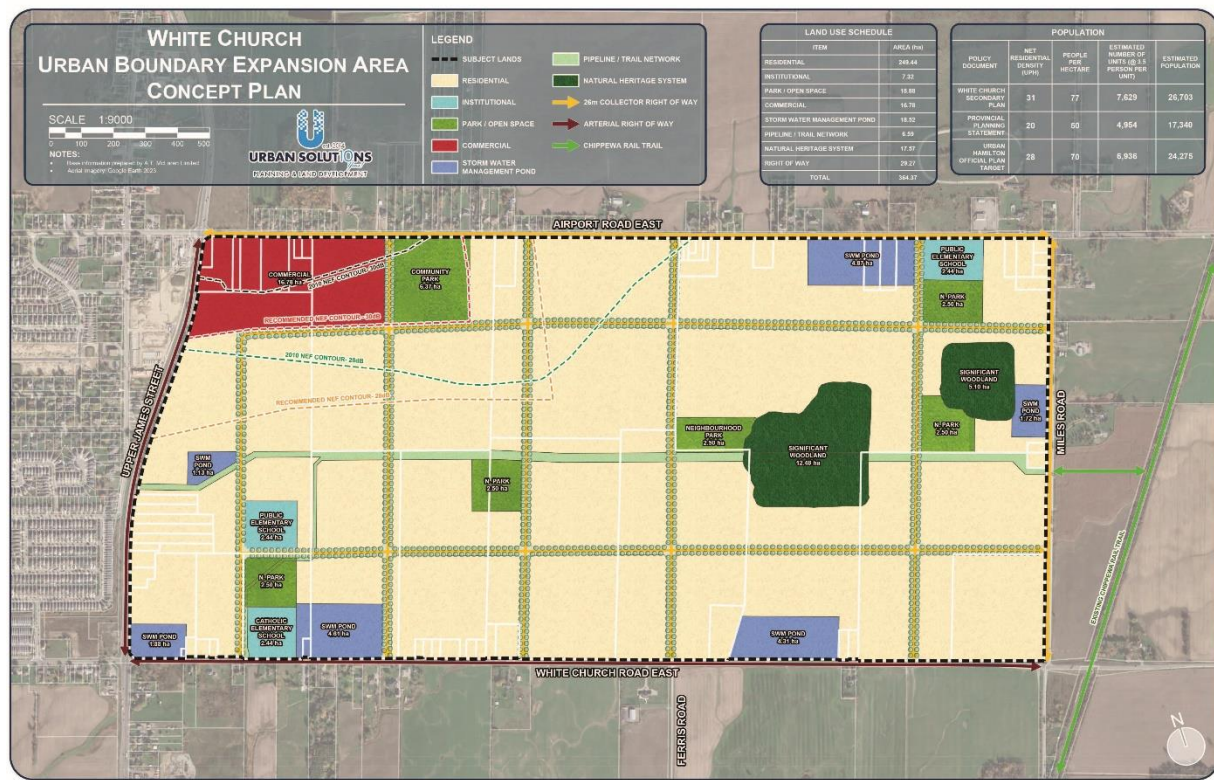


White Church Urban Boundary Expansion Applications Public Engagement Summary Report

May 2025

Prepared by the City of Hamilton Planning & Economic Development Department



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Executive Summary

This report summarizes consultation and engagement completed by the City of Hamilton from March to April 2025 to receive feedback on the privately initiated Official Plan Amendment applications, which seeks to bring the White Church lands into the City of Hamilton's Urban Boundary (the "White Church UBE Application"). The applications were submitted by the Whitechurch Landowners Group on March 5, 2025, and deemed complete on March 12, 2025. The applications seek to bring approximately 364 hectares of land into the urban boundary with the intent to use the lands to accommodate approximately 7,600 residential units.

The City of Hamilton provided several opportunities for public input, separate from the Statutory Public Meeting, on the White Church UBE Application through two open houses (one virtual and one in-person) in addition to the Applicant's own open house, and through the receipt of questions and comments via a dedicated email monitored by the Urban Boundary Expansion planning team. The public was given a deadline of April 28, 2025, to submit comments and questions regarding the applications. Any submissions received after this date are included in Attachment 1. City staff also used a variety of communication methods to keep the public informed about the applications' status, including through the City's website, mail outs to property owners within 400 metres of the White Church lands, an urban boundary expansion email notification list, newspaper ads, and through invitations to elected officials who could further inform their constituents about the applications. The City's consultation respecting these lands received strong public interest and input with approximately 250 open house attendees (total for both open houses) and 98 comments and questions received about the White Church UBE Application across all City-led consultation methods. While approximately 60% of comments and questions were neutral, over a third (39%) were opposed and two percent (2%) were supportive.

The areas of greatest concern that were voiced included:

- Impacts to Agricultural Land (23 comments)
- Infrastructure Needs (23 comments)
- Fiscal Impact to the City (21 comments)
- Built Form and Density Objectives (19 comments)
- Contribution to Climate Change and Natural Disasters (17 comments)
- Impacts to Natural Heritage (14 comments)
- Increased Traffic (8 comments)

By contrast, feedback demonstrating support for the applications focused primarily on:

- Economic Benefit (1 comment)
- Improved quality of life (1 comment)
- Increased housing stock (1 comment)

Staff recommendations regarding the White Church UBE Application will be provided through a staff report at the Statutory Public Meeting, which will be held at Planning Committee on June 25, 2025. There will also be an opportunity for public participation at this meeting.

Background

Provincial Planning Statement and Bill 185

In 2024, the Province enacted significant policy and legislative changes impacting when and how urban boundary expansion matters are considered and approved through the adoption of the Provincial Planning Statement and *Bill 185, Cutting Red Tape to Build More Homes Act, 2024*. Specifically, these changes:

- Removed Provincial policy requirements that municipalities must undertake a municipal comprehensive review before considering urban boundary expansions over 40 hectares, allowing for privately initiated urban boundary expansion applications at any time, size, or location, provided the lands were outside of the Greenbelt Area; and,
- Amended the *Planning Act* to allow applicants to appeal Council's refusal or non-decision on urban boundary expansion applications to the Ontario Land Tribunal.

Draft Framework for Processing and Evaluating Urban Boundary Expansion Applications

In response to these Provincial changes, staff prepared a Draft Framework for Processing and Evaluating Urban Boundary Expansion Applications ("Draft Framework") with input from other City Departments and Dillon Consulting, who provided technical guidance on suitable submission requirements based on the new Provincial Planning Statement, 2024. This Draft Framework is intended to guide how privately initiated urban boundary expansion applications are assessed by establishing a clear and fulsome process for review, while ensuring transparency and providing opportunities for public input. The Draft Framework was used as a guide in assessing the subject applications for completeness and was used to encourage an enhanced public engagement process through the provision of additional notice signs on the subject property and the holding of both applicant and City-led open houses.

White Church Urban Boundary Expansion Application

The White Church UBE Application was submitted by the Whitechurch Landowners Group on March 5, 2025, and deemed complete on March 12, 2025. The applications seek to bring approximately 364 hectares of land into the urban boundary with the intent to use the lands to accommodate approximately 7,600 residential units. While the distribution of specific land uses will be established later through a Secondary Planning process, a preliminary Concept Plan has been provided to demonstrate a potential layout for the future development of the White Church Lands. The Concept Plan includes approximately 250 hectares of residential development, areas dedicated for parks and open space, retention of natural heritage systems, additional roadways connecting to the existing road network, and approximately 17 hectares for new commercial lands.

As the White Church UBE Application was received before the Draft Framework was formally adopted by Council, the City cannot legally apply the requirements of the Draft Framework to the applications. City staff have, however, used the Draft Framework as a guide to help staff in their review of the proposal. Should the lands come into the urban boundary by a decision of Council and/or the Ontario Land Tribunal (OLT),

Secondary Planning would be required in addition to several development applications, such as a Zoning By-law Amendment and a Plan of Subdivision. Updates to the Transportation Master Plan and Water and Wastewater Master Plan would also be required.

Engagement

Under the *Planning Act*, an Official Plan Amendment must be considered by Council within 120 days, after which the applicant is permitted to appeal to the OLT, if a decision has not been made.

This results in a limited timeframe within which community engagement on the proposal can be conducted by the City. During this timeframe, and in advance of the Statutory Public Meeting of Planning Committee and Council to be held on June 25, 2025, the City undertook a series of efforts aimed at gathering input from the public on both the White Church UBE Applications as well as the Elfrida urban boundary expansion applications. These included:

- An in-person open house on April 14, 2025, with City staff from a variety of departments available to answer participants' questions. This open house was held at the Hamilton Convention Centre and was attended by approximately 100 people. The open house used a drop-in format and took place from 7:00pm to 9:00pm. Background materials were shared with the public on panels, and summaries of key reports were provided as printouts for members of the public to be able to take home. These summaries were also made available on the City's website and can be seen in Appendix C.
- A virtual open house on April 17, 2025, with City staff from a variety of departments available to answer participants' questions. This open house was held on the Teams platform and was attended by approximately 145 people. The open house took place from 7:00pm to 9:00 pm, during which time City staff provided a short presentation on both applications, followed by a Q&A period for each proposal.
- The collection of public comments through a dedicated email (urbanboundary@hamilton.ca) up to April 28, 2025. This opportunity was advertised on the City's website, through public notices (mailed, emailed, and in the newspaper), as well as through both open houses. City staff received 15 public comments about the White Church applications through this email.

Additionally, the applicant held their own virtual open house. The City's consultation respecting these lands received strong public interest and input with approximately 100 comments and questions received about the White Church UBE Application across all City-led consultation methods.

Communication Methods

Webpage

City staff prepared a webpage on the City's website entitled "[UBE Application: White Church](#)", which included a description of the proposal, the applications' status, pertinent updates about the application process and opportunities to provide feedback. It also included a copy of the applications and associated materials, including staff developed summaries of key materials. A recording of the April 17, 2025, virtual open house presentation, alongside digital copies of the information panels from the public open house were posted on the webpage following completion of these two events.

Mail Out to Property Owners

The City mailed a Notice of Complete Application to all property owners within 400 metres of the White Church lands on March 28, 2025 (Appendix A to this Summary Report). This Notice included background information about the applications, an overview of the application process, details about the open houses and the Statutory Public Meeting, and directions for accessing associated materials and submitting questions and comments to the City.

Urban Boundary Expansion (UBE) Notification List

A notification list was created to share updates with the public about the Draft Framework for Processing and Evaluating Urban Boundary Expansion Applications, about privately initiated urban boundary expansion applications, and about meetings related to privately initiated urban boundary expansion applications. Members of the public were invited to sign up for this notification list through the City's website during consultation events and through related communications.

Newspaper Advertisements

The City posted two newspaper ads in The Hamilton Spectator on April 4, 2025, and April 11, 2025, to notify the public of the open houses for the White Church urban boundary expansion applications (Appendix B to this Summary Report). The newspaper ads contained background information about the applications, details about the open houses and the Statutory Public Meeting, and directions for accessing associated materials and submitting questions and comments to the City.

Invitations to Elected Officials

City Council members were informed of all public engagement events on the applications through Communication Updates.

What We Heard

This section provides a high-level summary of the main themes heard throughout the public engagement activities respecting the White Church lands being part of the City of Hamilton’s urban boundary. Comments and questions received by City staff can be viewed in Appendices A-C to this Summary Report. Public engagement efforts were intended to provide information about the applications to the public while offering an opportunity for participants to ask technical questions of City staff and provide comments on the applications to the City to be considered in its review.

The information shared with the public was based on the materials submitted by the applicant and did not include any staff opinions on its merits.

Table 1 contains a summary of the types of responses (including both questions and comments) received. Please note that because consultations were conducted jointly with the Elfrida urban boundary expansion applications, a notable number of comments and questions received applied to both applications.

Table 1: Total Public Consultation Responses by Type (Received Between March and April 2025)

	Total Responses	Emails	In-person Open House (Comment Cards)	Virtual Open House (Written Q&A)
Total Responses	98	15	29	54
Opposed	38 (39%)	13	21	4
Support	2 (2%)	1	1	0
Questions/No Clear Position on Applications	58 (59%)	1	7	50

Feedback Highlighting Concerns

Comments and questions submitted by the public that highlighted concerns associated with the White Church urban boundary expansion applications focused on a wide variety of topics. The main themes which emerged included the following:

- **Impacts to Agricultural Land (23 comments):** Respondents expressed opposition to the conversion of agricultural lands for urban development, citing the loss of productive farmland and the potential adverse effects on adjacent agricultural operations. Concerns were raised regarding both the immediate and long-term impacts of reduced agricultural land supply in the City.
- **Infrastructure Needs (23 comments):** Respondents raised concerns regarding the City of Hamilton's current infrastructure deficit, noting that existing maintenance and repair needs are already significant. They emphasized that expanding the urban boundary to accommodate new development would worsen existing infrastructure pressures and divert municipal resources and capacity away from established areas.
- **Fiscal Impact to the City (21 comments):** Respondents identified concerns regarding the anticipated costs to the City that would be associated with accommodating the proposed development, including the need for expanded servicing infrastructure, new educational facilities, emergency services, and transit extensions. They also expressed fear that these financial burdens would ultimately be borne by taxpayers.
- **Built Form and Density Objectives (19 comments):** Respondents indicated that the proposed development is inconsistent with the City's stated objectives to maintain a firm urban boundary and to promote increased density within the existing urban area. They highlighted concerns that the proposal would undermine efforts to achieve diverse housing forms, walkable development patterns, and the creation of complete communities.
- **Contribution to Climate Change and Natural Disasters (16 comments):** Respondents argued that the proposed development would negatively impact the City's climate change mitigation and adaptation goals. Specific concerns included increased automobile dependency leading to higher greenhouse gas emissions and loss of carbon-sequestering agricultural and natural heritage lands. Respondents also questioned the potential for increased flood risks as a result of the above-noted concerns and the inadequacy of the developer's proposed infrastructure and mitigation measures.
- **Impacts to Natural Heritage (14 comments):** Respondents identified a range of potential adverse effects on natural heritage features, including the loss of wetlands, floodplains, forested areas, green spaces, and wildlife habitats, which can result in wildlife displacement. There were calls for the preservation of existing natural heritage systems, including well-connected ecological corridors, as well as stronger protections for existing resources, and rigorous technical review of studies submitted by the applicant.
- **Increased Traffic (12 comments):** Respondents raised concerns about significant increases in local traffic volumes resulting from the proposed development. They noted that existing congestion would be exacerbated.

Feedback Demonstrating Support

Comments and questions submitted by the public that demonstrated support for the White Church UBE Application were limited, with two comments noting positive aspects of the applications. These comments noted the following potential benefits to approving the applications:

- **Economic Benefit (1 comment):** The respondent expressed general optimism that the development would contribute positively to the City's economic well-being.
- **Improved quality of life (1 comment):** The respondent noted their belief that the development would bring associated benefits with it, including faster transit, better road quality, better commercial opportunities, and better parks and playgrounds.
- **Increased housing stock (1 comment):** The respondent expressed a desire to see the City invest in creating more housing to address the existing housing shortage, instead of prioritizing protecting the land.

Questions Raised through the Consultation Process

Through the consultation process, participants raised questions related to the applications and to the development process; the potential impacts to the subject lands and surrounding roads and properties; and the upgrades to City infrastructure required to accommodate the proposed development. The questions posed by participants have been summarized, combined, and listed below alongside responses from City staff.

The table below provides an overview of common questions and answers associated with the White Church UBE Application, as well as urban boundary expansion applications, in general. It is important to note that the responses in the tables below summarize information that was provided by staff at the open houses prior to City staff completing their review of the applications. As a result, for a complete understanding of City staff's comments please refer to the Recommendation Report on the applications.

Infrastructure Needs¹

#	Question	City Staff Response Provided at Open House
1	How will downstream impacts on water, wastewater, and stormwater infrastructure be assessed for Urban Boundary Expansion applications?	<p>City staff are reviewing the Functional Servicing Report with regards to water distribution and wastewater collection. An initial review demonstrated that the consultant did not complete any modelling or a water main hydraulic analysis to allow staff to determine whether there is enough water pressure, volume, or fire flow in the area to support development of the lands, or if there is sufficient capacity in the wastewater system to accommodate potential wastewater generation. City staff will make comments based on the information provided in the Functional Servicing Report submitted by the applicant to determine if they have adequately demonstrated that there is existing or planned capacity within the City's Water, Wastewater, and Stormwater systems.</p> <p>At this time, the City is not aware of specific details regarding the location and timing of installation for related infrastructure; however, they are aware that, if the applications were approved, wastewater would rely on the new Dickenson Trunk that is under construction as well as the Upper Centennial trunk. This land was not included in the design for those trunk sewers, however, so the impacts of the applications on the overall system would need to be evaluated as associated upgrades were designed to accommodate intensification within the urban area and did not have these lands in mind.</p>
2	How will downstream transportation impacts be assessed?	<p>Transportation review considers identified land uses, their associated trip generation, and multimodal connectivity (cycling, pedestrian, transit). A high-level review of impacts on key transportation corridors is conducted at this stage, while intersection-level details would follow in later development stages.</p> <p>With regards to public transit, the submitted Concept Plan is compared to what is already planned for transit by the City to determine what the associated cost for items like extra buses and higher frequency trips would be.</p>
3	How and when are stormwater management strategies reviewed?	The applicant has provided high-level stormwater strategies, advising that more detailed designs will be completed at the Secondary Planning stage. The applicant submitted a phase one Subwatershed Study, and City staff are looking at this to see if the applicant can demonstrate that they have thoroughly thought about the strategies that are available to them and demonstrated the applicability of those strategies on the subject lands and surrounding lands.

¹ Please note that the responses in the following tables offer a summary of the answers provided to questions posed by the public at the virtual open house. Formal comments associated with these applications will be contained in the Planning Report to be submitted to Planning Committee at the Statutory Public Meeting on June 25, 2025.

#	Question	City Staff Response Provided at Open House
4	How are broader infrastructure costs outside of the proposed expansion area considered?	As it stands right now, local infrastructure required to support lands outside the urban boundary will need to be paid by developers. The specifics of what broader infrastructure improvements would be required has not been determined but staff note that any development of these lands would include a development charge component to pay for those larger citywide type facilities.
5	How are the impacts of climate change and the rising frequency and severity of storm events considered through the review of these applications?	Stormwater management methods proposed by the applicant must account for increased severity and frequency of storm events, as reflected in City and Provincial standards. The 5-year review for sewers is very technical and is how all storm water sewer systems are designed in Ontario. However, the City does consider the potential for major events like Hurricane Hazel through the use of overland flow routes which incorporate the road network and natural outlets such as creeks and rivers.
6	Where in the review might private wells be accounted for and what would potential protection measures look like?	Private wells are in the category of source water protection. There are strict Provincial guidelines with respect to environmental and social protection. This would be related to a review of groundwater hydrogeology and ensuring that the drinking water supply is protected.
7	How are traffic impacts, especially escarpment crossings, considered?	<p>Staff review will look at the capacity and constraints in the existing and planned road network, including escarpment crossing. The review would also consider the Transportation studies that were provided by the applicant.</p> <p>Specific details about infrastructure updates will not be determined until the Secondary Planning phase, which would commence if the applications are approved.</p>

Impacts to Agricultural Lands, Natural Heritage Lands, and Cultural Heritage

#	Question	City Staff Response Provided at Open House
8	How are impacts to agricultural lands assessed?	<p>An Agricultural Impact Assessment has been provided by the applicant and is being reviewed by City staff and peer reviewers to determine the nature of the impacts to the agricultural lands which comprise a portion of the subject lands, as well as those agricultural lands that are adjacent to the subject lands. Staff's recommendation regarding the applications will take these impacts into consideration. Additionally, while the necessary phasing of development will delay some of the agricultural lands' conversion, impacts are considered permanent if expansions are approved.</p> <p>A breakdown of the current agricultural land uses on the subject property can be found in the Agricultural Impact Assessment, which was submitted by the Applicant.</p>
9	How can City staff's review of the proposed development plan help to minimize or mitigate conflicts with surrounding agriculture and natural heritage land uses?	<p>With respect to agricultural lands, the review of the applicant's Agricultural Impact Assessment includes both the impact on existing agricultural lands within the proposed expansion area as well as the impact the expansion would have on surrounding agricultural operations (including livestock).</p> <p>With respect to natural heritage land uses, City staff are reviewing the studies submitted by the applicant against the applicable Provincial and Municipal natural heritage policies. Mitigation measures may include the use of subdivision design and density and lot patterns at the periphery areas, as well as building design and layout. They could also include the use of open space and landscape design towards the periphery as well as trail systems that are designed to buffer between land uses.</p> <p>City staff will review the applicant's submissions (e.g., Agricultural Impact Assessment, Phase one subwatershed study, etc.) and also conduct a peer review to assess their appropriateness.</p>
10	Much of the land in the applications' area has and is being used to grow sod. Is this considered agriculture use?	<p>According to the Agricultural Impact Assessment submitted by the applicant, approximately 30% of the subject lands are used for sod production. According to the City of Hamilton's Rural Hamilton Official Plan, agricultural use "means the growing of crops, including nursery and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures, including accommodation for full-time farm labour when the size and nature of the operation requires additional employment."</p> <p>Consequently, as a horticultural crop, sod would be considered an agricultural use under this definition.</p>

#	Question	City Staff Response Provided at Open House
11	How does the City balance the priorities regarding agricultural protection, natural heritage, and climate change with urban boundary expansion applications?	In terms of balancing priorities, staff will assess the applications against the requirements of the Provincial Planning Statement, the City's urban growth strategy, and existing Official Plan policies to ensure it aligns with their goals. Additionally, the Draft Framework for Processing and Evaluating Urban Boundary Expansion Applications was created to help ensure a comprehensive review of potential impacts on these areas. These policies and frameworks work together to implement the City's goals, as they relate to climate change mitigation and adaptation, the protection of agricultural and natural heritage lands, and the development of complete communities.
12	How are natural heritage features protected?	A Phase One Subwatershed Study was provided by the applicant. This document helps to evaluate the natural features and the impacts that the development may potentially have on those features. Staff have a list of considerations that are taken into account when evaluating urban boundary expansion applications, but natural heritage features are also protected at the Secondary Plan stage and discussed at an Ontario Land Tribunal if the applications are appealed.
13	Do the applications also consider the impacts to natural heritage features on surrounding lands or are they just focused on those development envelopes?	<p>A phase one Subwatershed Study or similar document was requested from the applicant and is intended to directly analyze the potential impacts and mitigation measures on the subject lands, as well as a buffer area on downstream systems and nearby lands as well. The extent of the buffer depends on the applications and guidelines from the Ministry of the Environment, Conservation and Parks.</p> <p>As staff review the phase one Subwatershed Study, Environmental Impact Study, and Preliminary Tree Management Plan provided by the applicant, they will determine whether this study has adequately considered the potential impacts to natural heritage features on and around the subject lands.</p>
14	How are natural heritage features treated within this planning process?	<p>The natural heritage features on the subject lands are considered at this stage in terms of things like constraints, their significance, and how they could be protected. The City will assess whether the applicant's proposed protections would be sufficient if the applications were to move further along the planning approval process.</p> <p>Additional parkland provisions would be detailed in Secondary Plans, though the Concept Plan provided by the applicant demonstrates a vision for the subject lands.</p>
15	What happens should the developer choose to amend a designation for a	Staff will assess the natural heritage protection policies that the applicant put into their Official Plan Amendment applications. If the lands do come into the urban boundary, there will need to be Secondary Plan policies pertaining to climate change and natural heritage. Staff will consider those policies as well as others regarding natural heritage protection and the direction on natural heritage protection from the

#	Question	City Staff Response Provided at Open House
	core area within the Natural Heritage System?	Provincial Planning Statement (2024) when assessing the applicant's proposed Official Plan Amendment and urban boundary expansion applications.
16	How does the City consider climate impacts and their costs to taxpayers?	<p>The City of Hamilton has declared a climate emergency and has undertaken several different related initiatives to plan for a changing climate – most notably the City's Climate Action Strategy. Specific to land development, the City has also developed Green Building Standards for new construction, and Green Standards as well as Guidelines for Site Servicing. Additionally, an Energy and Climate Change Assessment Study was submitted and is being peer reviewed.</p> <p>These policy documents will be used in the evaluation of the White Church proposal, both at this stage as well as future development application stages (i.e., Secondary Planning, Draft Plan of Subdivision, etc.).</p>
17	How is cultural heritage protection addressed through the review of these urban boundary expansion applications?	A Cultural Heritage Impact Study was submitted by the applicant and is currently being reviewed by Cultural Heritage staff to determine if sufficient information has been provided and whether next steps have been appropriately identified for the protection of cultural heritage assets. If the applications were approved and the urban boundary expanded, then a more detailed plan to ensure the protection of cultural heritage would be developed through a Secondary Plan.

Built Form and Density Objectives

#	Question	City Staff Response Provided at Open House
18	How were the density targets for the development determined and are they potentially higher than they should be?	<p>The Provincial Planning Statement encourages fast growing municipalities like Hamilton to plan new greenfield areas to plan for a target of 50 people and jobs per hectare and the Urban Hamilton Official Plan establishes a target of 60 people and jobs per hectare for existing greenfield areas within the City.</p> <p>The materials submitted by the applicant for the White Church expansion area exceed these targets, at 77 people per hectare. This means that the lands would be planned for more medium-density residential developments than what is currently being developed in new neighbourhoods.</p> <p>Through the City's review of the applications, staff will comment on the implications of this density on the City's overall growth strategy, including impacts to existing infrastructure and the City's targets directing intensification of the built-up area.</p>
19	Are multi-storey buildings proposed within the proposed development?	<p>At this stage, the applicant has provided a Concept Plan that shows some preliminary renderings of what the housing types may be; however, this plan may change should the applicant move through future development planning processes.</p> <p>The existing Concept Plan includes 249.44 hectares of primarily low and medium density residential development, with 16.78 hectares of commercial space. The plan also includes institutional, parks and open space, trails, stormwater management ponds, and an internal road network. The greenfield area after the required exclusion of the natural heritage lands amounts to approximately 346.80 hectares. The estimated population of the White Church Urban Boundary Expansion Area is 26,703 based on a gross density of 77 people per hectare (excluding natural areas).</p>
20	Can you give an example of a medium-density development to help visualize the proposed development?	<p>It is more accurate to consider how the applicant has framed the visioning for their applications as opposed to considering examples within the existing urban area. Interested parties may take a look at some of the conceptual material provided by the applicant showing the proposed development.</p>

#	Question	City Staff Response Provided at Open House
21	How do expansions align with the City's goals for creating sustainable and complete communities?	Staff have not yet completed their evaluation of the potential impacts of the applications on the City's sustainable and complete community policies and considerations established in the Draft Framework for Processing and Evaluating Urban Boundary Expansion Applications. Staff recommendations will be provided through a staff report at the Statutory Public Meeting, which will be held at Planning Committee on June 25, 2025.
22	Why is the City considering an Urban Boundary Expansion at this time?	The City is required to consider these applications as a result of Provincial changes that occurred through Bill 185 and the Provincial Planning Statement in late 2024. These changes now allow private applications to expand urban boundaries. Under these Provincial changes, privately initiated applications are permitted outside a City led Municipal Comprehensive Review. Additionally, if a municipality denies an application or fails to make a decision, the applicant can appeal to the Ontario Land Tribunal, who would then be responsible for making a decision.
23	The applicant suggests there is a land shortage, but City staff say this may not be the case. What is the context of those previous opinions and some of the regulatory changes that have led to this situation?	<p>Previous work, including the GRIDS2 strategy, was completed in conformity with the Provincial Growth Plan and the Provincial Policy Statement, 2020 (PPS) in effect at the time to plan for the City's forecasted population and employment growth to the year 2051, as established by the Province. Through this process, City Council adopted a firm urban boundary growth strategy whereby no new lands are to be added to the urban boundary to accommodate this forecasted growth.</p> <p>Since then, the Growth Plan and Provincial Policy Statement have been replaced by the 2024 Provincial Planning Statement. Under the new Provincial Planning Statement, municipalities are directed to use Ministry of Finance population projections, with adjustments as needed. These projections are higher than the Growth Plan population forecasts. However, the new Provincial Planning Statement states that until a new or updated Official Plan is approved, municipalities may continue using the growth forecasts in their current Official Plans.</p> <p>It is important to note that the City has made significant efforts to support intensification within the existing urban boundary. Further context will be provided in the Recommendation Report, following a peer review of the urban boundary expansion submissions.</p>

Fiscal Impact to the City

#	Question	City Staff Response Provided at Open House
24	What does it cost the City of Hamilton to process urban boundary expansion applications and to manage the proposals?	Financial considerations associated with urban boundary expansion applications include application fees, staffing implications and costs associated with Ontario Land Tribunals hearings. Specific to application fees, Council approved a new graduated fee structure that increases based on the area of the proposed expansion area. The new fees were calculated based on the principle of full cost recovery and with input from City departments on anticipated time spent reviewing expansion applications. Staff will be monitoring time spent on processing urban boundary expansion applications to ensure they are reflective of the staff time it takes to process this type of application.
25	Is the City concerned about funding infrastructure for expansions?	<p>Yes, the City is concerned about the cost of infrastructure. Staff will be analyzing whether there is sufficient existing or planned capacity within the current system, which is a Provincial Planning Statement criterion. This is also why a Financial Impact Analysis was required as part of the applications to determine whether the expansion would have a net positive or negative impact on the City's infrastructure deficit. The City is having the applicant's Financial Impact Analysis peer reviewed.</p> <p>There are also specific policies within the Development Charges By-law that suggest any infrastructure required to support growth outside the current existing urban boundary should not be covered by development charges, but rather directly by the developers.</p>
26	Has staff or a consultant ever completed a review to determine to long-term cost of building more infrastructure vs. infill development. Or is this something that has been planned?	<p>As part of the City's Growth Related Integrated Development Strategy (GRIDS2), the City did commission a Technical Memo from Watson & Associates titled "GRIDS2: Ambitious Density vs. No Urban Boundary Expansion – Fiscal Considerations" which was considered by Council in 2021 through staff report PED2417010(o) – How Should Hamilton Grow.</p> <p>The memo noted several considerations related to the long-term costs of both intensification and greenfield development, including the anticipated higher capital costs of replacing or upgrading aging infrastructure within the built-up area—costs that may be difficult to fully offset through development charges—as well as the ongoing financial implications of assuming and maintaining new infrastructure in greenfield areas over the long term. The Draft Framework for Processing and Evaluating Urban Boundary Expansion Applications establishes considerations for the City's review of the applicant's Financial Impact Analysis to understand the long-term fiscal implications to the City assuming new greenfield infrastructure from both a capital and operational perspective.</p>

Application Process

#	Question	City Staff Response Provided at Open House
27	How are Indigenous consultations handled with relation to these applications?	In the Draft Framework for Processing and Evaluating Urban Boundary Expansion Applications, staff have encouraged the applicant to reach out prior to making the applications. Staff also circulate the applications to the Indigenous communities to provide an opportunity for comments.
28	How are urban boundary expansion applications related to previous Provincial policy changes, such as those related to the Greenbelt and changes to Hamilton's urban boundary?	<p>When the city adopted its Urban Hamilton Official Plan, it was based on a no urban boundary expansion growth strategy. That Official Plan went to the Province for approval and the Province ultimately approved the Official Plan under the Provincial Policy Statement and Growth Plan with the adoption of Bill 150 in December 2023.</p> <p>The changes the Province made in terms of removing lands from the Greenbelt Plan were separate from the City of Hamilton's Official Plan update, and those changes have been reversed by the Province.</p> <p>Following this, the Provincial Policy Statement (2020) was replaced with the Provincial Planning Statement (2024), which now allows for private urban boundary expansion applications outside of the municipal comprehensive review process. Bill 185 also came into effect in June 2024, which now allows applicants to appeal a non-decision or denial of their urban boundary expansion applications to the Ontario Land Tribunal.</p> <p>The lands that are outside of the Greenbelt Area and outside of the current urban boundary are referred to as Whitebelt lands, which includes the White Church urban boundary expansion lands.</p>
29	How are city staff involved with the Ontario Land Tribunal and how does the Ontario Land Tribunal come to its decision?	<p>If City Council denies or does not make a decision on an application within the legislated timeframes, the applicant may appeal that decision, or lack of decision, to the Ontario Land Tribunal. City staff would serve as experts representing the City. There is also an opportunity for the City's legal counsel to retain external expert witnesses to provide evidence.</p> <p>The Tribunal would consider all evidence provided by both the applicant and the City at a hearing and make a ruling on whether the applications are consistent with Provincial policy.</p>
30	Can the City challenge an Ontario Land Tribunal decision?	<p>As a Party to the Ontario Land Tribunal hearing, the City could request a review if the applications are approved. However, the Ontario Land Tribunal will only consider a review if the City can show that the Ontario Land Tribunal:</p> <ul style="list-style-type: none"> • Acted outside its jurisdiction;

Application Process

#	Question	City Staff Response Provided at Open House
		<ul style="list-style-type: none"> • Violated natural justice or procedural fairness (e.g., lack of notice, bias); • Made a material error of fact or law; • Relied on false or misleading evidence that could have changed the decision; or • Has new, credible information that was not previously available and could have affected the outcome. <p>In short, a review can only be requested based on errors in procedure or evidence, not simply disagreement with the decision. Appeals to Divisional Court are also possible, but only on questions of law, not questions of fact.</p>
31	How are peer reviews managed?	<p>The City retains subject matter consultants to undertake peer reviews for studies where City staff do not have expertise. The cost of the review is paid for by the applicant.</p> <p>The peer reviews for White Church and the consultants completing them are listed below:</p> <ul style="list-style-type: none"> • Agricultural Impact Assessment (Dillon Consulting) • Commercial Impact Assessment (Tate Economic Research) • Land Needs Analysis (Watson & Associates) • Financial Impact Analysis (Watson & Associates) • Noise Feasibility Study (EXP) • Odour Impact Study (EXP) • Energy and Climate Change Assessment (Dillon Consulting Limited)
32	If someone owns land within the urban boundary expansion applications but is not presently a participant, will they be able to submit for development if the subject lands are approved?	<p>If the urban boundary expansion applications are approved by the City and/or the Ontario Land Tribunal, the lands would be brought into the urban boundary and all lands within the area would be subject to additional planning processes including secondary planning, zoning, and subdivision approvals before any development occurs.</p> <p>For landowners whose land is outside the urban boundary expansion applications who are interested in bringing their land into the urban boundary, a separate application must be submitted to the City.</p>
33	What steps have been taken to ensure meaningful public consultation through	<p>Council has only 120 days under the <i>Planning Act</i> to make a decision on the applications before the applicant can appeal to the Ontario Land Tribunal, with the deadline falling in early July. This limited timeframe restricts the opportunity for public consultation.</p>

#	Question	City Staff Response Provided at Open House
	the review of these applications?	<p>Nevertheless, there have been several opportunities for public participation, including through the applicant's own virtual open house, as well as the City's two open houses—one in person and one virtual. The City also collected public comments in March and April 2025, which will be incorporated into a staff report to Council.</p> <p>Staff also gathered input from other City departments, Public Agencies and First Nations, who have been circulated the applications for review. Signs have been posted on the subject lands, and notice has been provided to properties within 400 metres. Updates are shared with subscribers to the Urban Boundary Expansion mailing list, which includes individuals who participated in the earlier GRIDS 2 municipal comprehensive review process. And finally, there will also be an opportunity for public participation at the scheduled Statutory Public Meeting on June 25th, 2025.</p>
34	What is the timeline for these applications?	<p>The applications were deemed complete in March 2025 and Council's decision is targeted for June 25, 2025, as a result of the 120-day review window that is imposed by the Province. If the applicant appeals to the Ontario Land Tribunal, the appeal process is likely to take some time. If Council or the Ontario Land Tribunal approves the applications, a Secondary Plan would have to be established for the area before zoning permissions can be established for new construction, in addition to the requirement for a Draft Plan of Subdivision application.</p>
35	Who can impacted residents contact for updates on construction plan?	<p>At this time construction is very far out; however, for the initial review phase and future development applications, Ontario Land Tribunal hearings and Secondary Planning, the City has a dedicated team working on urban boundary expansion applications. This team can be contacted at urbanboundary@hamilton.ca.</p> <p>Additionally, specific information about urban boundary applications, including submitted studies, can be found at http://hamilton.ca/UBE.</p>

Appendix A – Notice of Complete Application Mailout



NOTICE

March 20, 2025

Notice of Complete Application and Seeking Comments for an Official Plan Amendment Application

The City of Hamilton's Planning and Economic Development Department has received an application for an Official Plan Amendment for:

Multiple Addresses – Glanbrook (known as White Church Lands)
Refer to Location Map Enclosed

Purpose and Effect of Application

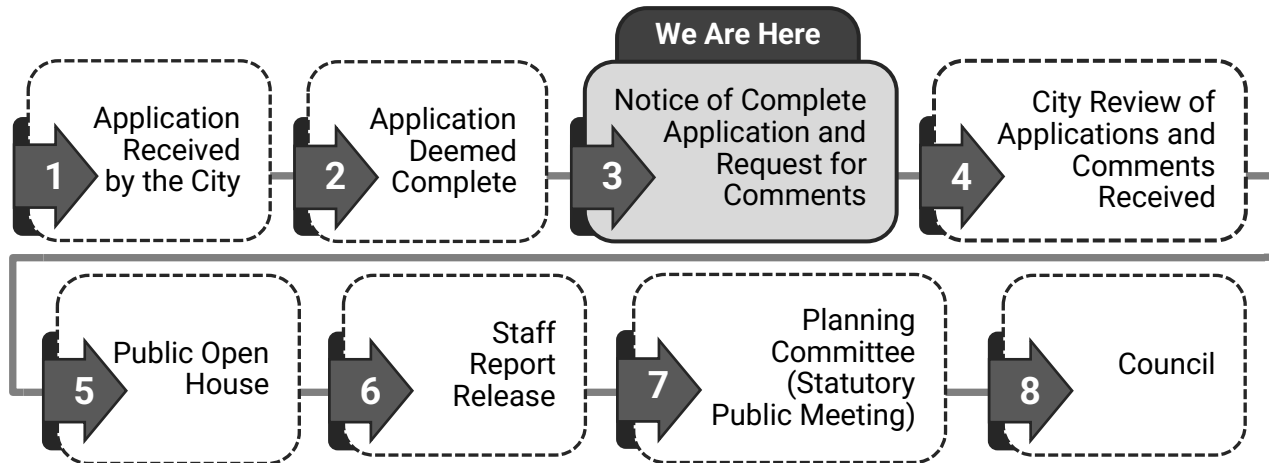
Urban Official Plan Amendment/ Rural Official Plan Amendment (File No. UHOPA-25-004/ RHOPA-25-005) Urban Boundary Expansion

The purpose of this Official Plan amendment application is to facilitate the inclusion of the subject lands in the City's urban boundary. The proposed urban boundary expansion area is approximately 364 hectares in size and could accommodate approximately 7,629 residential dwellings as well as commercial, institutional and recreational uses. If approved, more detailed land uses would be determined through a Secondary Plan.

Application Details

Application File Number(s):	UHOPA-25-004/ RHOPA-25-005
Application Type(s):	Urban Hamilton Official Plan Amendment/ Rural Hamilton Official Plan Amendment
Owner / Applicant:	Whitechurch Landowners Group Inc. c/o Helen Mihailidi, A.S.O
Agent:	UrbanSolutions Planning & Land Development Consultants Inc. c/o Matt Johnston
Deemed Complete Date:	March 12, 2025
Public Open House	Date/Location to Be Determine
Statutory Public Meeting Date:	June 25, 2025

Process



This notice is the first step in the process and this is an opportunity for you to provide any comments you may have early in the process. A separate notice will be mailed advising of the Open House date

Public Input

The proposed Official Plan Amendment including supporting information, are available at www.Hamilton.ca/UBE/ or by contacting **Dave Heyworth, A/Director and Senior Advisor – Strategic Growth**, at the contact information below, between the hours of 8:30 a.m. and 4:30 p.m., Monday to Friday, with reference to the address or file numbers.

In addition to the Statutory Public Meeting at Planning Committee, the City will be scheduling an Open House to provide the public with opportunities to learn about the applications, ask questions of City staff and provide input. The date/location of the Open House will be provided in a subsequent notice.

Before a staff report is completed for Council consideration, we are extending an opportunity to you to make comments. Any written comments received by the Department prior to **April 28, 2025**, will be published as part of the staff report. Please forward your comments to:

Dave Heyworth, A/Director and Senior Advisor – Strategic Growth
City of Hamilton
Planning and Economic Development Department
71 Main Street West, 7th Floor, Hamilton, ON, L8P 4Y5
E-Mail: urbanboundary@hamilton.ca

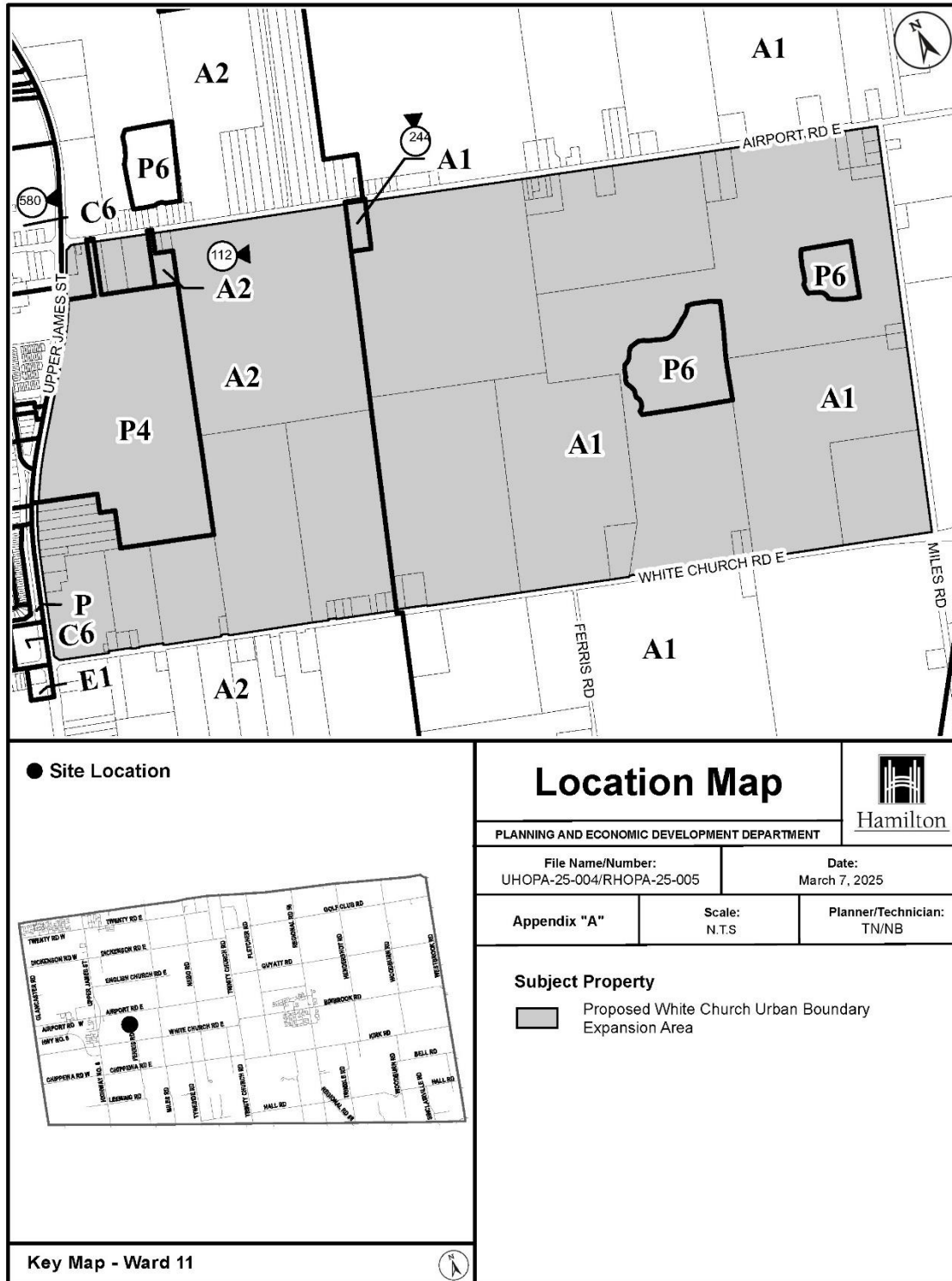
Additional Information

If you wish to be notified of the decision of the City of Hamilton on the proposed Official Plan Amendment you make a written request to the Legislative Coordinator, Planning Committee, City of Hamilton, 71 Main Street West, 1st Floor, Hamilton, ON, L8P 4Y5, or by email to clerk@hamilton.ca.

Collection of Information

Information respecting this application is being collected under the authority of the *Planning Act*, R.S.O. 1990, c.P.13. All comments and opinions submitted to the City of Hamilton on this matter, including the name, address and contact information of persons submitting comments and/or opinions, will become part of the public record and will be made available to the Applicant and the general public **and will appear on the City's website unless you expressly request within your communication that City remove your personal information.**

Location Map



Appendix B – Notice of Public Open Houses Newspaper Advertisements

Education

CONTINUED FROM A1

education plan (IEP) and require accommodations, like extra time on tests, Kovach said.

Staff are working to reduce that rate, Kovach said, noting they recognize that barring a student from learning in class has a significant impact.

This involves a greater focus on progressive discipline — a series of escalating consequences that give students opportunities to change their behaviour, like verbal warnings, meetings and removal of privileges.

For example, a student could opt to complete a learning module about the harms of vaping rather than be suspended, Kovach said.

Hamilton’s public school board, meanwhile, saw a “noted increase” last year in suspensions among students with disabilities, especially those with learning and mild intellectual disabilities and autism, according to a recent report.

Overall, roughly 11 per cent of suspended students had special needs, compared with about eight per cent in 2022-23.

Thirty-five students with autism were suspended, compared with 20 the previous year.

Other trends

Altogether, 2,521 Hamilton-Wentworth District School Board elementary and secondary students — 4.4 per cent of the student population — were suspended last year.

There were 3,775 suspensions overall, down from a five-year high of 4,486 in 2022-23.

Fighting violence and acts that are harmful to physical and mental well-being, which also topped the list last year, accounted for one-third of all suspensions at 1,264 infractions. Another 652 are identified only as “other suspendible under board policy,” with about half the number of infractions as in 2022-23.

While the majority of categories saw a year-over-year decrease, more students were suspended in



2023-24 for swearing, uttering threats, code of conduct violations and alcohol-related infractions than in previous years.

The most notable grade-level increases were in Grade 8, where 442 were suspended, compared with 305 the previous year, and in Grade 12, where 208 were suspended, up from 119.

Thirty-eight students were expelled, which is 10 more than in 2022-23, but 16 fewer than in 2019-20.

Seventeen Catholic students were expelled, according to a board report.

Violence topped the list at the Catholic board at 402 infractions, followed by inappropriate behaviour at 247. “Opposition” and vaping and smoking earned third and fourth place at 221 and 216, respectively.

Among Catholic students with an exceptionality or IEP, violence accounted for 42 per cent at 103 infractions, more than double the previous year’s 48.

Tracking suspension and expulsion data is “critical,” HWDSB staff said in their report.

“We want all students to attend school all the time,” associate director Jamie Nunn said at a Feb. 19 meeting.

At HWDSB, students with disabilities, along with their Indigenous, Black, Arabic and bisexual peers, have been found to be suspended disproportionately.

Staff wrote in the most recent suspension and expulsion report they’re awaiting updated student census data, which they use to help understand these trends and is expected this year.

The board is also reviewing its bias-free progressive discipline pol-

icy, which is intended to ensure fairness and transparency and reduce systemic barriers and biases.

“Our work to address disproportionality is an ongoing priority,” the report reads.

The Catholic board is also working to collect student information in collaboration with families, Kovach said.

‘All kids are paying’

Why are students with special needs suspended at such high rates? A characteristic of learning disabilities is impulsivity, leading to more frequent disciplinary issues, Kovach said.

ADHD, for example, is often associated with poor executive functioning, which can impair self-regulation and other behaviours.

“Careful consideration” is required when suspending a student with special needs, and principals must take into account the student’s ability to control and understand consequences of their behaviour as well as safety, Sharon Stephanian, superintendent of specialized services, inclusion and equity, said in a March 28 email.

For students with IEPs, educators must also consider how behaviour relates to learning needs and whether appropriate accommodations exist.

“Behaviour is a form of communication as students respond to the circumstances around them,” Stephanian said. “Staff aim to understand those circumstances and respond.”

Where possible, staff work to find alternatives that keep kids in class. Boards say suspension is a last resort. Educators, especially classroom teachers, often don’t feel they

The Hamilton-Wentworth District School Board reported fewer suspensions overall in 2023-24, but more among students with special needs.

CATHIE COWARD/ SPECTATOR FILE PHOTO

have the time, expertise or support required to do “proactive” conflict resolution, said Bickmore, who studies peace and conflict in schools.

“The kids that have the least power ... are paying the most for that, but all of the kids are paying because they’re not getting a chance to learn what they missed during the pandemic,” she said.

Kids were robbed of development years key for learning social skills, like working with others, agreeing to disagree and managing emotions, like anger, she said.

Blaming teachers, whose classrooms are often under-resourced and short on educational assistants, isn’t the answer, she said.

“I can’t believe it’s anybody’s first choice to exclude a kid for having needs,” she added.

Hamilton’s two largest school boards have different approaches to special education, and there are advantages and disadvantages to both.

The public board has historically relied more on self-contained special education classrooms, which Bickmore said tend to be smaller and have dedicated educators with specific expertise.

The Catholic board’s philosophy is integration, with students with disabilities learning alongside non-disabled peers in mainstream classrooms, an approach gaining traction across the province, she said.

In the last decade, the public board has scrapped about one-fifth of its self-contained classrooms, from 101 in 2015-16 to 80 this year.

HWDSB offers a range of services, placing students in both full-time special education and regular classes with varying levels of support, Stephanian said in a Jan. 17 email.

An integrated approach can reduce stigmatization and exclusion, Bickmore said.

“But if the consequence is ... they’re included, and now they’re getting suspended instead of being put in segregated special ed, then they’re being excluded either way,” she said.

KATE MCCULLOUGH IS A REPORTER AT THE HAMILTON SPECTATOR. KMCCULLOUGH@THESPEC.COM

NOTICE OF OPEN HOUSE
LEARN and COMMENT

White Church and Elfrida Urban Boundary Expansion Applications

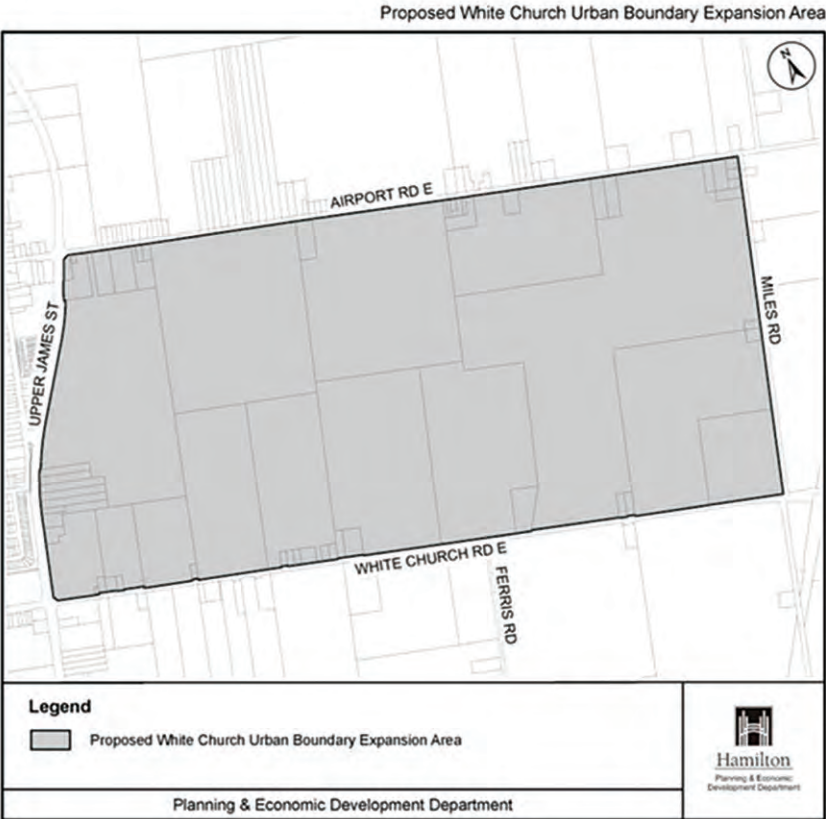
The City of Hamilton’s Planning and Economic Development Department has scheduled two (2) open houses to provide the public with an opportunity to learn about and provide comments on two privately initiated applications to expand Hamilton’s urban boundary:

White Church Lands

File: UHOPA-25-004/RHOPA-25-005

The proposed urban boundary expansion area is approximately 364 hectares in size and could accommodate approximately 7,629 residential dwellings as well as commercial, institutional and recreational uses.

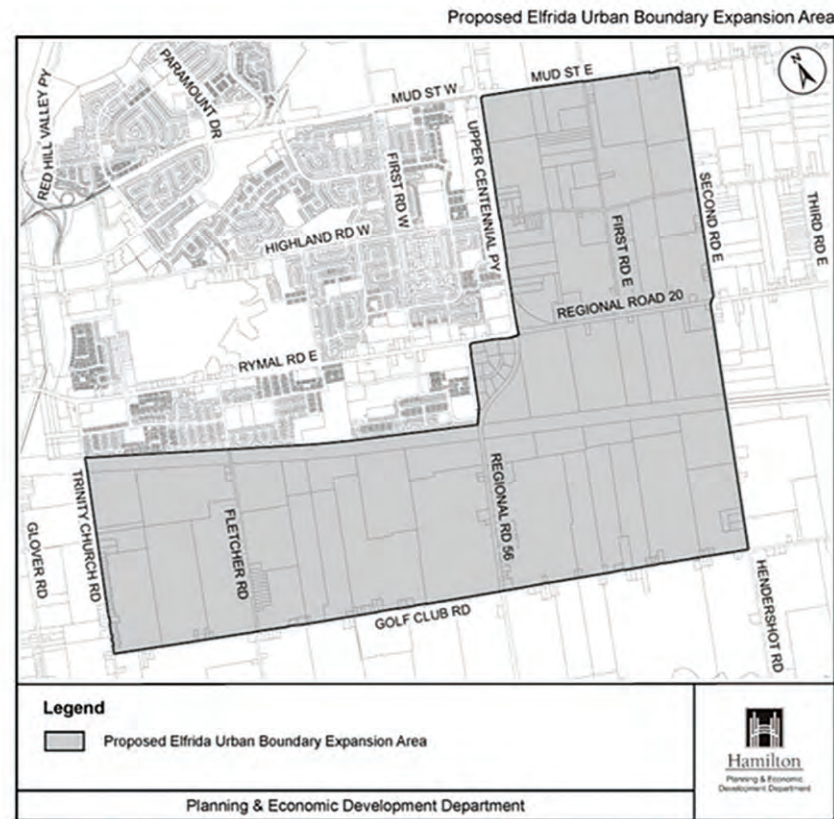
The location of both the White Church and Elfrida lands is shown below:



Elfrida Lands

File: UHOPA-25-007/RHOPA-25-008

The proposed urban boundary expansion area is approximately 1,209 hectares in size and could ultimately accommodate approximately 114,900 people and 14,360 jobs at 135 persons and jobs per hectare.



Attend an In-Person or Virtual Open House and Share Your Feedback.

In Person	Virtual
Date: Monday, April 14, 2025 Time: 7 to 9pm Location: Hamilton Convention Centre Wentworth Ballroom 1 Summers Lane, Hamilton Drop in format, registration not required.	Date: Thursday, April 17, 2025 Time: Beginning at 7pm Information on how to register will be available at www.hamilton.ca/ube/ by April 7th, 2025.

In addition to the above noted open houses, the City of Hamilton Planning Committee is holding a hybrid Statutory Public Meeting under the *Planning Act* at a June 25th, 2025 Planning Committee meeting at 9:30am. All hybrid Meetings can be viewed at:

City’s Website:

www.hamilton.ca/MeetingAgendas

Council Chambers, 2nd Floor City Hall
71 Main Street West, Hamilton

Questions? All materials associated with both applications can be found on the City’s website at www.Hamilton.ca/UBE. If you have any comments on either application or questions regarding the upcoming open houses and Statutory Public Meeting, please contact:

Dave Heyworth, A/Director and Senior Advisor – Strategic Growth

City of Hamilton
Planning and Economic Development Department
71 Main Street West, 7th Floor, Hamilton, ON, L8P 4Y5
E-Mail: urbanboundary@hamilton.ca



Appendix C - Summary Sheets for Key Studies Submitted by the Applicant

White Church - Summary of Official Plan Amendments

	Rural Hamilton Official Plan Amendment (RHOPA)	Urban Hamilton Official Plan Amendment (UHOPA)
Purpose and Effect	To implement an expansion of the City of Hamilton's Urban Boundary and to establish a site specific policy for the White Church Urban Expansion Area.	
Basis	According to the applicant's consultant, the application reflects the results of an assessment of the implications of the proposal against municipal land priorities; supports an appropriate range and mix of land uses to accommodate projected growth and to allow for the creation of a complete community; and is compatible with the planned and existing development in the immediate area.	
Changes	The RHOPA proposes to modify the Rural Hamilton Official Plan to remove the subject property from the Rural Boundary.	<p>The UHOPA proposes to modify the Urban Hamilton Official Plan to add the subject property to the Urban Boundary and to add a new Site-Specific Policy:</p> <p><i>"1.0 White Church Urban Expansion Area</i></p> <p><i>The White Church Urban Expansion Area establishes a new settlement area for the City of Hamilton whose land uses and development standards guide the development and/or redevelopment of lands in the Urban Expansion Area will be established through a Secondary Plan.</i></p> <p><i>1.1 Vision</i></p> <p><i>1.1.1 White Church will be integrated with Mount Hope and the related Airport employment lands to create a complete community which protects a linked natural heritage system and is sustainable. The community will be designed to efficiently use land, resources and infrastructure and accommodate a range and mix of land use including a full range of</i></p>

	Rural Hamilton Official Plan Amendment (RHOPA)	Urban Hamilton Official Plan Amendment (UHOPA)
		<p><i>housing options, related public service facilities, including parks and open space and provision for a multi-modal transportation system.</i></p> <p>1.2 Secondary Planning</p> <p><i>1.2.1 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 designated as “Urban Expansion Area” on all Schedules to this Plan. An application for plan of subdivision, zoning by-law amendment, or site plan control shall not be approved for lands within an Urban Expansion Area until a secondary plan is in effect.</i></p> <p><i>1.2.2 Notwithstanding Volume 1, Chapter F, Policy 1.2.9(h), Secondary planning for new neighbourhoods within the White Church Urban Expansion Area shall support the exploration of all opportunities to provide roads, parks, community facilities and other infrastructure through both public or private tenure.”</i></p>

White Church - Planning Justification Report

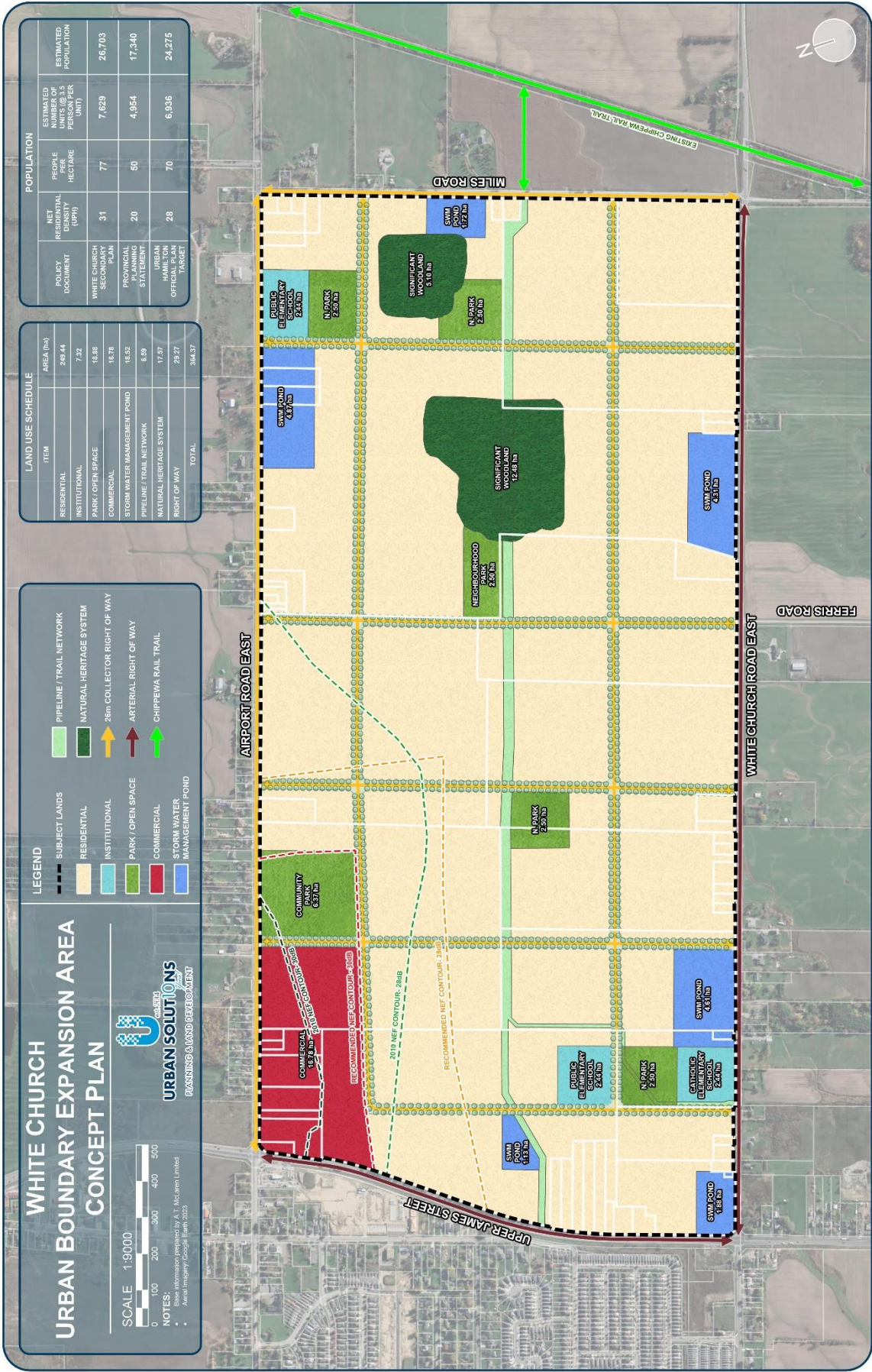
Prepared by: Macaulay Shiomi Howson Ltd.

Purpose: The Planning Justification Report provides a professional planning opinion with respect to the Official Plan Amendment application to permit the expansion of the Hamilton Urban Boundary to include the White Church Urban Expansion Area lands.

Key Considerations:

- The Report considers the Concept Plan for the Urban Boundary Expansion Area (see below) alongside all materials and background studies provided by the applicant in support of the application for an Urban Boundary Expansion.
- The author considers the proposed White Church Urban Boundary Expansion and related Official Plan Amendment to be appropriate, desirable, and to represent good planning.

White Church Concept Plan



White Church - Land Needs Analysis

Prepared by: Urban Metrics

Purpose: To identify if there is a need for additional lands to meet the current and future need for ground-related housing.

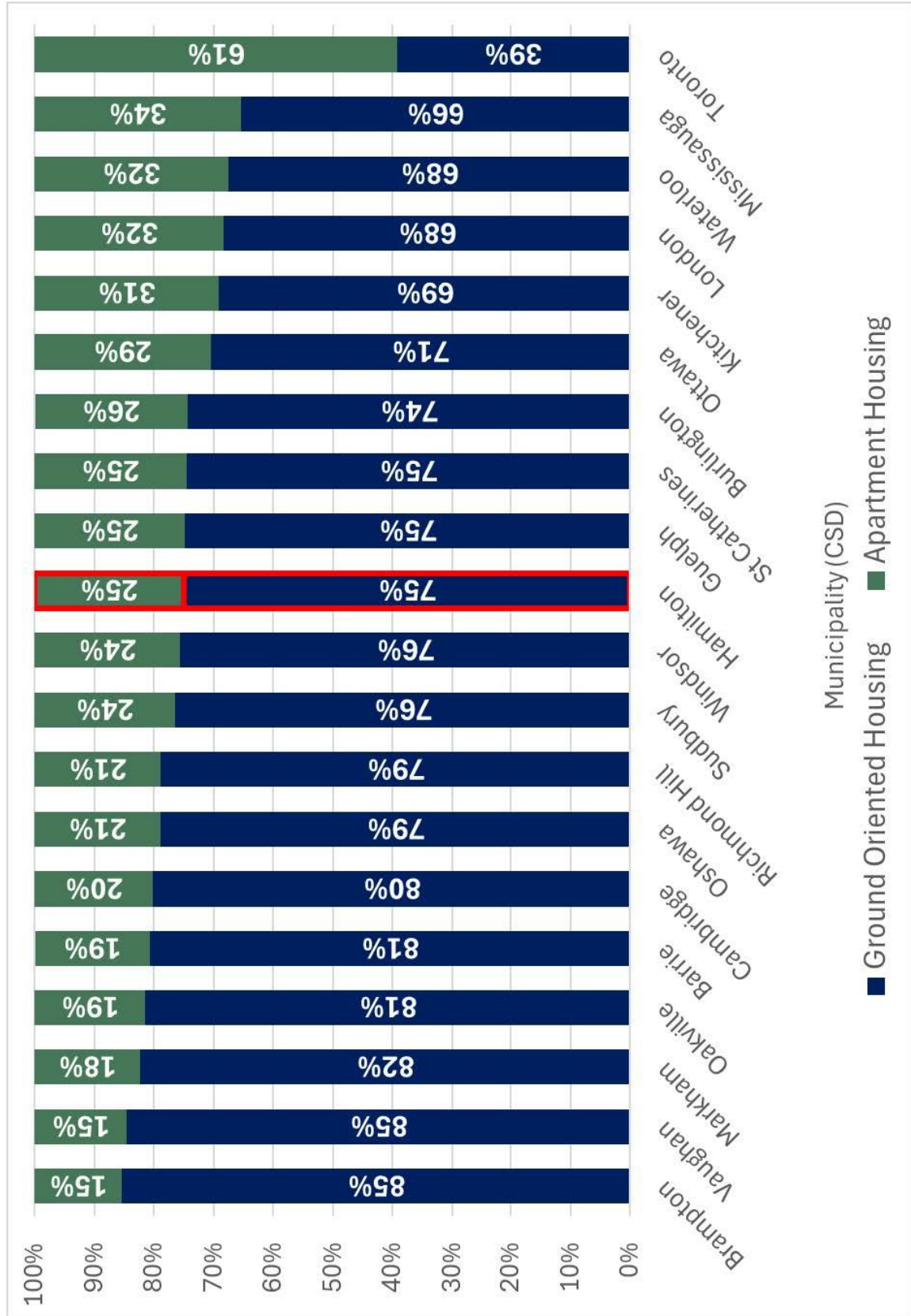
Key Findings:

According to the author:

- Hamilton's Designated Greenfield Areas and Built Boundary can currently accommodate about 39,700 new units.
- By 2031, an additional 29,400 units of ground-related housing will likely be needed, with 99,300 ground-related units required by 2051. This estimate is based on assumptions about housing preferences across different age groups.
- Current construction rates suggest that 14,600 Additional Dwelling Units (ADUs) will be built by 2051.¹ However, the author argues this estimate is too high, and that ADUs will not fully meet the demand for ground-related housing.
- Based on these assumptions and an expected 50% intensification rate, the author estimates that Hamilton will need to expand its urban boundary by about 309 hectares by 2031 or 2,386 hectares by 2051.
- The author is of the opinion that the proposed urban boundary expansion is necessary to meet the expected demand for ground-related housing to 2051, that it will meet the required density targets, and that it will not impact the delivery of apartment units in the designated intensification centres and nodes within the City.

¹ According to the Urban Hamilton Official Plan, an Additional Dwelling Unit is defined as either "a separate and self-contained dwelling unit that is accessory to and located within the principal dwelling" where the unit is attached to the principal dwelling, or "a separate and self-contained detached dwelling unit that is accessory to and located on the same lot as the principal dwelling" where the unit is detached from the principal dwelling.

City of Hamilton Proportions of Ground Oriented Housing and Apartment Housing (from Urban Metrics report)



White Church - Fiscal Impact Assessment

Purpose: To determine the growth-related impact of this development on the capital and operating budgets of the City of Hamilton.

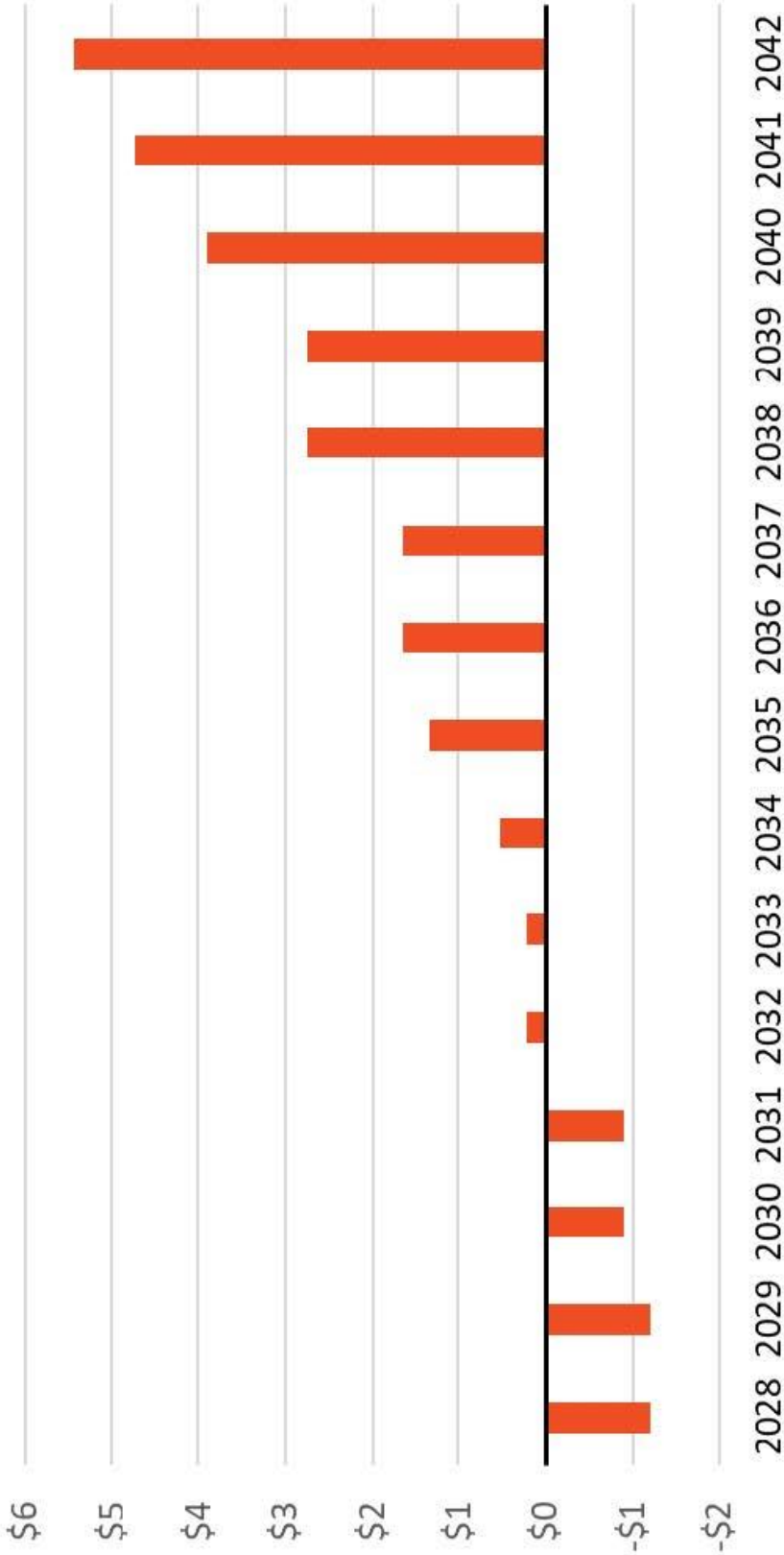
Prepared by: Urban Metrics

Key Findings:

According to the author, the following financial impacts to the City are anticipated as a result of the proposed development:

- Approximately \$282 million in development charge revenue and \$33.8 million in building permit fee revenue.
- Annual property tax and non-tax revenues of \$55.2 million.
- Annual costs of \$49.7 million (e.g., general per-capita municipal and regional operating costs, infrastructure operating costs, infrastructure lifecycle replacement costs).
- Once completed, it is estimated that the proposed subdivision would generate an annual surplus of \$5.4 million for the City of Hamilton, which is presumed to be sufficient to cover the replacement cost of the required capital infrastructure over the long term.
- The author is of the opinion that the proposed development would have a positive financial impact on the City of Hamilton.

City of Hamilton Projected Net Revenue from White Church Development from 2028-2042 in \$Millions (from Urban Metrics report)



White Church - Agricultural Impact Assessment

Prepared by: DBH Soil Services Inc.

Purpose: To identify and assess the agricultural impacts of the proposed development and provide mitigation measures to offset or lessen identified impacts.

Key Findings:

- The proposed development is in a Prime Agricultural Area but is not within a Specialty Crop Area.
- The subject lands are used for agricultural purposes, as well as recreational uses (e.g., golf course), rural residences, and commercial uses.
- The author states that the City of Hamilton is characterized by its large agricultural community and large amount of prime agricultural land, and consequently that the expansion of any urban boundaries will have an impact on prime agricultural lands.
- According to the author, the future Secondary Planning process and subsequent planning process provide opportunities to ensure impacts on the agricultural community are minimized and mitigated.
- The author is of the opinion that the proposed development is consistent with the Provincial Planning Statement (2024), would have minimal impacts on the surrounding agricultural activities, and would form a logical extension of an existing community.

Map of Existing Land Uses, White Church Lands (from DBH Soil Services report)



Legend

- Hydro Line (MNR)
- +— Railway Corridor Trail (MNR)
- Roads (MNR)
- Lot Lines (MNR)
- ▭ Primary Study Area (PSA)
- ▭ Secondary Study Area (SSA) (1.5 km)

- John C. Munro Hamilton International Airport**
- John C. Munro Hamilton International Airport
 - John C. Munro Hamilton International Airport Runway

Figure 9

Existing Land Use

DBH Soil Services Inc.

December 2024

White Church - Environmental Impact Study

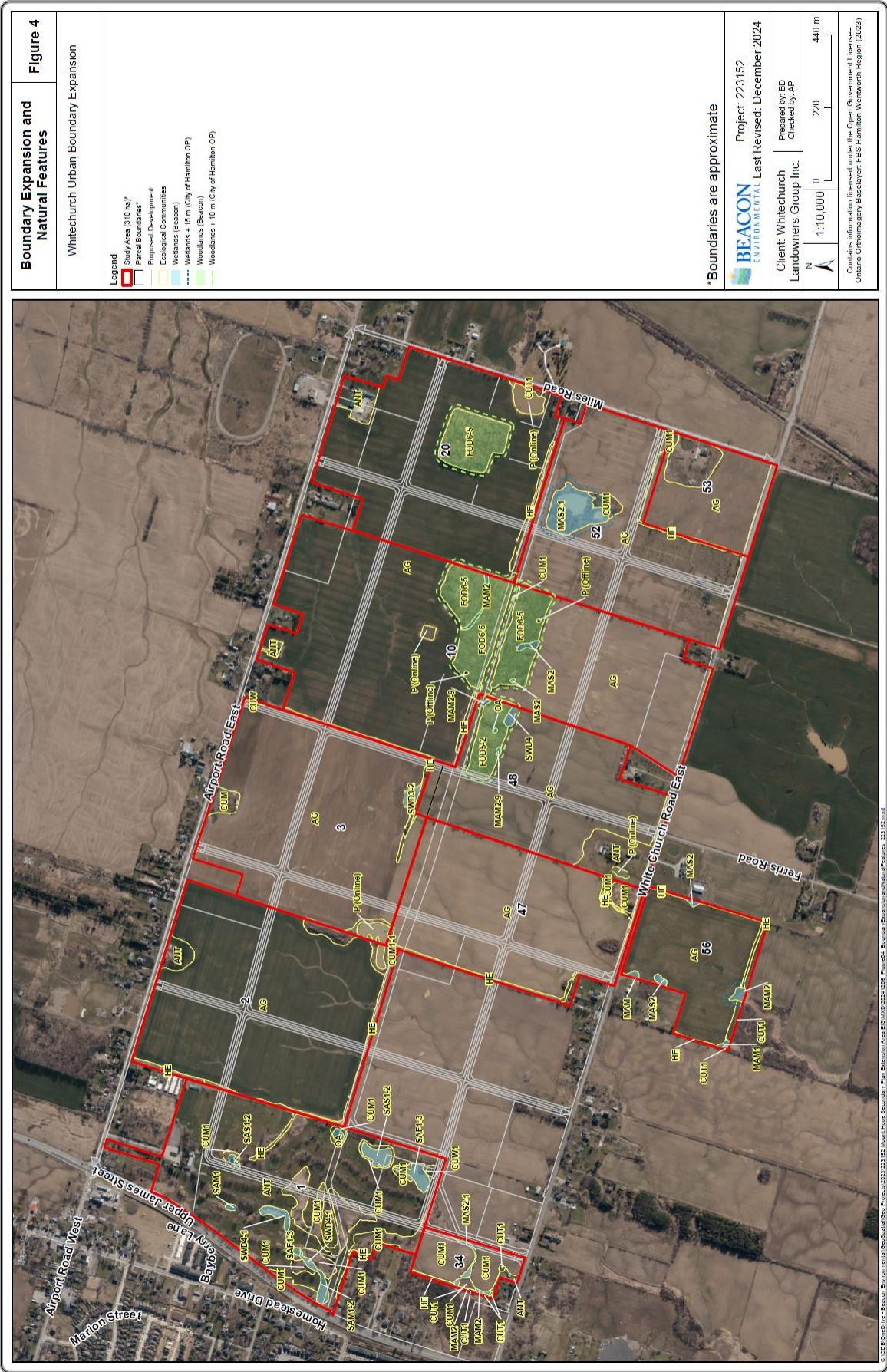
Prepared by: Beacon Environmental Ltd.

Purpose: To identify natural heritage and hydrological features associated with the proposed development lands and assess the impacts of bringing the lands into the City of Hamilton Urban Boundary.

Key Findings:

- The proposed development lands support woodlands, wetlands, and watercourse features
- The presence of these features is not expected to impede the lands from being brought into a Settlement Area; but rather, the author argues this information can be used to protect natural heritage and hydrological features through the development process.
- The author is of the opinion that the study did not reveal any natural features or functions that would be negatively impacted as a result of the lands being brought into the City of Hamilton Urban Boundary. Any future development on the lands will be subject to an impact assessment related to the specific development.

Preliminary Map of Natural Features (from Beacon Environmental report)



White Church - Subwatershed Study

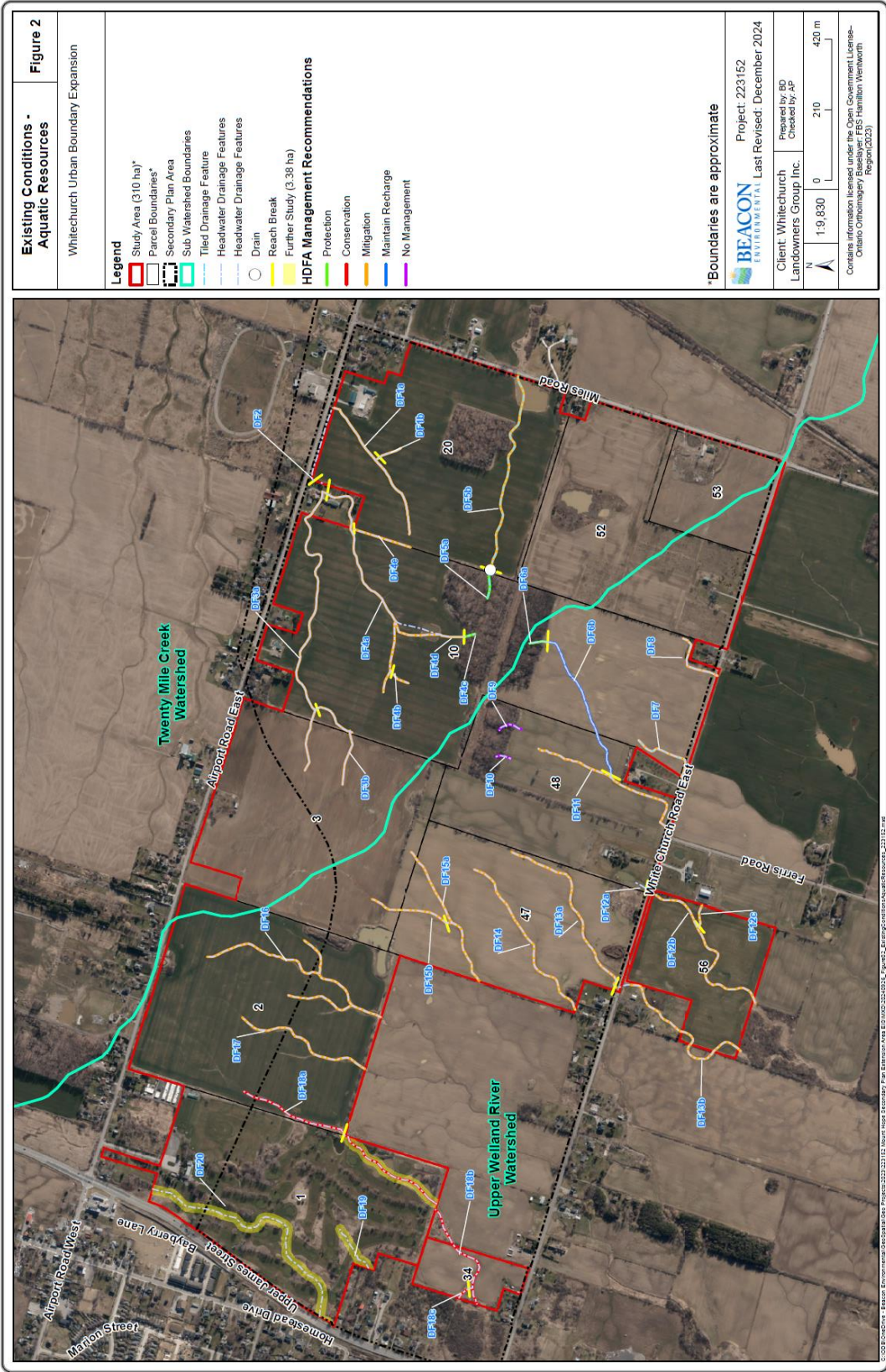
Prepared by: SCS Consulting Group Ltd.

Purpose: To develop a plan that allows sustainable development, while ensuring maximum benefit to the natural and human environments on a watershed basis.

Key Considerations:

- The Subwatershed Study (SWS) was prepared in accordance with the City of Hamilton Draft Framework for Urban Boundary Expansion Applications, Niagara Peninsula Consultation Authority (NPCA), and the Ministry of the Environment, Conservation and Parks (MECP) guidelines.
- The SWS was prepared following a phased approach, with Phase 1 completed in support of the Urban Boundary Expansion application, with the goal of identifying existing conditions and providing an initial assessment.
- Phase 2 will be completed in the future through the Secondary Planning process and will result in an impact assessment and proposed development scenario.
- Initial constraints identified included several natural heritage features, including wetlands, woodlands, and watercourses. Threatened and endangered species were also recorded on the subject lands, including endangered bats and Least Bittern.
- Low Impact Development (LID) measures and on-site control are contemplated in the stormwater management report to ensure quality and erosion control.
- The author does not anticipate negative impacts to the natural heritage features from bringing the study area into the City of Hamilton Urban Boundary. They also note that any future development on these lands will require an impact assessment to ensure that any impacts to features are avoided, minimized, and mitigated.

Preliminary Map of Aquatic Resources (from Beacon Environmental Impact Study)



White Church - Energy and Climate Change Assessment

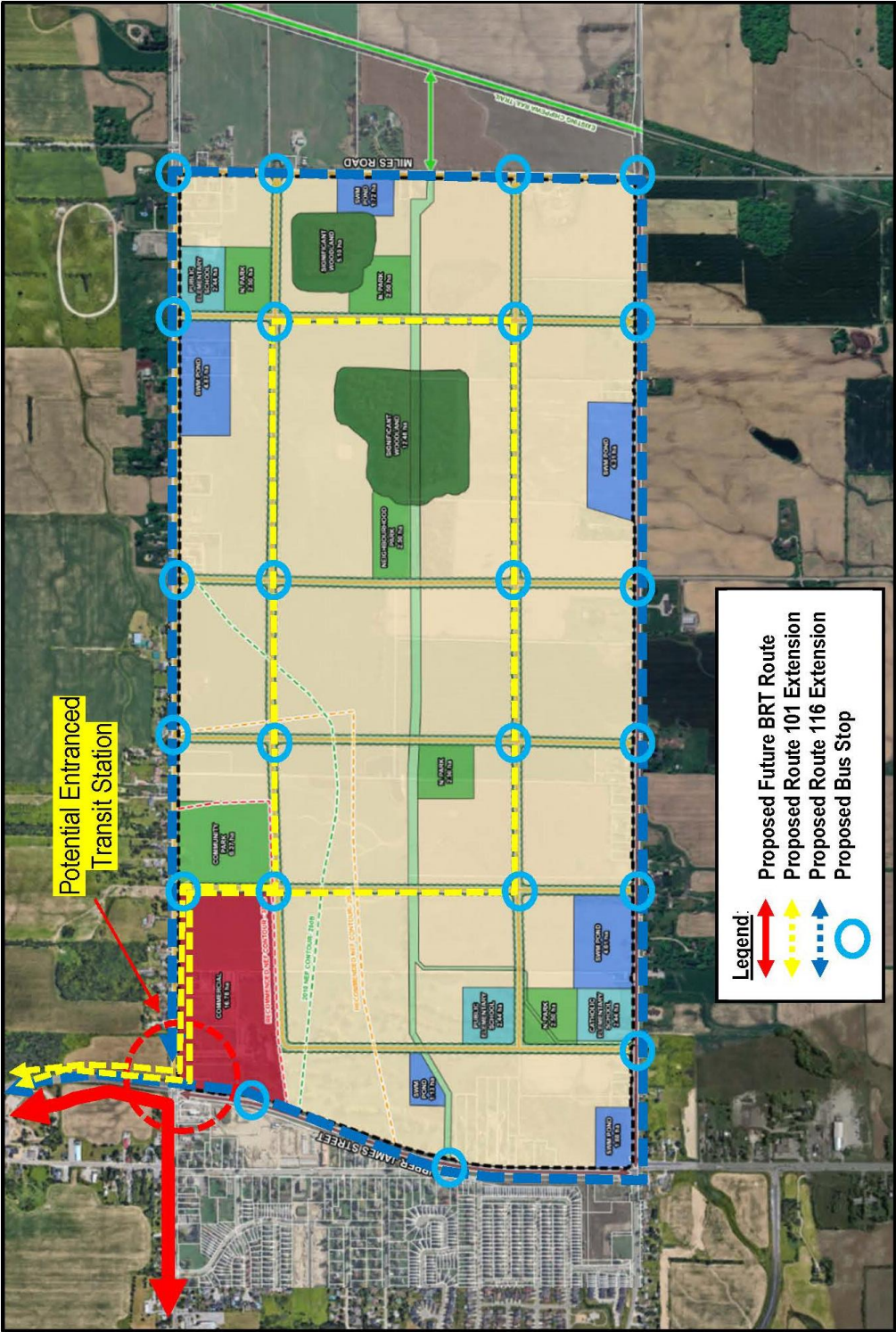
Prepared by: buildABILITY Corporation

Purpose: To demonstrate the impact of the potential settlement area expansion on the City's ability to achieve carbon neutrality and demonstrate the opportunities to reduce climate change impacts.

Key Considerations:

- The Energy and Climate Change Assessment (ECCA) Report provides a roadmap for the Whitechurch UBEA to develop an energy-efficient, low-carbon community that aligns with local and regional policies and targets through five areas of impact, including:
 - Energy And Carbon
 - Low-Carbon Energy Solutions
 - Sustainable Mobility and Active Transportation
 - Natural Environment and Water
 - Climate Resilience
- The ECCA Report aims to position the proposed White Church development to align with the objectives of the following policies:
 - ReCharge Hamilton: Community Energy and Emissions Plan (2022)
 - Hamilton Climate Change Impact Adaptation Plan (2022)
 - Urban Hamilton Official Plan (2024)
 - Hamilton City-Wide Green Building Standards (2024)
 - Provincial Planning Statement (2024)
- The author is of the opinion that growth can be achieved affordably without placing an unreasonable burden on the environment. The author also notes that a second phase of the report will be developed at the Secondary Plan stage.

Potential Transit Route Concept Plan (from NexTrans Consulting Transportation Master Plan Study)



White Church - Noise Feasibility Study

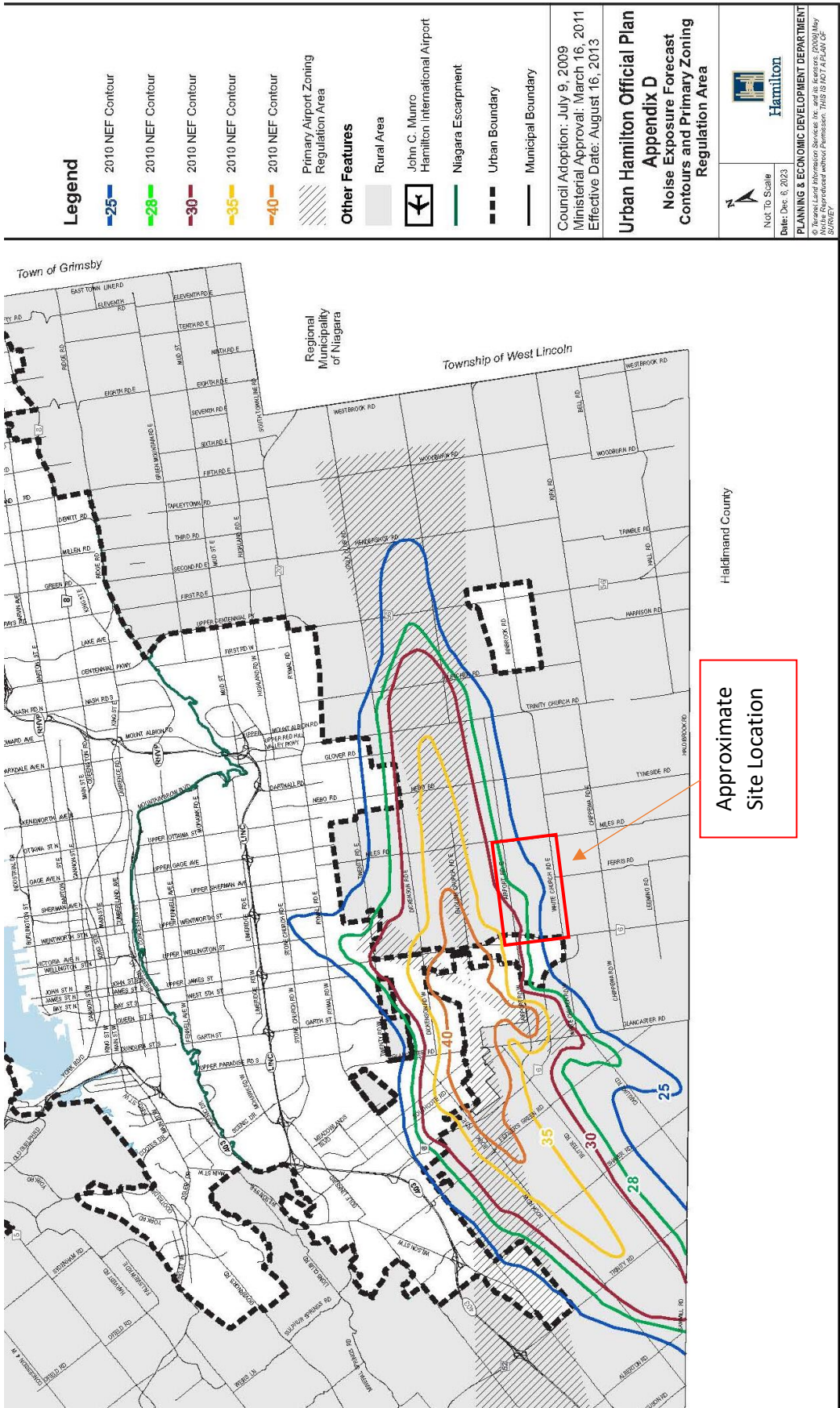
Prepared by: HGC Noise Vibration Acoustics

Purpose: To evaluate whether the proposed development is feasible, considering potential noise conflicts with nearby land uses.

Key Findings:

- The applicant is applying to develop within the City's NEF (Noise Exposure Forecast) contours (see map below). Consequently, the results of the road and air traffic noise assessment indicate that noise sensitive land uses will require:
 - Central air conditioning systems or forced air ventilation systems.
 - Noise warning clauses to inform future residents of the traffic noise issues.
 - Upgraded building constructions (exterior walls and windows).
 - Noise barriers may also be required for the rear yards of lots/blocks with exposure to Upper James Street, Airport Road, and White Church Road.
- The author is of the opinion that the proposed development is feasible from a noise perspective. When the detailed lot plans and building locations are available, a more detailed noise study will be conducted to support the plans' review and to determine the extent to which noise control measures are required for each specific building block.

Urban Hamilton Official Plan Appendix D – Noise Exposure Forecast Contours for Hamilton International Airport and Primary Zoning Regulation Area (Image Adjusted)



White Church - Odour Feasibility Study

Prepared by: Alliance Technical Group

Purpose: To assess the feasibility of the proposed development in relation to potential odour impacts from existing and future industrial and agricultural operations.

Key Findings:

- Through a review of existing land uses, potential existing odour emission sources were identified in proximity to the proposed development lands, including the fuel storage facility of Hamilton International Airport, nearby autobody shops, and livestock farms.
- The author is of the opinion that the proposed development is considered compatible with existing industrial operations within the 1000-metre study area and potential odour impacts from these uses are not anticipated to have an adverse impact on the proposed development. Feasibility of the proposed development with relation to potential agricultural operations within a 1500-meter study area, based on current land use permissions, are subject to a detailed odour study.

Map of Current Land Uses within 1000-meters and 1500-meters (from Alliance Technical Group report)



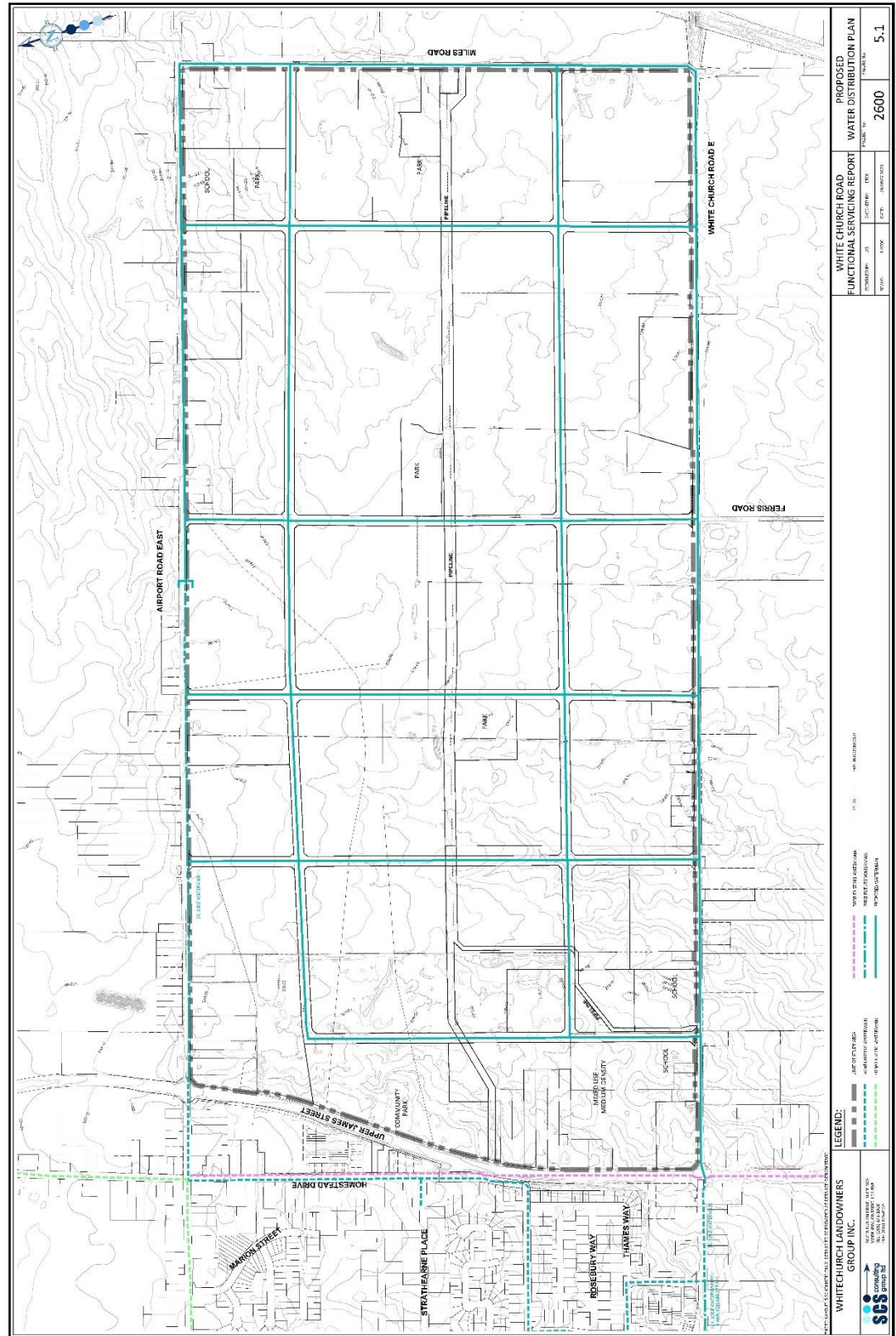
White Church - Functional Servicing Report

Prepared by: SCS Consulting Group Ltd.

Purpose: To demonstrate that the development can be graded and serviced in accordance with the City of Hamilton Draft Framework for Urban Boundary Expansion Applications, the Hamilton Comprehensive Development Guidelines and Financial Policies Manual; and the Niagara Peninsula Conservation Authority (NPCA) and the Ministry of Environment, Conservation and Parks (MECP) design criteria. The report also evaluates if there is sufficient capacity in existing and planned stormwater, water, and wastewater infrastructure per Policy 2.3.2.1(b) of the Provincial Planning Statement (2024).

Key Considerations:

- The proposed development is located in the Twenty Mile Creek and Upper Welland River watersheds.
- The proposed development grading has been developed to match the existing surrounding grades and provide conveyance of stormwater runoff.
- According to the author, sanitary servicing and water supply/distribution can be accommodated through upgrades to existing infrastructure or planning of new infrastructure as part of the City's typical Water and Wastewater Master Plan update and associated Development Charge By-Law update.
- The author indicates that stormwater outlets surrounding the site will provide sufficient existing capacity to service the urban boundary expansion lands.
- Storm runoff will be conveyed by storm sewers designed for a 5-year storm event.
- The author is of the opinion that the proposed development can be graded and serviced in accordance with the applicable requirements.



White Church - Transportation Master Plan Study

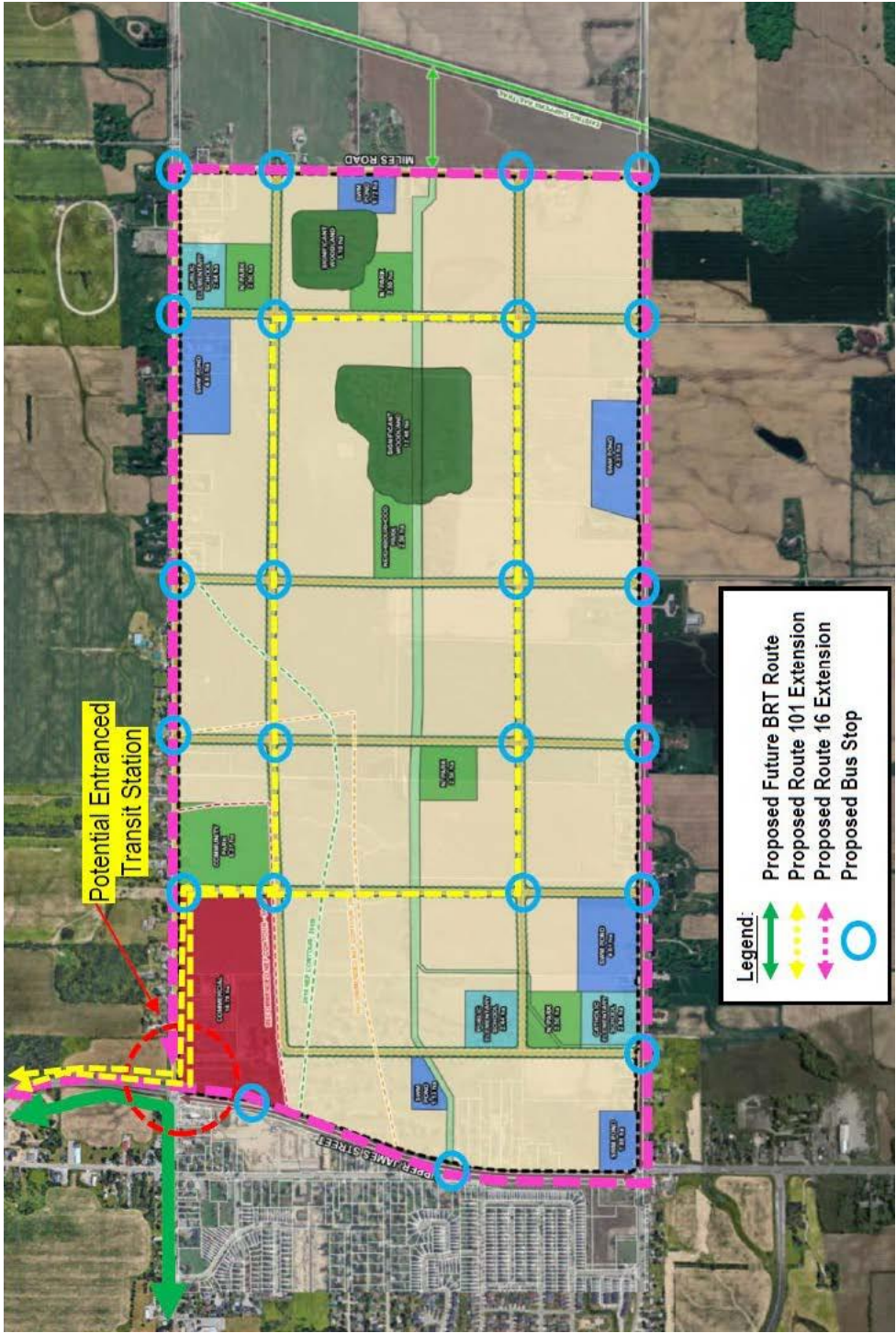
Prepared by: NexTrans Consulting Engineers

Purpose: To provide a complete assessment of the transportation road network, pedestrian route analysis, cycling route analysis, transit assessment, transportation demand management and design elements to accommodate the proposed boundary expansion.

Author's Key Recommendations:

Category	Transportation Demand Management (TDM) Initiative
Cycling	<p>The following is applicable to the mid-rise and high-rise developments:</p> <ul style="list-style-type: none"> • Visible, well-lit, short-term bicycle parking for visitors (above minimum provisions or recommendations) • Secure, indoor bicycle parking storage spaces for tenants/residents • Ensure development connects to bicycle network
Walking	<ul style="list-style-type: none"> • Safe, attractive, and direct walkways for pedestrians linking building entrances with public sidewalks and key destinations, such as schools • Enhanced pedestrian amenities on-site (benches, landscaping, lighting)
Transit	<ul style="list-style-type: none"> • Enhanced walking routes between main building entrance(s) and transit stops/stations • Bicycle parking located at or near transit stops • Implement transit priority measures (queue jump lanes, traffic signal priority, bus-only lanes) • Provide transit incentives (to be determined at a later stage)
Parking	<p>The following is applicable to the mid-rise and high-rise developments:</p> <ul style="list-style-type: none"> • Reduced minimum parking requirements, based on proximity to transit • Shared parking with nearby developments or on-street spaces • Unbundle parking costs from unit costs
Information Brochure	<ul style="list-style-type: none"> • Provide an information brochure/letter for each residential unit that includes HSR Transit System schedules, GO Transit schedules, cycling maps, and community maps

Potential Transit Route Concept Plan (from NexTrans Consulting report)



White Church - School Accommodation Issues Assessment

Prepared by: Urban Solutions Planning & Land Development Consultants Inc.

Purpose: To understand the school capacity and institutional land needs within the Urban Boundary Expansion area.

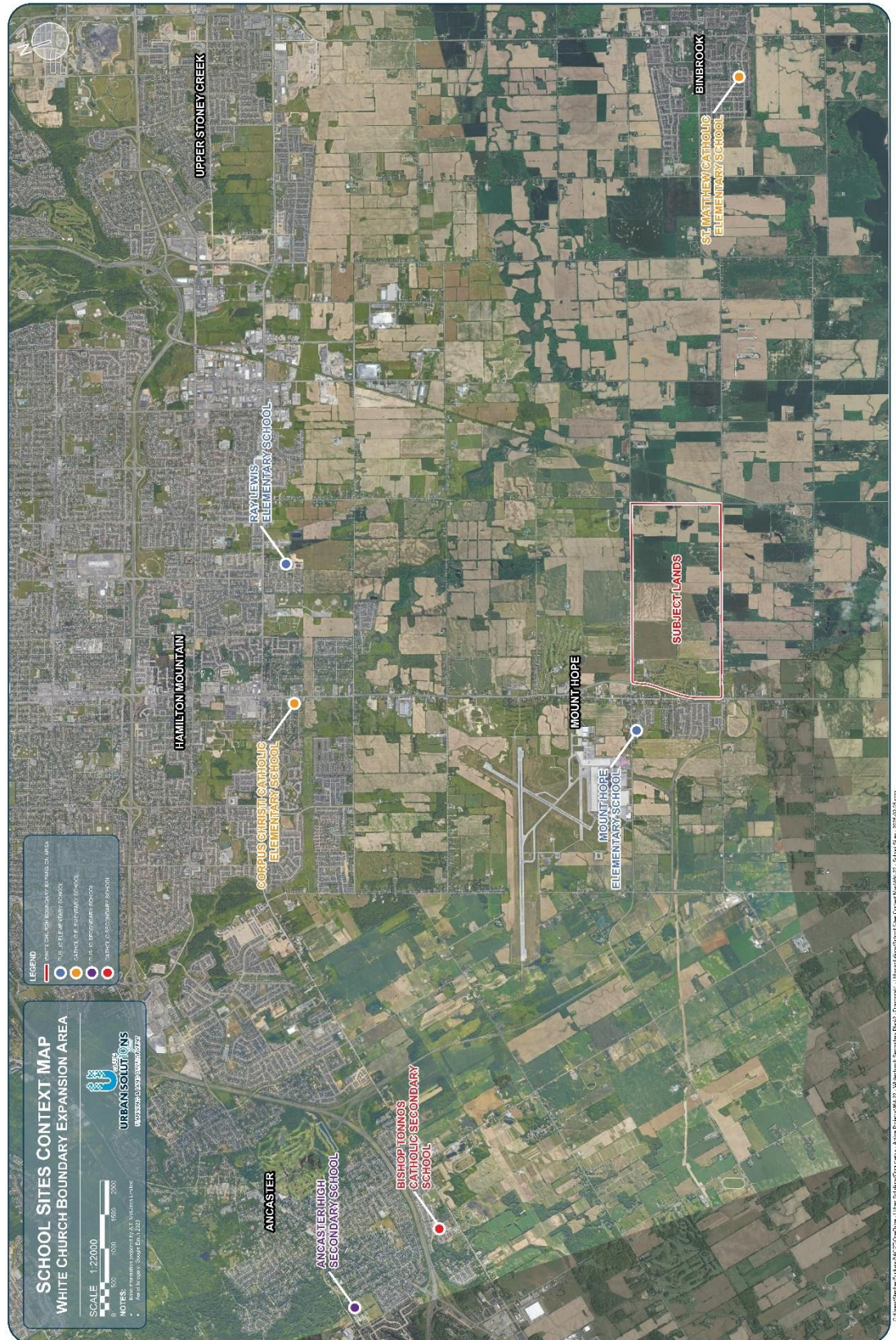
Key Considerations:

- The peripheral nature of the subject site results in a small number of existing schools in the area. These include the following:

School Type	Board	School Name	Distance/Location
Elementary Schools	Public Board	Mount Hope Elementary School	Approximately 750 metres from site
		Ray Lewis Elementary School	Southern Hamilton Mountain
	Catholic Board	Corpus Christi Catholic Elementary School	5.61 km north of the site
		St. Matthew Catholic Elementary School	6.0 km east of the site
High Schools	Public Board	Ancaster High Secondary School	Ancaster
	Catholic Board	Bishop Tonnos Catholic Secondary School	Ancaster

- The author has determined a need for a minimum of three (3) new elementary school sites for the Urban Expansion area (two Hamilton-Wentworth District School Board schools and one Hamilton-Wentworth Catholic District School Board school). New secondary school sites are not required.

School Sites Context Map (from Urban Solutions report)



Appendix D - Virtual Open House Questions & Comments

To ensure the public receives consistent information, answers to the questions and comments listed in the table below are included in the main section of this document, under [“Questions Raised through the Consultation Process”](#). The number in the right-hand column of the table below refers to the matching question number in that section. If a question or comment relates to more than one answer, multiple question numbers are listed.

The submitted comments and questions are shown below exactly as they were originally written. Where specific elements of certain questions have not been addressed, it is generally due to the unavailability of the necessary information—either because it has not been provided by the applicant or because such details are not typically available at this stage of the development process. Nonetheless, all comments and questions will be taken into consideration and will inform the staff report to Council.

Question/Comment	Staff Response Reference #
Given the documented negative impacts on agriculture, such as the permanent loss of farmland, fragmentation of agricultural operations, and disruption to essential farming infrastructure in the neighbouring area, what specific, measurable benefits of urban boundary expansion outweigh the long-term costs to our local food security and the agricultural sector's viability?	8
Is there no stopping this from happening? I live in the area, and I already have massive flooding and well running dry... this could make our problems worse.	3/6/30
I understand the City has hired several planners to manage all of these applications - what is the cost to City of Hamilton of processing all of these applications and managing their proposals despite council voting no urban boundary expansion?	24
If someone owns land within the urban boundary expansion applications, but not presently a participant will they be able to submit for development if the subject lands are approved?	32
On the City of Hamilton webpage there are details about potentially significant homes in this area. Considering the potential loss of historically significant homes, what measures have been thoroughly assessed to preserve the cultural heritage and historical value of these properties, and how will these measures ensure that urban boundary expansion does not irreversibly damage or erase our community's history and identity?	17
Is the City of Hamilton concerned about paying for the infrastructure (road expansions, hydro, etc.) that would be required for this project?	25
How will private wells be protected during construction?	6
Is there an anticipated timeframe to any development?	34
You mentioned the studies submitted would be peer reviewed. By whom please?	31
You also said they have planned for a five-year storm? Is that sufficient given climate change? Thanks.	5

Question/Comment	Staff Response Reference #
What are the plans to update the infrastructure to accommodate the extra people? Rymal, the Linc and red hill are already jammed. Schools are above capacity.	7
How often has the Ontario Land Tribunal fully rejected a development proposal?	29
Who is involved with the Ontario Land Tribunal?	29
Are these applications related to the RCMPs investigation of Doug Ford's removal of Greenbelt lands for development? It seems some of the names on the White Church Landowners group are linked to both this application and the corrupt Greenbelt land speculation.	28
There are protections and land use surveys for agricultural land. But what about non-agricultural and "unused land" why is there no protection or minimal protection for nature? And when if ever will the natural wildlife and plants be considered effectively if at all? This is a VERY important aspect that is not being adequately considered and covered.	12
You mentioned this is good agricultural land. The infrastructure would be a huge undertaking. I for one object to more building being done for homes. Farmland is already being taken at a fast rate. We need the farmland.	N/A
Is this council saying that the current owners of homes are welcome to enjoy, but the next generation looking to own homes is supposed to be okay with only owning/renting an ADU or a Condo?	19
Assuming this goes to the Ontario Land Tribunal, when the City defends its position at the Tribunal, do Legal staff call expert witnesses beyond City Staff or are experts limited to Staff?	29
While planning reports shared by the DEVELOPERS suggest a current land shortage within the existing urban boundary, the City of Hamilton reports say we have enough room in the current urban boundary. What comprehensive and transparent analyses have been conducted to exhaust all possibilities for intensification, infill development, and the repurposing of underutilized urban spaces before concluding that irreversible urban boundary expansion onto valuable agricultural and potentially historically significant lands is the only viable option? Can you comment on this.	23
As a landowner within proposed area, if things get passed without issues, when could we be expected to negotiate with builder, how long do we have at our current address?	34
The white belt plays a significant role in acting as the buffer between agricultural areas and urban areas. If you develop this, I think there will be conflict between rural residences/farm and urban areas (for example tractor on roads, our wells are already impacted by nearby construction, noise/odour from agricultural operations). The white belt is our buffer, removing it will possibly place a conflict in place. Why are you choosing to consider white belt lands that buffer our different communities?	9/22

Question/Comment	Staff Response Reference #
We've had 100-year storms more often in recent years, so using storm-water sewers that only accommodate a "5-year storm" doesn't sound sufficient. And especially since climate change predictions call for an increase in rainfall amounts and severe storms to continue worsening in our area. The Amazon Warehouse on Hwy #6 has already caused flooding in homes on Dickenson Rd., so won't this kind of inadequate sewer planning - and the paving of so much permeable land in the first place - lead to more flooding? This development proposal plus the large AEGD development proposal, would surely worsen the threat from flooding in our region which is already a very serious problem. How can the province force us to cause flooding in our city? That should be illegal.	3/5/13
Has staff or a consultant ever completed a review to determine the long term cost of building more infrastructure vs infill development. The City of Ottawa had a review done by Hemson Consulting with determined that urban sprawl cost the city \$465 per person per year whereas high density infill is a positive gain of \$606 per person. I have not seen any such study for Hamilton, and I think it would be a very useful exercise. Is that something that is planned? https://www.cbc.ca/news/canada/ottawa/urban-expansion-costs-menard-memo-1.6193429	26
With all the storms and flooding in southern Ontario recently, plus the paving of so much permeable land around our city if these proposals are approved, clearly our old standards are inadequate today. Will those standards, like the 5-yr storm sewers, be revised to meet future climate-related needs?	3/5
Can you provide the proposed density per ha in the White Church lands? Did I hear it would be mostly low density? And sorry but I missed what the City wants density to be on this parcel? Do they differ greatly?	18/19
Can the woodlots and wetlands on the properties be saved if developments are approved? I thought the city wanted to preserve features like these in their natural state according to ideas in the new BAP? Of course, for our city's climate resilience we should be preserving these natural assets now.	14
By far most of the land in this area has and is being used to grow sod is this even considered agriculture use?	10
Projected population growth is estimated - have the developers over-estimated this? How do we know for sure? Hamilton already has a good plan to address our growing population within our existing urban boundary. So, I think we should take the province to court because the plans the Ontario Land Tribunal may force on Hamilton residents will be too expensive for taxpayers like me and will not provide the kind of housing we NEED. We need homes closer to existing transportation and businesses where services already exist. On the basis of the climate emergency alone, the province should not be allowed to force BAD planning proposals like these on our municipality!	18/23
When this is approved, how long will it take before ground is broken? A range?	34
We have a forested area behind us that houses wildlife. Will the forest remain?	14
Will existing residents be provided with the benefits of the infrastructure given that they pay the same taxes?	25

Question/Comment	Staff Response Reference #
Given the City of Hamilton's stated goals of creating complete and sustainable communities, how does this (Elfrida) and the previous White Church proposed urban boundary expansion, which appears to prioritize low-density development and lacks a clear integration of diverse housing options, accessible public transit, and local employment opportunities, avoid exacerbating existing sprawl patterns and instead contribute to a more compact, walkable, and self-sufficient urban form?	21/22
Is there no protection for anything other than agricultural in terms of nature and wildlife?	12
I hope the city starts using more visionary consultants that have climate and sustainability at top of mind. Quebec has great consultants. The usual Hemson and Dillon are dinosaurs. Try these guys: Smart Cities Research Services.	N/A
Will the subwatershed study take into consideration impacts to adjacent properties (i.e. how do you ensure this development does not impact water drainage on adjacent properties).	1/3/13
Will landowners in the proposed development area be able to review the studies that are supporting this proposal, i.e. watershed study, storm management etc.	35
With recent changes from the Ford government on Development Charges, will the developer be offering to fund not just all required infrastructure within the subject lands, but will they also pay for infrastructure upgrades to access the subject lands? Will the developer offer to fund new required fire stations, Libraries, Community Centre's, schools etc.? Or will this fall on taxpayers?	4/25
Traffic is already congested at peak times. Even with new arterial roads, all traffic will funnel to Centennial Parkway as the nearest escarpment crossing. Surely a new high-capacity escarpment crossing further east will be needed to accommodate all the traffic. Will the NEC allow this? Will the developer fund this or will taxpayers have to?	7/4/25
When will Centennial be repaved? It's practically ground down to dust in some areas.	7
For both applications: Storm water management techniques must be incorporated at the early stages and retention ponds and low impact development methods needs to be incorporated at the development sites before entering the city systems.	N/A
How is the city considering the potential to recover the costs already spent on the Upper Centennial sewers that were installed in recent years?	25/4
It seems the definitions/designations of lands are proposed at this point. Is it likely that the developer would be changing these designations? Specifically, the designation of "natural heritage" areas.	19/12/14
In previous subdivisions which were implemented in the city, how accurate was the consultants estimate of impact to existing systems (cost), if it runs over how does the city recoup this cost from the developer, so it is not passed onto existing property owners via taxes?	25/4
Will there be a single point of contact for impacted residents during the review and construction?	35

Question/Comment	Staff Response Reference #
In reviewing the proposed sites, the inventory of existing conditions and features must be weighed to look at what is to be retained or removed and then replaced somewhere to benefit the community. I will look for the site inventory report and review. Thanks.	N/A
I did not see any explicit mentioning of Indigenous consultation on either White Church or Elfrida which is sometimes a part of applications of this nature. Has this happened? Or will it be happening?	27
How does this proposed urban boundary expansion align with the broader Provincial policy objectives regarding the protection of agricultural land and the creation of complete communities?	11
How do these two urban boundary expansion applications align with the City's climate change mitigation and adaptation goals and policies, particularly concerning increased transportation emissions, loss of carbon-sequestering agricultural land, and the potential for increased energy consumption in sprawling developments?	11
All wetlands and forests are valuable today due to the progressing global climate emergency. Hamilton mountain is sorely lacking municipally required green space already. Will the city take protecting natural features more seriously than we have in the past? Every wetland and woodlot matters today to protect biodiversity, water, permeable land, rare species, etc...	12/14/11
Does the city have any ability to dispute a possible Ontario land tribunal acceptance of the land? What is the city and staff doing to help keep our firm urban boundary?	30
What specific steps (in addition to today's meeting and the June meeting) have been taken to ensure meaningful public consultation regarding this proposed urban boundary expansion, particularly with affected agricultural landowners and residents, and how will our feedback be incorporated into the planning process?	33
Currently the bottom of Centennial Parkway, the Red Hill parkway and the 403 exit at the end of the Lincoln Alexander Parkway are bottle necked every day. How will this be addressed with this proposed growth?	7
Based on existing, similar size developments in the city of Hamilton how accurate was the consultants impact assessment to on traffic, infrastructure, and surplus fiscal revenue vs the actual outcome. If the assessment was low vs actuals, how does the city ensure this expense is not downloaded to existing taxpayers vs charged back to the developer?	25/4
So, do we also consider the impact these planning proposals have on climate change in Hamilton, and the cost to us from that? Is this considered seriously? Can we take the province to court over their poor plans which consistently deny the global climate emergency?	16

Appendix E - In-person Open House Comments & Questions

To ensure the public receives consistent information, answers to the questions listed in the table below are included in the main section of this document, under [“Questions Raised through the Consultation Process”](#). The number in the right-hand column of the table below refers to the matching question number in that section. If a question or comment relates to more than one answer, multiple question numbers are listed.

The submitted comments and questions are shown below exactly as they were originally written. Where specific elements of certain questions have not been addressed, it is generally due to the unavailability of the necessary information—either because it has not been provided by the Applicant or because such details are not typically available at this stage of the development process. Nonetheless, all comments and questions will be taken into consideration and will inform the staff report to Council.

Comments listed in the table below do not have an associated staff response but have been noted and considered by staff through the review of the application. Photocopies of the comment cards submitted at the in-person open house are also attached below.

Comment/Question	Staff Response Reference #
What alternative development plans currently exist? E.g., are there smaller, higher density developments that represent a viable alternative (that does not require so much Farmland and is closer to where the jobs and urban core are located).	22/23
Does the City of Hamilton really buy the positive fiscal impact of this proposed development (i.e., the City cannot afford a budget increase given its current deficit position).	25
Hi, I've heard talk of joining the Upper Red Hill Parkway to the Highway 6 Bypass. Would this come into place when this land (airport-Whitechurch) is being considered? With Mount Hope and Binbrook expansion the traffic needs to be addressed. Can you give a date to when this would be accomplished?	7
If Hamilton has the necessary space to build, why is the urban boundary being moved to accommodate unnecessary building?	22/23
During a time when a climate crisis is costing taxpayers more than we can afford, how does paving over green space and cutting down trees to pave farmland make economical or climate sense?	22/23/11
The applications propose to use primarily Farmland for urban expansion. How much of this land is currently being farmed (i.e., is it zoned as prime but largely unused?)	8
What stance is the City taking on this issue? Regardless of their duty to review, does council have an opinion or consensus before the final deadline? Once Council approves or declines the application, is there any way to influence the decision of the Ontario Land Tribunal?	21/22/29/30

We find the paperwork provided by Elfrida and White Church developers is one-sided and slanted towards their benefit and not a true reflection of the real facts. We believe that a project of this magnitude will create a huge financial strain on the City of Hamilton and taxpayers. How much of the cost with the developers cover?	25
The City is behind in infrastructure maintenance repair 3.8 Billion!! Deal with what is within the existing urban boundary.	
Residents on Airport Road are overwhelmed by extreme traffic due to Binbrook residents speeding through the area. It is unsafe for seniors and children in the area. School buses are being passed as children load and unload every day. How will traffic be rectified while keeping our urban feel with 7500 homes added to the issues.	
100% Against. Hamilton needs Affordability, private landowners group will not build Affordability. They are there to make money. Build in the downtown.	
No to Whitechurch expansion plan.	
Please do not continue with this application/development, as I was told 2% of those surveyed were supportive of this development - listen to the community! The soils samples map says it is great quality! Why build on it? Farm it! Redevelop the downtown - do not take our land.	
I must say that had I known that the White Church region was possible to be developed into mass homes and businesses, I wouldn't have poured my money into a property where I can enjoy the liberty of a quiet zone. Now with this proposal, it looks like the province wants to give up their farmlands for taxpayers and votes. If we lose the farmlands, we lose of love of the land. Today, it seems more important to pack more people into open lands instead of fixing the areas we already are in.	
This project has not been thought through. 1) Why develop a rural area when the city is falling apart? 2) Traffic will not be sustainable - school buses, etc. 3) Land has been poisoned for the 38 years that I've lived on Whitechurch - sprays kill everything (including my trees on 2 occasions). No room for more!	
100% against. You're putting the LRT in downtown Hamilton. Keep the people in Hamilton to use it! Makes zero sense to expand the urban boundary.	
Lots of wildlife will be dislocated. Terrible use - the City exists already.	
Also, present unbiased information to your citizens. They are uninformed. Council is uninformed on this complex issue. How are they able to make these decisions? The Planning Committee in 2023 (2022) advised council to expand. Council voted against expansion. Hmm...why??	
Why is the farmland, which we grow and harvest many important crops on, being treated by the developer and assessment folks as being less valuable than it really is? Where is the bias regarding the fact that major developers own large parcels of these subject lands?	
Thank you for organizing the open house event. It helps me to understand more about the urban expansion plan. I totally support this expansion. It helps developing the economy for the City as a whole, as well as to improve the quality of life for the residents - such as faster transit, better road quality, better parks, playgrounds, and commercials. Thanks again!	
Hendershot Rd. What about my shallow well, its barely holding up now - will you supply me with water forever? Who is going to be able to afford these homes anyway? Should be building affordable homes in the City with all of the empty lots and boarded up houses that are available. Farmland should not be touched. Build up not out. Lastly, after 45 years of busting by butt and finally retired and looking forward to sitting in peace and quiet with my feet up in my yard birdwatching and not being subject to noise, pollution, traffic, and total chaos. Who will compensate me for that? Tell builders to build in their own backyard.	

This is land speculators looking to cash in on their land grabs. We need this agricultural land for crops. We cannot afford this; we are already in massive debt. Intensify within our boundaries. Civil disobedience is coming.

Plenty of information offered, and enough city personnel to answer questions. Would be considerate to hold closer to the lands discussed (i.e., on the mountain). Bit of a deterrent to come this way. In future, consider religious holidays. This is Holy week for many - virtual meeting on Holy Thursday (first day of Easter celebrations doesn't work for many).

With this world environment, can we rely on another nation for our food? Think about this.

As an aside, if this goes through, roads need to be fixed and widened. Driving from the Niagara Region along Highway 20, the road is a disaster at the Hamilton boundary. Those who live in the area should be allowed options to get around if building starts.

Regarding the White Church residential proposal... There are two significant woodlands with connecting parks. These two woodlands are separate from each other so that wildlife in one woodlot is unable to easily move to the other woodlot. There should be some connectivity between the two. A natural corridor should be developed between the two and also to the outer perimeter of the subdivision so that they are not trapped within the confines of the subdivision.

Our focus should be intensification within the urban boundary. Why would Hamilton consider the development outside the City limits if we are already operating at a deficit. It makes no sense. How much will the developers pay towards the infrastructure. Will it be ongoing? Will this impact our taxes. How will people access transit at these new areas outside the City centre. How busy will traffic become with over 100,000 more people living on the upper mountain? Will the highways and roads be adequately maintained. This doesn't make any sense. Keep Hamilton green. Say no.

Questions

Comments

The city is behind in
infrastructure maintenance
repair 3.8 BILLION!!
Deal with what is within the
existing urban boundary.

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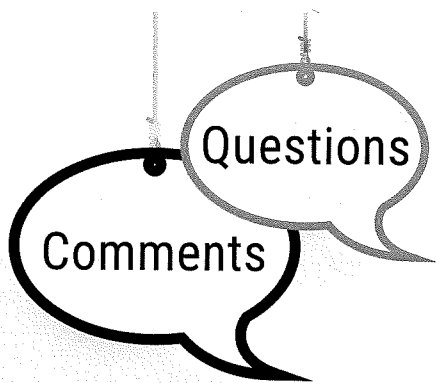
Questions

Comments

100% AGAINST
(1) wastewater - the plant has
been updated to handle waste
from WITHIN the urban boundary, if
this goes thru, where are you taking
away from? It's math, the waste
has nowhere to go!

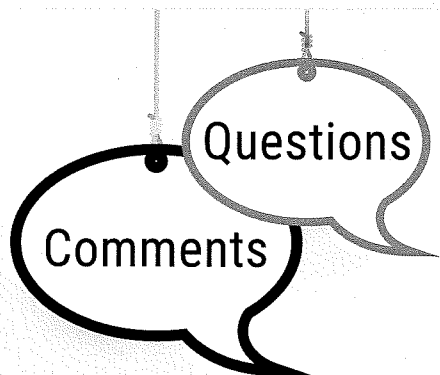
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What alternative
development plans currently
exist - e.g., are there smaller,
higher density developments that
represent a viable alternative
(that does not require so much
prime agr. land and is closer to
where the jobs & urban core
are located)?

engage.hamilton.ca




Does the City of Hamilton
really buy the positive
fiscal impact of this
proposed development?
(i.e., the City cannot afford
a budget increase given its
current deficit position)

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Hi,
I'VE HEARD TALK OF JOINING THE UPPER RED
HILL HWY TO THE HWY 6 BYPASS. WOULD
THIS COME INTO PLACE WHEN THIS LAND
AIRPORT - WHITE CHURCH, IS BEING CONSIDERED?
WITH MOUNT HOPE & BINBROOK EXPANDING
THE TRAFFIC NEEDS TO BE ADDRESSED.
CAN YOU GIVE A DATE TO WHEN THIS
WOULD BE ACCOMPLISHED?



Questions

Comments

RESIDENCE ON AIRPORT RD ARE
OVERWHELMED BY EXTREME
TRAFFIC DUE TO BINBROOK RESIDENCE
SPEEDING THROUGH THE AREA.
IT IS UNSAFE FOR SENIORS & CHILDREN
IN THE AREA. SCHOOL BUSES ARE
BEING PASSED AS CHILDREN LOAD &
UNLOAD EVERY DAY. HOW WILL TRAFFIC
BE RECTIFIED WHILE KEEPING OUR
URBAN FEEL WITH 7500 HOMES ADDED
TO THE ISSUES.

Questions

Comments

100% AGAINST.

Hamilton needs affordable housing, private landowners group will not build AFFORDABLE housing. They are there to MAKE MONEY
Build in downtown

engage.hamilton.ca



Questions

Comments

NO to whitechuck
expansion plan

engage.hamilton.ca



Questions

Comments

Please do not continue with this application / development.

As I was told 2% of those surveyed were supportive of this development - LISTEN to the community!
The soil samples map says it is great quality!
Why build on it? FARM IT!
- Redevelop the downtown - do not take our land.

engage.hamilton.ca



Questions

Comments

I must say that had I known that the White Church region was possible to be developed into mass homes and businesses,

I wouldn't have poured my money into a property where I can enjoy the liberty of a quiet zone. Now with this proposal, it looks like the province wants to give up their farmlands for taxpayers and votes. If we lose the farmlands, we lose our love of the land. Today, it seems more important to pack more people into open lands instead of fixing the areas we already are in.

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Comments

Questions

IF HAMILTON HAS THE NECESSARY
SPACE TO BUILD, WHY IS
THE URBAN BOUNDARY BEING
MOVED TO ACCOMMODATE
UNNECESSARY BUILDING?

engage.hamilton.ca



Comments

Questions

Strongly disagree!
with Elfrida expansion, is
planned on agricultural
land. Other places
within the City should be build
on, before the spoiling the
land.
Also there is no plan for reasonable
buffer between proposed site and
Green belt! →

engage.hamilton.ca



Questions

Comments

THIS PROJECT HAS NOT BEEN
THOUGHT THROUGH.

- 1) Why develop a rural area
when the city is falling apart?
- 2) Traffic will not be sustainable — school buses etc.
- 3) Land ~~is~~ has been poisoned for the 38 years
that I've lived on Whitechurch — sprays kill
everything (including my trees on 2 occasions)

No room for more !

engage.hamilton.ca



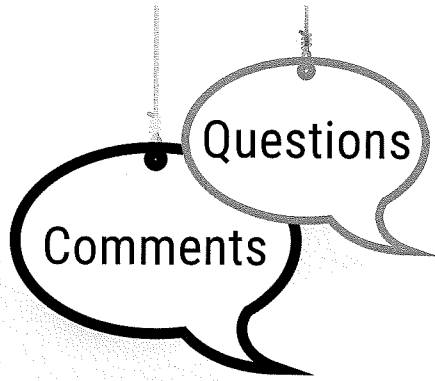
Questions

Comments

DURING A TIME WHEN A CLIMATE
CRISIS IS COSTING TAXPAYERS
MORE THAN WE CAN AFFORD,
HOW DOES PAVING OVER GREEN
SPACE & CUTTING DOWN TREES
TO PAVE FARMLAND MAKE ECONOMICAL
OR CLIMATE SENSE?

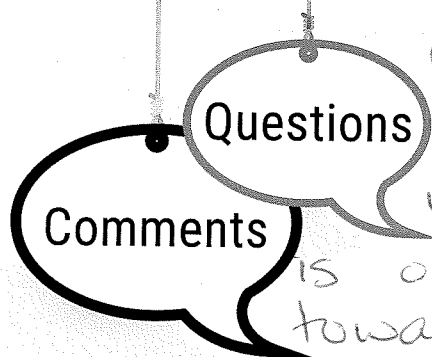
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The applications propose to use ^{primarily} prime agricultural land for urban expansion. How much of this land is currently being farmed (i.e., is it zoned as prime but largely unused)?

engage.hamilton.ca



We find the paperwork provided by Elfrida and White Church developers is one sided and slanted toward their benefit and not a true reflection of the real facts.

We believe that a project of this magnitude will create a huge financial strain on the city of Hamilton and tax payers. How much of the cost will the developers cover.

engage.hamilton.ca



Questions

Comments

100% AGAINST

You're putting LRT
in downtown HAMILTON,
Keep the people in Hamilton
to use it!

MAKES ZERO sense to expand
URBAN BOUNDARY

engage.hamilton.ca



Questions

Comments

lots of wildlife.
will be dislocated.

Terrible, use
the city that exists
already!

engage.hamilton.ca



Questions

Comments

ALSO, PRESENT UNBIASED
INFORMATION TO YOUR CITIZENS.

THEY ARE UNINFORMED.

COUNCIL IS UNINFORMED ON THESE
COMPLEX ISSUES, HOW ARE THEY ABLE TO
MAKE THESE DECISIONS??

THE PLANNING COMMITTEE IN 2023 (2022)
ADVISED COUNCIL TO EXPAND.

COUNCIL VOTED AGAINST EXPANSION. Hmm...? Why?!

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Questions

Comments

THE ELFRIDA URBAN EXPANSION WAS
FIRST ENDORSED BY COUNCIL IN 2005.
EVERY COUNCIL AFTER SUPPORTED THE
EXPANSION UNTIL 2021 WHEN COUNCIL
VOTED AGAINST THEIR PLANNERS

ADVICE AND REFUSED TO EXPAND THE
BOUNDARY, OVER THE YEARS 10'S OF

MILLIONS OF ~~DOLLAR~~ TAX DOLLARS WERE SPENT TO
PREPARE THE ELFRIDA LANDS FOR DEVELOPMENT.
WHEN COUNCIL IN 2021 VOTED AGAINST EXPANSION
THE SAID URBAN GROWTH COULD BE ACCOMMODATED BY
INFILL. SINCE THEN HAMILTON HAS MISSED ITS
GROWTH TARGETS EVERY YEAR. AS A RESULT
HOMELESSNESS HAS INCREASED EVERY YEAR.
IT'S TIME TO EXPAND THE BOUNDARY. INFILL HAS FAILED

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Questions

Comments

Why is the farmland, which we grow and harvest many important crops, being treated by the developer and assessment folks as being less valuable than it really is?

Where is the bias regarding the fact major developers own large parcels of ~~this~~ subject lands?

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Questions

Comments

I LIVE ON HENDERSON ST JUST BEFORE GOLF CLUB, AND I AM NOT AGAINST BUILDERS BUILDING BUT I AM AGAINST USING PRODUCTIVE FARMLAND. I DROVE DOWNTOWN TONIGHT VIA KING ST. AND AT EVERY MAJOR INTERSECTION THERE IS HUGE LOTS THAT ARE SITTING EMPTY WITH A BOARDED UP BUILDINGS. WE SHOULD BE BUILDING UP NOT OUT. MY ROAD SHOULD BE RENAMED HWY 56 BECAUSE NO ONE USES THE HWY ANY MORE AS EVERYONE IS CUTTING THROUGH ON SIDE CONCESSIONS, THATS WHY YOUR STUDY REVEALED THAT HWY 56 DOESN'T WERREIT 4 LANES, BUT MY ROAD DOES? AS TRAFFIC IS UNREAL WITH EVERYONE TAILGATING PASSING CARS & SPEEDING FAST TO GET TO THEIR DESTINATION QUICKLY, COME ON 4 LANES ON 56 PLEASE, ALSO WHATS UP WITH GRAVEL & TAR WHEN REDOING THE SURFACE WHAT HAPPENED TO THE OLD FASHIONED ~~BAR~~ ASHFALT.

engage.hamilton.ca



April, 2013

Questions

Comments

Hi,

Thank you for organizing the open house event. It helps me to understand more about the Urban Expansion plan. I totally support this expansion. It helps developing the economy for the City as a whole as well as improve the quality of life for the residents. such as faster transit, better road quality, better park, playground, and Commercial. Thanks again!

engage.hamilton.ca



Questions

Comments

HENDERS NOT RD.

- WHAT ABOUT MY SHALLOW WELL, ITS BARELY HOLDING UP NOW, WILL YOU SUPPLY ME WITH WATER FOR EVER?

- WHO IS GOING TO BE ABLE TO AFFORD THESE HOMES ANYWAY? SHOULD BE BUILDING AFFORDABLE HOMES IN THE CITY WITH ALL OF THE EMPTY LOTS & BOARDED UP HOUSES THAT ARE AVAILABLE. FARMLAND SHOULD NOT BE TOUCHED. BUILD UP NOT OUT.

- LASTLY AFTER 45 YEARS OF BUSTING MY BUTT AND FINALLY RETIRED & LOOKING FORWARD TO SIT IN PEACE & QUIET WITH MY FEET UP IN MY YARD BIRDWATCHING & NOT BE SUBJECT TO NOISE, POLLUTION, TRAFFIC & TOTAL CHAOS.

WHO WILL COMPENSATE ME FOR THAT. TELL BUILDERS TO BUILD IN THEIR OWN BACK YARD

engage.hamilton.ca



Questions

Comments

This is land speculators looking to cash in on their land grabs. We need this agricultural land for crops. We cannot afford this, we are already in MASSIVE DEBT. Intensify within our boundaries. Civil disobedience is coming

engage.hamilton.ca

Questions

Comments

What stance is the city taking on this issue? Regardless of their duty to review, does Council have an opinion or consensus before the final deadline?

Once Council approves or declines the application, is there any way to influence the decision of the OLT?

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Comments

Questions

Plenty of information offered,
and enough city personnel to
answer questions

would be considerate to hold clear
to the lands discussed - ie. on the maintain. Bit of
a deterrent to come this way.

In future, consider religious holidays. This
is Holy week for many Virtual meeting on Holy Thursday -
first day of Easter celebrations - doesn't work for many.

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Hamilton

engage
HAMILTON

Comments

Questions

WITH THIS WORLD
ENVIRONMENT CAN WE
RELY ON ANOTHER NATION FOR OUR
FOOD THINK ABOUT THIS

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Hamilton

engage
HAMILTON

Questions

Comments

As an aside, if this goes through, roads need to be fixed, and widened.

Driving from the Niagara Region along Highway 20, the road is a disaster at the Hamilton boundary.

Those who live in the area should be allowed options to get around if building starts.



Questions

Comments

HOW MANY TAX DOLLARS WERE
SPENT ON GRID2?

THE VARIOUS STUDIES ETC FOR
THE ALFRIDA AREA?

- WAS THIS AN AREA EARMARKED BY THE
HAMILTON COUNCIL BACK IN 2006?

- HOW DO YOU DEFINE WHITEBELT LANDS?
LAND DESIGNATED FOR FUTURE DEVELOPMENT? YES!
THE TIME IS NOW, NO?

DO HAMILTONIANS WANT TO LIVE IN TINY CRAMED SPACES?

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I'M AN ENVIRONMENTALIST, AND PLEASE COUNCIL,
→ RECALL YOUR ^{CONTAMINANT} CRISIS IN CHEDoke CREEK, AND THE
IGNORING OF IT FOR YEARS...? ← DON'T CHIRP ABOUT
CLIMATE CHANGE: ENVIRONMENTALISM WHEN YOUR
POPULATION IS STRUGGLING TO FIND A PLACE TO LIVE.

IS HAMILTON MEETING HOUSING #s?

WHAT GAME IS BEING PLAYED HERE?

YOUR ACTIONS ARE DRIVING UP PRICES BY CREATING A
LEVEL OF SCARCITY.

EXPAND TO THESE AREAS AND HAVE THE DEVELOPERS
WORK ALONGSIDE CITY PLANNERS TO BUILD MORE
ECOLOGICALLY SOUND RESIDENTIAL AREAS.




Questions

Comments

Regarding the White Church
residential proposal...

There are two significant
woodlands with connecting parks.
These two woodlands are ~~very~~ separate
from each other so that wildlife in
one woodlot are unable to easily move →

to the other woodlot. There should be some connectivity between the two. A natural corridor should be developed between the two and ~~also~~ also to the outer perimeter of the subdivision so that they are not trapped within the confines of the subdivision.



Questions

Comments

Our focus should be intensification within the urban boundary. Why would Hamilton consider the development outside the city limits if we are already operating at a deficit. It makes no sense.

How much will the developers pay towards the infrastructure. Will it be ongoing?

engage.hamilton.ca



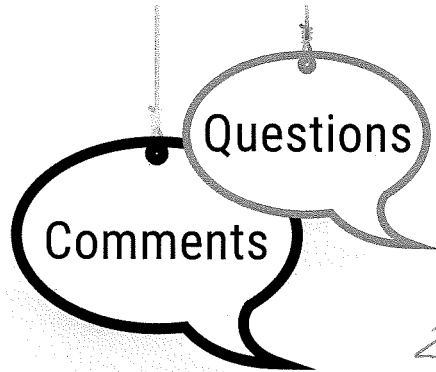
Will this impact our taxes.

How will people access transit at these new areas outside the city centre.

How busy will traffic become with over 100,000 more people living on the uppermountain?

Will the highways and roads be adequately maintained.

This doesn't make any sense.
Keep Hamilton Green. Say No.



Questions

1. I would like to know the time frame of this construction.
2. Will Trinity Church Rd. be widen to 4 lanes?
3. Where in Efrida will the construction start? East? West?
4. Why are we developing agriculture land?

5. What can be done to stop it?

Appendix F - Comments Received by Email

Comments and questions received by City staff about the White Church urban boundary expansion applications are attached on the following pages. Questions were answered by City staff through an email response and were addressed in the main section of this document, under [“Questions Raised through the Consultation Process”](#).



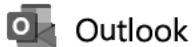
The r[REDACTED] of wet lands beyond the cityimits MUST cease. As a long time tax payer I Strongly protest

From Barbara Davis [REDACTED]

Date Sun 4/20/2025 10:15 AM

To Urban Boundary <urbanboundary@hamilton.ca>

External Email: Use caution with links and attachments



Outlook

White church urban boundary expansion

From Alyssa Lima [REDACTED]**Date** Fri 4/18/2025 1:03 PM**To** Urban Boundary <urbanboundary@hamilton.ca>

External Email: Use caution with links and attachments

Dear Mr. Dave Heyworth,

My name is Alyssa Lima-Eede and I am a resident of Mount Hope [REDACTED] family and I moved to the area in 2020 but my wife has always lived in Hamilton. I am originally from Oakville and moved to Hamilton in 2017 because it provided a residential opportunity as a first time home buyer for me to purchase a home in an affordable price point. While I can respect the need for individuals like I was who are looking for affordable housing is a safe community, I do not believe the white church area is the right location and infact developing this area for residential and commercial purposes would do a disservice to the neighborhood and city of Hamilton.

Coming from Oakville, I had a negative perspective on Hamilton for almost 30 years. It wasn't until I moved to mount Hope and realized the beauty and safety of having the farmland and trails of this area so close, that I recognized I could have the best of both worlds — small town feel and rural access with the convenience of city necessities only a 10 minute drive to stone church and upper James. The whole reason we moved to mount Hope was because we loved the small town feel and the rural farmland so close by and easy access to nature and trails. The Chippewa trails are one of our favourite areas to hike our dogs every day, and the fresh air, sounds of nature and break from the hustle of the city life is so refreshing. Building an entire residential area and commercial space in the areas surround white church and Elfrida would ruin this. In my opinion it is one of the BEST things Hamilton has to offer — don't ruin it. Everywhere you look there is development in city, concrete and traffic and noise and pollution. Those who want to live in the city should live IN THE CITY. Those who choose to live in the rural areas and outskirts do so because we want an escape from the city. By expanding into this area you are taking this away from those of us who desire to live in the rural area and robbing us of this environment.

We also have a horse whom we board at a local farm in the area you are proposing to develop. Where will we be able to board her in a close and affordable area if this farmland is turned into residential and commercial areas? Nature has been shown to improve mental health, physical health and emotional well being. By developing this area you are robbing the citizens of Hamilton of this. Statistics have also shown that when you increase a population into a condensed space (like the proposed 7629 residential dwellings) you are increasing the incidence of crime, pollution, environmental footprint and chance for overpopulation. An example of this how is already occurring, is if you look at new developments in Binbrook and Mount Hope, there are DAILY crimes, home break ins, car theft and robberies with NO police presence. These neighborhoods are being targeted because there are too fast expansion of population with zero police presence. Individuals who are performing these crimes are those moving from large cities, ethnic communities and have zero regard for the hard work, pride and rules of these communities. The individuals who would be expanding into this area are not those whole value farmland

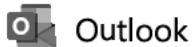
and rural values but those who are looking to burden an already fragile ecosystem with multiple generations households and cultural differences that are not in line with Canadian values.

One of the best things about Hamilton is that we have the modern access to city needs but also have access to rural living for those who desire it. Once you destroy this farmland, you cannot replace it and it's gone forever.

Please reconsider the location of expansion and leave our beautiful rural community alone for those who wish to live here to continue to enjoy it.

Sincerely,

Dr. Alyssa Lima-Eede, DVM
Proud resident of Mount Hope



Elfrida/ White Church

From Elizabeth Knight [REDACTED]
Date Thu 4/17/2025 8:34 PM
To Urban Boundary <urbanboundary@hamilton.ca>

External Email: Use caution with links and attachments

Thank you for your presentation and please see my comments.

I am firmly against urban expansion as there is still a lot of room to grow within the current urban boundary, adding more density and using/renewing existing infrastructure.

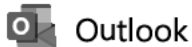
Climate Change is the paramount concern of our age and sprawl is simply foolish. We should be building far more density within the city boundary before considering outward growth.

The loss of prime farmland as well as wetlands, trees and habitat must be stopped.

If the Tribunal approves this, there must be requirements for affordable housing, family friendly housing, 100% green building standards and density.

Thank you
Elizabeth Knight

I would like the City to reach out country-wide for consultants beyond the usual Hemson and Dillon who seem to have very little vision. There is excellent urban design and city building happening in Quebec. Let's use some of their consultants like Smart Cities Research Services. ANYONE with some vision of the future and a changing climate.



feedback

From Ethan Patterson [REDACTED]
Date Thu 4/17/2025 9:08 PM
To Urban Boundary <urbanboundary@hamilton.ca>

External Email: Use caution with links and attachments

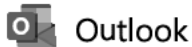
Thanks for the informative meeting on April 17.

I would like to express my support for no urban expansion and urge councillors to vote against these proposals.

We simply must take climate and future agriculture needs into consideration. Furthermore the city is already in a huge infrastructure hole and we do not need to be building more. We should grow up, within city limits.

Please triple check those FIA numbers the developers submitted. They look super sketchy. No way will there be a long term net gain from building sprawl infrastructure that we have to upkeep forever at taxpayers expense.

Thank you
Ethen Patterson



White Church Rd urban boundary building proposal

From Frank Deriet [REDACTED]**Date** Tue 11/19/2024 2:33 PM**To** Urban Boundary <urbanboundary@hamilton.ca>**External Email:** Use caution with links and attachments

Good afternoon, My name is Frank Deriet and My wife and I have resided at [REDACTED] since 2003. We moved to this area for the beautiful landscape and properties are spread apart not those cookie cutter homes that builders are cramming in so close together. We are against any development in this area for many of reasons such as our infrastructure on our road has seen a 1000 percent more vehicles on white Church Rd since Binbrook has expanded. We have fully loaded trucks , semi trucks and cars constantly racing down White Church Rd, even passing each other even know the speed limit is 60 KLM zone. I had the Sargent of the traffic division apologize to me about these problems and illegal loaded trucks flying down White Church Rd. If there were to be more of our farmland taken away and replaced with hundred or thousands of homes our infrastructure on Rd and volume of people that travel on this Rd will be grid locked . We already have problems getting out of our driveway now because of the crazy amount of people driving here. There are lots of areas that our not farms to destroy that these cookie cutter crammed in homes could be built. This area has been protected for a many of great reasons such as , Farming , wild life , beauty and infrastructure that will not accommodate more people on our roads. I know that all of our neighbors have the exact same concerns as we do and we will protest anymore building around our homes and farm land that we must preserve for years to come.

Helsby, Erin

To: Urban Boundary
Subject: RE: Notice of Complete Application - Official Plan Amendment Application for Urban Boundary Expansion - White Church Lands

From: Jean [REDACTED]
Sent: Friday, March 21, 2025 12:31 PM
To: Urban Boundary <urbanboundary@hamilton.ca>
Subject: Re: Notice of Complete Application - Official Plan Amendment Application for Urban Boundary Expansion - White Church Lands

External Email: Use caution with links and attachments

I support our council maintaining the current urban boundary and facilitating housing development within that boundary through low-level densification and development of brown fields. I am very concerned about the continued push on the boundary expansion.



On Mar 21, 2025, at 10:08 AM, City of Hamilton <urbanboundary-hamilton.ca@shared1.ccsend.com> wrote:

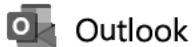
Greetings,

This e-mail is to inform you that the City of Hamilton has received and deemed complete an Official Plan Amendment Application (UHOPA-25-004/RHOPA-25-005) to expand Hamilton's urban boundary by approximately 364 hectares in size and could accommodate approximately 7,629 residential dwellings as well as commercial, institutional, and recreational uses. This area is referred to as the White Church lands. If approved, more detailed land uses would be determined through a Secondary Plan.

The Notice of Complete Application which includes a location map, applicant information, the Statutory Public Meeting date and instructions on how to provide comments is linked below:

[White Church Urban Boundary Expansion - Notice of Complete Application](#)

The City of Hamilton will also be scheduling additional open house(s) shortly to provide the public with additional opportunities to review the application materials and provide comments. Notification of the open house(s) will be provided through this mailing list.



Outlook

Attn: Dave Heyworth, regarding file UHOPA-25-004/ RHOPA-25-005 Urban Boundary Expansion

From Jeannette Mckibbon [REDACTED]**Date** Mon 3/31/2025 7:59 PM**To** Urban Boundary <urbanboundary@hamilton.ca>**Cc** [REDACTED]**External Email:** Use caution with links and attachments

Hello Mr. Heyworth:

This letter is in response to the request for comments on the urban boundary expansion, for the development of the Whitechurch area.

Just a bit of history. My Sister and I own just under 10 acres of land on the north east corner of Upper James and Airport roads. This land has been identified as employment land for many years. Unfortunately our small piece of land has remained agriculture, which for the size is useless.

As the urban boundary closed right at Upper James, our potential Buyers have been unsuccessful in persuading the city of Hamilton to allow a change of zoning to our land. This is extremely frustrating for us as the land is in a prime location, and has been for sale for many years.

I see from the Whitechurch development map that the growth in that area will come east down Whitechurch road, north across Miles road and then move westwards up Airport road towards Upper James.

In regards to resources there will be a shopping plaza available for the future land owners. 353,000 square feet is certainly not large enough to support the needs of the population in that area, which includes

the current residents of Whitechurch Road West and Mount Hope/Glanbrook. Especially now since the west side of Upper James is developing quickly north.

Examples which are needed now would be another shopping plaza, a decent hotel, entertainment facilities and so on.

At this time with all of the above going on, it would make sense to include the employment lands within the urban boundary. These lands which are not within the green belt, would then be available for rezoning development where needed.

The processes and cost of changing the urban boundary would not occur again so soon.

Sincerely Jeannette McKibbon (Macdonald
& Lorraine Hadcock

Subject: Planning committee for Urban expansion

External Email: Use caution with links and attachments

Dear sirs/madams,

I don't understand why this work is being done again and again. Is the city bent on expanding our boundaries and destroying open/farm lands around Hamilton and environs? Didn't we already do this?

It makes one wonder if the Planning Department and this committee have nothing else to do. Repeatedly, citizens have said No to the expansion of our city and the discussion 'seemed' to be over. Is it because of the recent provincial election the leader has again decided to reward his donors/friends this opportunity to further exploit the lands of Ontario? Again? Does he really think we are that stupid?

I find it insulting yet typical of this government, both municipal and provincial, that they think the citizens are distracted by the theatrics of the premier combating the US powers that be. The timing is, of course, suspect since we are shell shocked from the constant barrage and threats from below the 49th as well as the drama of our own federal election.

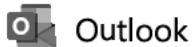
Be aware that the actions of this municipal government are not altruistic and again are being foisted upon its electorate without citizen approval and directly against the well known desires of Hamiltonians.

These actions are not "for the greater good" of the city, they are for the financial enrichment of the few. Repeatedly the people have said no to urban expansion and yet again the planning committee and its minions have pulled out their excuses and reams of previously created papers to try to justify ignoring recent hard fought decisions to not expand.

This is betrayal and the repeated attempts to slip the expansion past the public is typical of a tunnel visioned government. Is Hamilton City Council simply a puppet of the provincial government?

Have some courage. Stand by the majority of your electors. Please do not destroy the remaining areas of Hamilton through this expansion. It is not there to be exploited. Plan inside the city limits.

Sincerely,
MaryAnn Hudecki Thompson
Dundas, Ontario



Outlook

Proposed White Church Urban Boundary Expansion Area

From Morgan Pirie [REDACTED]**Date** Tue 4/15/2025 3:23 PM**To** Urban Boundary <urbanboundary@hamilton.ca>

External Email: Use caution with links and attachments

Dear Mr. Heyworth:

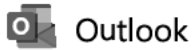
The Hamilton Airport is a critical economic component of the Hamilton area, especially it's cargo facility operation. The incredible success of this cargo facility operation at the Hamilton Airport is in large part to it's permitted 24 hour operation.

My concern with the proposed White Church Urban Boundary Expansion Area is it's proximity to the Hamilton Airport. There is no question that by putting the proposed additional 7,629 residential dwellings (thus some 15,000 to 20,000 additional residents) in close proximity to the Hamilton Airport that there is a high risk of significant complaints from these nearby residents regarding the Hamilton Airport operations, especially throughout the night. This, in turn, could have the adverse impact of significantly affecting the cargo facility operations at the Hamilton Airport in a negative manner and thus, significantly reducing the current positive operational advantages and economic benefits of the Hamilton Airport.

As a result of my above-noted concerns regarding the significant adverse impact on the Hamilton Airport, namely it's cargo facility operation and economic importance, not to mention my additional concerns pertaining to the encroachment into the Agricultural Area, lack of connectivity to the existing Urban Area, loss of good agricultural land and significant servicing costs, it is my respectful opinion and request that the Hamilton Planning Department staff recommend Denial and that the Hamilton City Council Deny the Application for the Proposed White Church Urban Boundary Expansion Area.

Thank you very much for your consideration of my above-noted comments.

Sincerely, Morgan Pirie



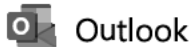
Elfrida

From Peter Jaremy [REDACTED]
Date Sat 4/5/2025 1:01 PM
To Urban Boundary <urbanboundary@hamilton.ca>

External Email: Use caution with links and attachments

115,000 people projected to move into the area with this expansion. Any thoughts about infrastructure, hospitals, roads to handle this? The city is in dire need of infrastructure repairs (that aren't happening) yet all hands on deck for expansion. Unbelievable.

Sent from my iPhone



Please Maintain Hamilton's Firm Urban Boundary

From Rose Janson [REDACTED]

Date Wed 4/9/2025 7:44 AM

To clerk@hamilton.ca <clerk@hamilton.ca>; Office of the Mayor <Officeofthe.Mayor@hamilton.ca>; Urban Boundary <urbanboundary@hamilton.ca>

External Email: Use caution with links and attachments

Good morning

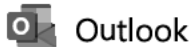
We understand that both Elfrida and White Church Urban boundary expansion lands will be coming to planning committee for a vote soon. The Official Plan Amendment Application for the Elfrida lands involves expanding Hamilton's urban boundary by approximately 1,209 hectares. The promise is to provide accommodation and jobs.

We write to ask you to reject this expansion. Hamilton citizens continue to choose a firm urban boundary.

The reasons are many, well known, and documented. Building affordable housing and businesses within the urban boundary will cost the City much less. Building is cheaper. In-filling will align with reducing cars and emissions which lead to climate chaos. We are more likely to have vibrant, mixed communities where people feel more connected.

Please don't give in to profit-seeking developers. Respect the research about liveable cities, and look at examples.
Most of all listen to the citizens of Hamilton.

With respect,
Rose Janson and Family



Urban Boundary Expansion Concerns

From Hub Kennedy [REDACTED]

Date Mon 4/21/2025 7:48 PM

To Urban Boundary <urbanboundary@hamilton.ca>

External Email: Use caution with links and attachments
Sunday April 21/2025

Hamiltonians will suffer greatly if the Elfrida and White Church Development Projects are approved.

We foresee serious problems and have grave concerns if the applications by Elfrida and White Church development are allowed to proceed.

On a basic cost for cost analysis, when you are operating at a 3.8-billion-dollar deficit, the additional strain and burden that already exists for Hamilton taxpayers will be exacerbated by these projects. All Hamiltonians will suffer the consequences if it were allowed to happen.

These projects are **not** within the city boundaries and shouldn't even be considered as they will place a huge burden on our own city infrastructure. Our current infrastructure is overwhelmed and backlogged trying to maintain an aging city (e.g., road repairs, transit, water mains, sewers, electrical distribution, affordable housing **within** the city centre, traffic controls, management of new projects) and struggles to meet the current demands. Is it not irresponsible and unethical to even consider such a proposal when our city finances are already depleted and operate at a deficit? Why should we be held hostage to such a proposal outside our own city boundaries that will cost taxpayers even more?

We currently have active housing projects happening all over the city where existing infrastructure can support them (e.g., access to transit, electrical distribution, access to sewer lines and roads). We have future projected development sites located within the city to accommodate the housing crisis. The location and the magnitude of the Elfrida and White Church projects require building an entire infrastructure from scratch. Supporting a project of this magnitude would also require a diversion of resources to create this new infrastructure away from our already stressed system. Hamiltonians will pay the price.

Another area of concern is where and how will we access drinking water and manage wastewater effectively in these areas? Accommodating a projected growth of over 140,000 people is very complicated, not to mention never been done before in Hamilton! A multitude of community support services would also be necessary to build (e.g., schools, medical, library services, shopping centres, transit). Who will pay for this?

What about the cost to the environment? It took us over an hour to drive the perimeter of the site. The sheer magnitude of almost 4000 acres took our breath away. Most of the land is

agriculturally related, with some ecologically sensitive wetlands and forests. If this land is compromised due to significant development the effectiveness of the wetlands will also be compromised. As the frequency and the intensity of our rainstorms increase there is an even greater need to preserve and protect existing wetlands, floodplains, green space and farmland. This is our opportunity to stand strong and demonstrate the importance of protecting our land.

If this project is approved, you will have created an unfortunate precedence for other developers to do the same thing and continue to push the boundaries of urban sprawl at our city's expense. When will it stop?

Now's a time to take a stand and demonstrate leadership. Set an example not only for Hamilton residents but also communities across Ontario and Canada. By utilizing our expertise, we have the capacity to do things right. We must have a clear vision of how our city grows. Within that vision we need to be forward thinking so that future necessary developments don't happen at the expense of our environment. We need to protect valuable greenspace, forests and wetlands for everyone to enjoy now and in the future.

Sincerely Susan and Hub Kennedy

April 17, 2025

Gary Campbell CET

Dave Heyworth, Director And Senior Advisor - Strategic Growth
City Of Hamilton
Planning & Economic Development Department

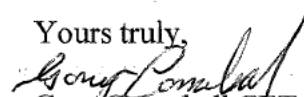
Re: Proposed Whitchurch Lands

Dear Sir:

In regards to the above mentioned development I would like to inform you that I am **VERY STRONGLY OPPOSED** to it for the following reasons:

- 1 - We do not need any more urban sprawl around Mt. Hope (or any other place in Glanbrook).
 - 2 - This development will take away valuable farm land and with this new situation with the USA and GLOBAL WARMING, now and for the future generations of Canadians we are going to need this land to grow food. Some years ago a large part of this land was used by York Farms to grow sweet corn and peas (by the tons) to feed the people of Canada.
 - 3 - This development, during construction, will create a great nuisance and hardship for the existing residents along the roads bordering it. I am quite familiar with all kinds of construction (I was Road & Bridge Maintenance Superintendent For The Region of Hamilton Wentworth for 20 years) and know the problems and ire of the residents it causes. The equipment noise, dust, air pollution (diesel fumes) created, and numerous construction vehicles on the road will make it virtually impossible for the residents to be outside and have to remain housebound during the construction period.
 - 4 - I understand the proposal is for 7,629 new homes. That means on an average of 4 people per household (more if there are Townhouses), there will be some 30,500 people in this development. We do not want, need or can accommodate this many more people in or around the village of Mt. Hope. This will create increased crime, drug abuse, car theft, vandalism etc. We already have enough of that now. Also a new school will probably need to be built (at taxpayer cost) to accommodate the increase in population.
 - 5 - I believe the average is 1 to 2 cars per household which translates into approximately 12,000 more vehicles leading onto the only 3 existing roads bordering this development. I presume no exits will be allowed onto Upper James. This will lead to huge traffic backups (Gridlock) at the intersections of Airport and White Church Rds with Upper James. I have already observed vehicles backed up 30 or more on Airport Rd. waiting for the Traffic Light at Upper James. The existing traffic on Airport Rd. is at present horrendous. At times residents (myself included) have to wait up to 3 - 5 minutes to get in or out of their laneway. If this development is approved, the City (at a significant cost to the taxpayer) will have to completely redesign and rebuild Airport and White Church Rds with increased widening and turn lanes so the existing residents can get into and from their homes. In addition, I presume there will be huge additional costs (to the taxpayer) for sewer and water upgrades.
- Finally, this development will **COMPLETELY DESTROY THE EXISTING COUNTRY LIFESTYLE** of the residents surrounding this development, **A LIFESTYLE WHICH THEY HAVE ENJOYED FOR MANY, MANY YEARS.**

Yours truly,


Gary Campbell CET (Civil)

[REDACTED]

[REDACTED]

[REDACTED]

Friday, April 25, 2025 2:09 PM

To:

Urban Boundary

Subject:

Support:Elfrida Urban Boundary Expansion application & White Church Urban Boundary Expansion application.

External Email: Use caution with links and attachments

I support this expansion of the urban boundary.

We have a housing shortage here and have become too poor as a nation to be so selfish to save land while so many working people can not afford a home. Note increase in road infrastructure and utilities is required too.

If we don't do this we basically become a poor city that can not move around. The ease and availability of transportation for the movement of specialist and goods/tools/parts is why cities are rich (compared to rural towns). Otherwise we'll end up as a bunch of very poor small communities next to each other with very high land values.

Alex

[REDACTED]

The Right to Write to Say No....!

Urban Official Plan Amendment White Church Lands

Dave Heyworth, A/Director and Senior Advisor – Strategic Growth

City of Hamilton

Planning and Economic Development Department

71 Main Street West, 7th Floor, Hamilton, ON, L8P 4Y5

Thank you very much for the opportunity to comment on this application.

People ask me how I feel about this application all the time. My answer is the same. I am vehemently opposed to this application. I chose the adverb “*vehemently*” with intent and purpose.



So that is how I feel, and I will illustrate a little of the WHY in this note.

My belief has always been that feelings are stronger than logic, and no one can tell me how to feel, or how I should feel. No Consultant...No Landowners Group....
So, I will start with my feelings...!

Both my wife and I were born in the City of Hamilton. We both lived in the East Mountain of the City of Hamilton for twenty-five years. And we stayed in the East Mountain of the City of Hamilton after we were married. We lived in the City of Hamilton for our first twenty-six years. When we decided to look for a house our friends and families were a little shocked because we were not looking to live in the City of Hamilton. We were moving out to the “boonies” and chose to live in Glanbrook Township. We found a house with a little property on Rural Route Two (RR#2) in Mount Hope. My wife and I are now forty-year residents living in the same house here in Mount Hope, in the Township of Glanbrook.

If you read the last paragraph, you know that my wife and I moved here with intent and purpose. Purchasing in a rural setting came with more costs than city living but we knew that the peace and quiet, along with the lifestyle and quality of life it provided was well worth us having to exceed our budget back then. And living here has indeed provided that for us, our children, our families, our friends, and our few neighbors.

Driving up my driveway every day after work, it was like heading into a sanctuary. The peace and quiet was always welcome and life here was always pleasant. I never really got to fully appreciate all that living here has to offer until last May when after working for most of my life I retired from the employment side of life. Now the sanctuary we can enjoy 365 days a year. The peace and quiet, I have measured this at about 30 decibels, different birds and geese often make up the soundtrack here.

Can you imagine if this Urban Boundary is lifted...The City of Hamilton takes over right here on RR#2 and right in my backyard. So just think about how I feel about this!

Can you imagine 7,629 or more residential dwellings of who knows what size or type, commercial buildings of who knows what, institutional buildings, some 16,000 or more cars, some 64,000 people added in a 364 hectare area, and all of this right here in my backyard and RR#2 Mount Hope.

A brief list of losses:

- Peace and quite....gone
- Sanctuary of rural living....gone
- Lifestyle of rural living....gone
- Quality of life....gone...
- Rural property appeal....gone
- Rural property value....gone
- Belief in constituents having a say and politicians / City Officials listening....gone

I used to travel for my work and whenever the subject of home came up, I always bragged that we had a flashing red light. That always lets people know about where I lived and the lifestyle that meant for those of us who live here. Bringing urban sprawl to rural areas immediately eliminates any and all sense of rural living. Please do not let this happen again here...!

Just a few thoughts about how I feel about 2050 and the population numbers that were stated to me. Some 900,000 people, as a growth number seems exceptionally large. I find it hard to believe the city could ever support that number as available jobs here I cannot see meriting that number.

I have done enough Population Impact Analysis' to warrant my feelings. I also started working for the second largest employer in the City of Hamilton in 1979, and as Dofaco we were second to Stelco. Stelco really does not exist in the city now and in 1979 Dofasco had 12,000 employees. When I left in 2015 there were 4,700. That is not growth in high paying manufacturing jobs, that is a forty percent decline. Technology is cheaper than human employment, so I cannot see these numbers going up. Nor will Hamilton International Airport grow to a point where employment will be so high that we need more housing closer to the airport as the White Church Group has stated.

There are so many rational and practical reasons not to allow an Urban Boundary exception. As Planning Professionals I am certain that you have a list, but from a person that will be directly and negatively impacted by this, I would be remiss if I did not list some from my diary.

I know the application required multiple studies and documentation. I read them. The companies who executed these were on contract with either Urban Solutions or the White Church Group. The impact of one of these may have a little consequence, but this is multiplier effect.....All of these together mean massive change to a landscape that does not need massive changes.

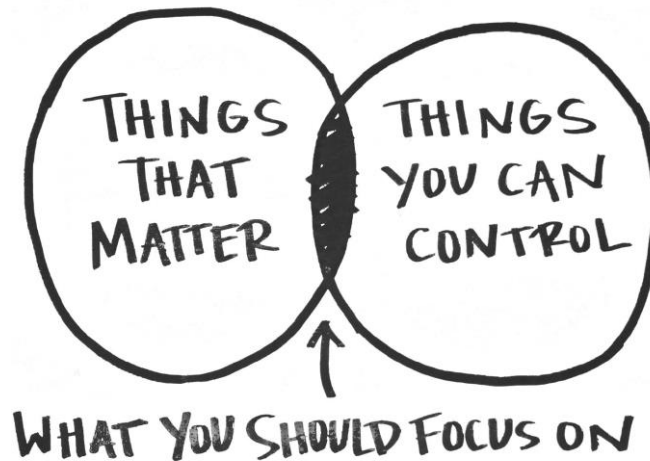
As I say.... The Right to Write to Say No.....you can too...

-
- City Costs
- City Infrastructure
- City Planning
- Preservation of Natural Landscape
- Preservation of Existing Homes
- Population Density
- Location of Dwellings
- Dwelling Type
- Height of Buildings
- Footprint of Properties
- Property Taxes
- Property Values
- Night Sky
- Streetlights
- House Lights
- Water
- Sewers
- Vandalism
- Theft
- Policing
- Fire
- Roads
- Traffic
- Volume of Traffic
- Noise - Vehicle
- Noise – People
- Noise – Pets
- Noise – Air Conditioners
- Storm water ponds
- ETC...
- ETC....

I could compose a thesis for the negative impact for each of these and would be happy to provide that to any and all interested parties.

Thank you for the opportunity to have my say on this very important and impactful matter.

This really matters to me, and I hope that I can impact my sphere of control by communicating so...



I would really like to up my ambition of communication and I hope that I can have a live voice within the public meeting.

Yours Sincerely,

Anthony Newport

[REDACTED]
[REDACTED]
[REDACTED]

Attachment 1

Comments Received After April 28, 2025

The following correspondence was received by staff via email after the submission deadline of April 28, 2025. These comments have been reviewed by staff.

From: [REDACTED]
To: [Urban Boundary](#)
Cc: clerk@hamilton.ca
Subject: FW: Official Plan Amendment: UHOPA-25-004/RHOPA-25-005
Date: Saturday, June 7, 2025 7:55:35 PM

External Email: Use caution with links and attachments

Hello,

I am opposed to this change in the urban boundary.

We need to protect the farmland around the city, not destroy it with development. Yes, there is a lot of development nearby, but it is a bad idea to sprawl more.

The City of Hamilton has determined that there is enough developable land within the current urban boundary that the boundary does not need to expand.

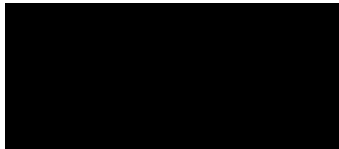
As a City taxpayer, I do not want my property taxes to go towards building infrastructure out into new green fields. The development charges to cover this cost will be very high resulting in expensive new homes. The City could offer the developers greatly reduced development charges to build where there is already existing infrastructure reducing the cost of new housing. Building within the existing urban boundary will also get housing built faster than moving into new green fields.

The City of Hamilton should say no to this amendment.

Please inform me of the decision in this matter.

=====

Glenn P. Davies



From: [Heyworth, Dave](#)
To: [Helsby, Erin](#)
Cc: [Waud, Justin](#); [Toman, Charlie](#)
Subject: FW: White Church Urban Expansion: Letter of Support – UHOPA25-004 & RHOPA-25-005
Date: Monday, May 26, 2025 7:30:30 AM

From: Saad Malakhail [REDACTED]
Sent: Monday, May 26, 2025 7:28 AM
To: Heyworth, Dave <Dave.Heyworth@hamilton.ca>; Toman, Charlie <Charlie.Toman@hamilton.ca>; Urban Boundary <urbanboundary@hamilton.ca>
Subject: White Church Urban Expansion: Letter of Support – UHOPA25-004 & RHOPA-25-005

External Email: Use caution with links and attachments

Good Morning Dave, Charlie,

I hope you're doing well and had a great weekend. My name is Saad Malakhail and I own [REDACTED] White Church Rd E, which is located within the proposed Whitechurch urban boundary expansion area. While I am not a member of the Whitechurch Landowners Group, they have been in touch with me throughout the process of submitting their Official Plan Amendment application to keep me informed. I am aware of their proposal and the intended inclusion of my property within the City's Urban Boundary. This email is to confirm that I am in full support of the proposed Official Plan Amendment application. I believe the correct decision is to include the land into the urban zone. I've seen over the last several years considerable new homes built in the area which by extension means new families settling in the area. I think this is positive as we are seeing people settle in our area and additional urban land will translate to even more family homes while being balanced with infrastructure needs which is what the land owner group has demonstrated.

If you have any questions or would like to discuss further, you can reach me by email at [REDACTED]

Thank you,
Saad



Vanderwoude Sod Holdings Ltd.
7065 Airport Road
Mount Hope ON L0R 1W0
905-517-5318

Letter of Support – UHOPA-25-004 & RHOPA-25-005

Dear Mr. Heyworth, Mr. Toman, and Members of the Sustainable Communities Section,

My name is Trevor Vanderwoude and I am the landowner of the parcel of land known municipally as [REDACTED] Airport Road, Mount Hope ON, L0R 1W0 located within the proposed Whitechurch Urban Boundary Expansion area. While I am not a member of the Whitechurch Landowners Group, they have been in touch with me through the process of submitting their Official Plan Amendment application to keep me informed. I am aware of their proposal and the intended inclusion of my property within the City's Urban Boundary.

This letter is to confirm that I am in full support of the proposed Official Plan Amendment application.

Sincerely,
Trevor Vanderwoude

Date: Friday, May 23, 2025

To: Dave Heyworth - dave.heyworth@hamilton.ca
Charlie Toman - charlie.toman@hamilton.ca
Urbanboundary@hamilton.ca

City of Hamilton
Planning and Economic Development Department
71 Main Street West
Hamilton, ON L8P 4Y5

Subject: Letter of Support – White Church Urban Boundary Expansion

FILE: UHOPA25-004 & RHOPA-25-005

Re: Proposed Amendment to Facilitate the Creation of the White Church Secondary Plan

Dear Members of the City of Hamilton Planning Committee:

I am the owner of the property located at the northeast corner of White Church Road and Upper James Street, municipally described as:

[REDACTED]

I am writing to support the Urban Boundary Expansion and Secondary Plan application submitted by Urban Solutions Planning & Development Consultants on behalf of the Whitechurch Landowners Group. While I am not a member of the Landowners Group, I fully support the vision and intent of this proposal.

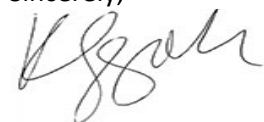
Our community, situated in Mount Hope, has long held untapped potential for thoughtful redevelopment. The proposed Secondary Plan offers a unique and timely opportunity to shape a modern, well-connected, and vibrant neighbourhood that meets the evolving needs of both existing and future residents.

This comprehensive approach to planning, which brings together multiple landowners and emphasizes collaboration with city objectives, will help ensure that the area is developed cohesively and strategically, rather than through fragmented efforts. I believe that this proposal presents meaningful long-term benefits for the local community and for the City of Hamilton as a whole.

I hope that the Planning Committee will give this application full and favorable consideration; I believe that it represents a forward-thinking, responsible investment in our city's future.

Thank you for your time and your ongoing commitment to Hamilton's growth and livability.

Sincerely,



Katarzyna Joanna Jerzak, MD MSc FRCPC

Subject: Letter of Support – UHOPA25-004 & RHOPA-25-005

To:

Dave Heyworth
Charlie Toman

Addressed to:

Sustainable Communities Section
Planning and Economic Development Department
71 Main Street West, 5th Floor
City of Hamilton

My name is Ramesh Gawri (INFINI WHITE CHURCH ROAD EAST HOLDINGS INC.) and I am the landowner of the parcel of land known municipally as [REDACTED] White Church Road East (Glanbrook) [REDACTED] GLANBROOK, CITY OF HAMILTON, located within the proposed Whitechurch Urban Boundary Expansion area.

While I am not a member of the Whitechurch Landowners Group, they have kept me informed throughout the process of submitting their Official Plan Amendment application. I am aware of their proposal and the intended inclusion of my property within the City's Urban Boundary.

This letter is to confirm that I am in full support of the proposed Official Plan Amendment application identified as UHOPA25-004 & RHOPA-25-005.

Thank you for your attention to this matter.

Kind Regards,



Ramesh Gawri

INFINI WHITE CHURCH ROAD EAST HOLDINGS INC.