


Hamilton

INFORMATION UPDATE

TO:	Mayor and Members City Council
DATE:	April 30, 2019
SUBJECT/REPORT NO:	GRIDS and Elfrida Growth Area Study (City Wide)
WARD(S) AFFECTED:	City Wide
SUBMITTED BY:	Jason Thorne General Manager Planning and Economic Development Department
SIGNATURE:	

The purpose of this Information Update is to respond to requests for information arising from the Planning Committee meeting of March 19, 2019 and the General Issues Committee meeting of March 20, 2019. These information requests related, in general, to the Growth Related Integrated Development Strategy (GRIDS) adopted in 2006, the on-going update to GRIDS, known as GRIDS2, and the on-going Elfrida Growth Area Study.

Background – GRIDS and the identification of Elfrida

The Growth Related Integrated Development Strategy (GRIDS) was adopted in 2006 and was an integrated planning process that identified a broad land use structure, associated infrastructure, economic development strategy and financial implications for growth options to serve Hamilton for 25 years (to the year 2031).

The adoption of GRIDS in 2006 was the culmination of a three year process which involved significant public engagement, stakeholder consultation, and inter-departmental staff input. The GRIDS process started with the identification of a series of growth concepts (“how” the City would grow) which, through evaluation and review, were refined into five growth options. The five growth options were geographic based (“where” the City would grow). Stakeholder, public and technical review of the growth options resulted in the identification of the preferred growth option – “Nodes and Corridors”. The preferred growth option was based on accommodating an additional 80,000 dwelling units by the year 2031, distributed as follows:

- 31,900 units would be accommodated on vacant lands within the existing urban boundary;

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- 26,500 units would be accommodated through residential intensification within the existing built-up area; and,
- 21,600 units would be accommodated through a future urban boundary expansion area.

The preferred growth option formed the basis of the City's urban structure in the Urban Hamilton Official Plan (UHOP), and identified two future urban boundary expansion areas - one for employment (AEGD) and one for non-employment (Elfrida) land uses.

The Elfrida Study Area was included as a special policy area in the Rural Hamilton Official Plan (RHOP) adopted by Council on September 27, 2006. This special policy area outlined a process and studies required to incorporate the lands into the urban boundary. When the RHOP was approved by the Province on December 24, 2008, the Province removed the special policy area. This deletion was appealed to the Local Planning Appeal Tribunal (LPAT) (formerly the Ontario Municipal Board (OMB)) by land owners in the area.

The UHOP, adopted July 9, 2009, included a more general set of policies that addressed urban boundary expansion, and a policy reference to Elfrida as a future growth area. When the UHOP was approved, the Province again removed the reference to Elfrida as a growth area; however, the general policies addressing urban boundary expansions were left in the Plan. The modification that removed the references to Elfrida was appealed to the LPAT by the City and land owners in the area.

At the time of finalization of the RHOP and UHOP, a strategic decision was made not to expand the urban boundary for either the AEGD or the Elfrida area. The decision not to proceed with an urban boundary expansion for the employment lands (AEGD) or non-employment lands (Elfrida) through the adoption of the RHOP / UHOP was to allow for the completion of a Secondary Plan (and associated technical studies) prior to the lands being added to the urban boundary. Completing the Secondary Plan prior to adding the lands to the urban boundary ensures that a land use planning framework is in place to guide future development in the area. This approach avoids the potential for multiple non-decision appeals of future development planning applications resulting in the area being primarily planned by LPAT decisions or settlements rather than through a public process.

Both the RHOP and the UHOP appeals relating to the identification of the Elfrida area are still before the LPAT. Settlement discussions between parties to the appeals have been attempted but have been unsuccessful to date. Recently, the City brought forward a motion for direction regarding the interpretation of Transition Regulation (Reg 311/06) to the Provincial Growth Plan, 2017. The motion was seeking direction on which Growth Plan (2006 or 2017) would apply to the resolution of the outstanding appeals. The City's position is that the 2017 Growth Plan should apply. The motion hearing was held on October 25 and 26, 2018. To date, no decision has been released and the

appeal proceedings are on hold until a decision is released and any appeals of that decision are concluded.

However, while the policies relating to the identification of the Elfrida area are still under appeal, the Provincial Growth Plan and the general urban boundary expansion policies in the UHOP (Section B.2.2, Volume 1) set out the requirements for a future urban boundary expansion to move forward. These policies require completion of a number of studies (eg. sub-watershed study, environmental impact assessment, agricultural impact assessment, servicing study, financing policy and land budget analysis), which must be completed as part of a municipally initiated comprehensive review and secondary plan prior to an urban boundary expansion occurring.

GRIDS 2 and the Municipal Comprehensive Review

The City is undertaking an update to GRIDS, which planned to the year 2031, known as GRIDS 2, which will plan for the next 10 years of growth between 2031 and 2041. The forecasts for Hamilton project an increase of 40,000 jobs and 100,000 people between 2031 and 2041. As such, GRIDS must be updated to allocate the additional jobs and persons beyond 2031 (to 2041) and to determine the impact on the Infrastructure Master Plans and Development Charges By-law. A municipal comprehensive review (MCR) is a requirement of the Growth Plan for the Greater Golden Horseshoe (Growth Plan) and the Provincial Policy Statement (PPS) at the time of an Official Plan review to bring the City's Official Plans into conformity with Provincial plans. The MCR is broad and encompasses many inter-related components, and must be completed prior to any expansion of the urban boundary. However, many of the studies that are required as part of the MCR are also part of a growth strategy. As such, the MCR will be completed concurrently with GRIDS 2, which has the benefit of combining the public and stakeholder consultation into one process, and efficiently using staff time and resources.

The studies being completed as part of GRIDS 2 / MCR include:

- Residential Intensification Update
- Urban Structure Review
- Major Transit Station Area Planning
- Designated Greenfield Area Analysis
- Employment Update and Employment Land Review
- Agricultural System Refinements
- Land Needs Assessment

The Growth Plan identifies targets the City must plan to achieve in allocating its projected growth to 2041. These targets relate to residential intensification, greenfield density of development, and density around Major Transit Station Areas. The chart below summarizes the required targets in the 2017 Growth Plan, compared to proposed revisions to those targets in the draft Amendment No. 1 to the Growth Plan which was

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released in January 2019. Amendment No. 1 is not yet final and binding and further changes could be forthcoming in the final amendment:

Target	2017 Growth Plan	Draft Amendment No. 1
"Intensification Target" - % of units to be constructed annually within the built-up area	50% between completion of the MCR (2021) and 2031; 60% between 2031 and 2041	60% between completion of the MCR and 2041
"Greenfield Density Target" - Minimum persons and jobs per hectare (pjh) in the Designated Greenfield Area	80 pjh (minimum) in new greenfield areas added to the urban boundary; 60 pjh in existing greenfield areas	60 pjh across the entirety of the designated greenfield area
"MTSA Target" - Minimum persons and jobs per hectare (pjh) in Major Transit Station Areas along the Priority Transit Corridor (LRT)	160 pjh (minimum)	160 pjh (minimum)

These targets will inform the Land Needs Assessment by allocating the City's projected growth to the different geographic areas identified. The Growth Plan allows for a municipality to apply for an alternative target if it can be demonstrated that the targets cannot be met or are not appropriate within the local planning context.

The Land Needs Assessment will identify how much of the City's anticipated growth can be accommodated within the existing urban boundary, and how much may need to be accommodated through an urban expansion area. If an urban expansion is required, a thorough and transparent evaluation process will take place to identify the preferred growth option. Updates to the Infrastructure Master Plans will also be completed.

In terms of future urban expansion area, there is existing historical and policy direction on lands to be included in the review of future expansion areas as part of GRIDS 2 / MCR:

- In September, 2006, City Council approved the following motion "...that staff be directed to incorporate the lands along Twenty Road in the required five-year review of the Official Plan and Master Plans." The Twenty Road lands referred to in this motion are the lands located north of Twenty Road and south of the hydro corridor between the existing urban boundary to the east and west.
- In February, 2015, four parties to the AEGD appeals signed a Minutes of Settlement which included the following clauses related to the future growth management of the City (a copy of the Minutes of Settlement can be provided upon request):

"14. The Parties agree that it is the intent of the City of Hamilton that:

- a. It will continue to look to the AEGD former study area as its first priority for employment lands.
- b. The Elfrida lands are its first priority for non-employment lands; and
- c. The Twenty Road East lands as shown in Schedule D are the City's next priority for non-employment lands after the Elfrida lands."

The four parties that signed the Minutes of Settlement are:

- Peter Pickfield (lawyer) on behalf of Silvestri Investments;
- Joel Farber (lawyer) on behalf of Twenty Road West Landowners Group;
- Anthony Wellenreiter (lawyer) on behalf of Craig Smith; and,
- Nancy Smith (lawyer) on behalf of the City of Hamilton.

Further, from a policy perspective, the Provincial Plans (Growth Plan and Greenbelt Plan) restrict urban expansion into the Protected Countryside of the Greenbelt Plan, with the limited exception of small expansions (up to 10ha) of Greenbelt 'Towns' (Waterdown and Binbrook in the local context). Therefore, only lands within the 'whitebelt' (i.e. outside of the Greenbelt Plan) may be considered for future expansion (see attached map of whitebelt areas).

Elfrida Growth Area Study

As noted, the Elfrida area was identified through GRIDS as the preferred area to accommodate future residential growth to 2031. The Elfrida Growth Area Study (EGAS) was initiated in 2016, to fulfil the requirements for an urban boundary expansion identified in the UHOP. The EGAS is a unique opportunity to develop a complete urban community that achieves transit supportive densities with multi-modal connections to existing urban areas, efficiently uses existing and new servicing infrastructure, and is integrated with the adjacent urban lands. This Study will develop a land use plan and associated policies for the area that protects the natural heritage system and surrounding agricultural lands while providing opportunities for future growth and development in the area.

A number of different background studies are part of the EGAS, including the following:

- Transportation Management Plan
- Servicing Master Plans
- Agricultural Impact Assessment
- Commercial Review
- Urban Design Guidelines
- Cultural Heritage Assessment
- Natural Heritage Review
- Financial Strategy

These studies will inform the completion of a Secondary Plan, and ultimately, the future urban boundary expansion. The Elfrida Sub-Watershed Study is being completed concurrently.

The EGAS is dependent on the results of the Land Needs Assessment (LNA) which is being completed as part of GRIDS 2 / MCR. The LNA will identify how much land is required to accommodate growth on a city-wide basis (for the 2021 to 2031 time period, as well as the 2031 to 2041 time period), and the EGAS will determine how much of this growth can be accommodated in the study area.

Attached Information Requests

As per the request of Committee members at the meetings noted above, the following information is attached for information:

- Attachment 1: GRIDS (2006) Summary of Evaluation and Consultation Process – this summary provides a chronology and overview of the GRIDS process, including a summary of consultation events and the evaluation process which was undertaken to identify the preferred growth option. The detailed evaluation matrix which presents the results of the growth options evaluation is also provided.
- Attachment 2: GRIDS 2 Growth Summary Report (2016) – this report provides a summary of the City's growth between the adoption of GRIDS in 2006 to 2016, covering topics such as demographics, intensification, greenfield density, and employment.
- Attachment 3: Map of Residential and Employment Growth Opportunities in the Whitebelt – this map provides an overview of the City's 'whitebelt' lands, which is the term used to describe lands that are outside of the City's urban boundary, but not located within the Greenbelt. The map identifies the whitebelt lands, and also identifies whether the lands could be utilized for residential, employment, or both, in the future (this determination is primarily based on the location of the lands in relation to the airport NEF contours).
- Attachment 4: Summary of consultant and staff costs incurred to date on the Elfrida Growth Area Study and Sub-Watershed Study – this summary provides a breakdown of the costs incurred to date. The staff costs are an approximation.

For more information on GRIDS 2 and the MCR, please visit the website at:

www.hamilton.ca/grids2-mcr

For more information on the Elfrida Growth Area Study, please visit the website at:

www.hamilton.ca/elfrida

You may also contact the following staff if you have any questions or would like more information:

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Elfrida Growth Area Study

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GRIDS (2006) – SUMMARY OF EVALUATION, CONSULTATION, ADOPTION & IMPLEMENTATION PROCESS

Chronology

Date	Event
September / October 2003	<ul style="list-style-type: none"> • Building a Strong Foundation Phase 1, including GRIDS Nine Direction to Guide Development, approved • GRIDS Study Design Report approved by Council
April - July 2005	<ul style="list-style-type: none"> • Public consultation on 'long list' of growth concepts • Consultation includes stakeholder workshop (28 attendees) and Public Information Centre (57 attendees) on growth concepts • see page 4 of this document for details on Growth Concepts and a description of Consultation events
May 2005	<ul style="list-style-type: none"> • TBL evaluation completed on growth concepts • see page 5 for description of evaluation
August 2005	<ul style="list-style-type: none"> • Council adoption of 3 growth concepts to be translated into short list of Growth Options
November 2005	<ul style="list-style-type: none"> • Mapped 'short list' of growth options presented to council – recommendation to proceed to public consultation on growth options • See pages 6 – 8 for description of 'short list' growth options
November / December 2005	<ul style="list-style-type: none"> • Public consultation on 'short list' of growth options • Consultation includes 3 Public Information Centres (176 attendees) and stakeholder workshop (30 attendees) on 5 options • See page 8 for description of consultation events
February 2006	<ul style="list-style-type: none"> • TBL evaluation completed on growth options • See pages 8 and 9 and Appendix A for description of evaluation • See pages 9 and 10 and Appendix A for results of evaluation
March 2006	<ul style="list-style-type: none"> • Public consultation on preferred growth option • See page 11 for information on refinement of the preferred option
April 2006	<ul style="list-style-type: none"> • Report on Summary Results of Public Consultation on GRIDS growth options received by Council

Date	Event
May 2006	<ul style="list-style-type: none"> • GRIDS Final Report, including preferred growth option, adopted by Council (see <u>Appendices B and C</u> for Minutes of Committee of the Whole May 18, 2006 meeting and City Council May 24, 2006 meeting)
September 2006	<ul style="list-style-type: none"> • Council adoption of Rural Hamilton Official Plan (effective date March 2012) • Council adoption of Water and Wastewater Master Plan
February 2007	<ul style="list-style-type: none"> • Council adoption of Stormwater Master Plan and Transportation Master Plan
June 2009	<ul style="list-style-type: none"> • Council adoption of Development Charges By-law 09-143
July 2009	<ul style="list-style-type: none"> • Council adoption of Urban Hamilton Official Plan (effective date August 2013)
October 2010	<ul style="list-style-type: none"> • Airport Employment Growth District (AEGD) Secondary Plan approved by Council (and appealed to OMB)
February 2015	<ul style="list-style-type: none"> • Minutes of Settlement – AEGD Phase 3 hearing signed by 4 parties

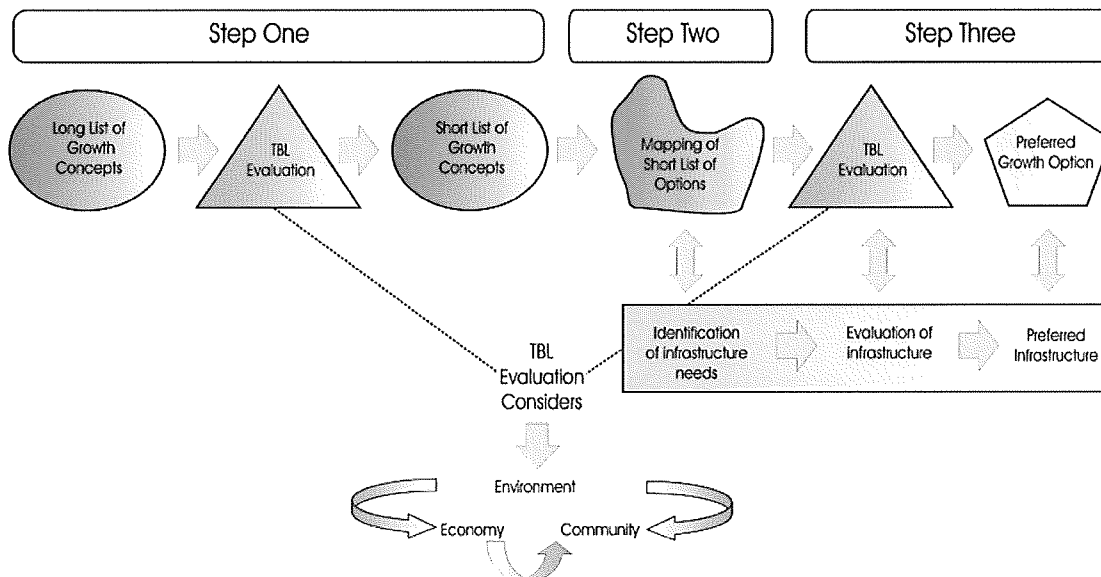
Overview

The GRIDS study was commenced in 2003, and was an integrated and iterative study designed to identify a broad land use structure, infrastructure requirements, economic strategy and financial implications of growth options to serve Hamilton until 2031.

The GRIDS Study Design followed a 3 step process to ultimately identify a preferred growth option for the City:

1. Development and evaluation of a 'long list' of growth concepts;
2. Development and evaluation of a 'short list' of growth options; and,
3. Refinement of the preferred growth option.

This process is displayed graphically below:



The growth concepts and growth options were evaluated using a Triple Bottom Line (TBL) evaluation tool, which provided an evaluation of the social, economic and environmental impact of each concept / option. Public and stakeholder input was critical to the evaluation process.

A summary of each step of the GRIDS process, including concepts / options reviewed, evaluation criteria and public involvement is provided herein.

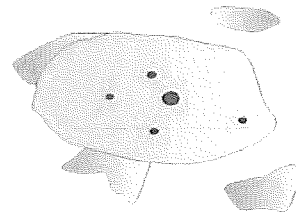
Step One – Long List of Growth Concepts

Description of Growth Concepts

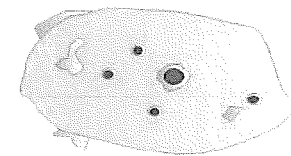
A series of six 'growth concepts' for residential development were identified, which represented different residential growth patterns and urban density scenarios for the City. The growth concepts defined alternative future urban structures for the City, and were based on growth forecasts, the draft Places to Grow Plan, and the GRIDS Nine Directions to Guide Development.

The concepts were:

1. Status Quo – represented current low density development pattern, with a small amount of infill. Resulted in need for urban boundary expansions.

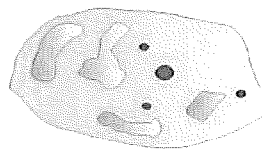


Status Quo

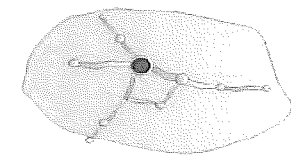


Downtown Focus

2. No expansion – fit all projected residential growth into existing urban boundary, at a significantly higher density.

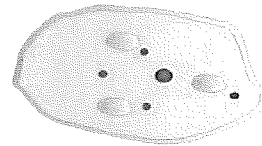


No Expansion

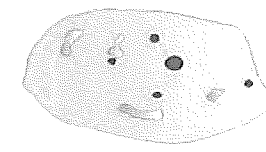


Nodes and Corridors

3. Distributed development – accommodated the provincial 40% intensification target, and slightly higher intensification in newer areas, with some urban expansion.



Distributed Development



Built to Limit and Stop

4. Downtown focus – directed additional population growth to downtown Hamilton. Two options were considered, both accommodating an additional 5,000 units downtown, at different densities. Some urban expansion would be required.
5. Nodal / corridor focus – directed growth to identified nodes and corridors, with significant amount of intensification.
6. Build to the limit and stop – allowed growth to occur to the limit of the urban boundary. Two scenarios, at different densities, were considered.

Public Consultation:

In Spring 2005, public consultation on the growth concepts took place, consisting of:

- Public Information Centre – a town-hall style meeting that allowed participants to view and comment on the GRIDS process, the six growth concepts, and the TBL evaluation tool. Approximately 57 people attended the event.

- Stakeholder workshop – attended by approximately 28 people to discuss the six growth concepts and the TBL evaluation.
- Technical agency circulation

TBL Evaluation:

TBL is a tool that assists in determining how an option may have positive or negative social, economic or environmental impacts, and how an option would lead toward or away from desired results. The tool does not evaluate options against one another, rather it measures how each option achieves desired results. This allows decision makers to understand the impact of each option against all three bottom lines, while acknowledging that negative impacts may exist which need to be mitigated.

In Spring, 2005, a team of 30 evaluators completed the TBL evaluation of the six growth concepts. The evaluation was shared with members of the public and stakeholders at the public open houses and workshop.

The results of the evaluation were:

- Concept 1 “Status Quo” – not supported – would lead to high costs and be unlikely to improve existing social, environmental and economic problems.
- Concept 2 “No Expansion” and Concept 6 “Build to the Limit and Stop” – these concepts were viewed positively in concept but it was acknowledged they could cause an increase in land value, impacting affordability, and may not accommodate projected housing growth. Concept 2 was recognized as providing a good ‘base case’ for analysis.
- Concept 3 “Distributed Development” – arguments for and against this concept – concern that it would be difficult to determine an appropriate distribution of development, however, if development could support the nodes and corridors concept, it would be positive.
- Concept 4 “Nodes and Corridors” and 5 “Downtown Focus” – generally supported – suggested that these concepts could be combined to reinforce role of downtowns.

Concepts 2, 3 and a hybrid of 4 and 5 were selected to proceed to the next round of evaluation (Step Two – Short List of Growth Options).

Step Two – Short List of Growth Options

Based on the results of the TBL evaluation and public and stakeholder consultation, the GRIDS working team translated the three selected growth concepts into five growth options:

Option 1: No Expansion;

Options 2 – 4: Appropriately Distributed Development (3 variations); and,

Option 5: Downtown Focus / Nodes and Corridors.

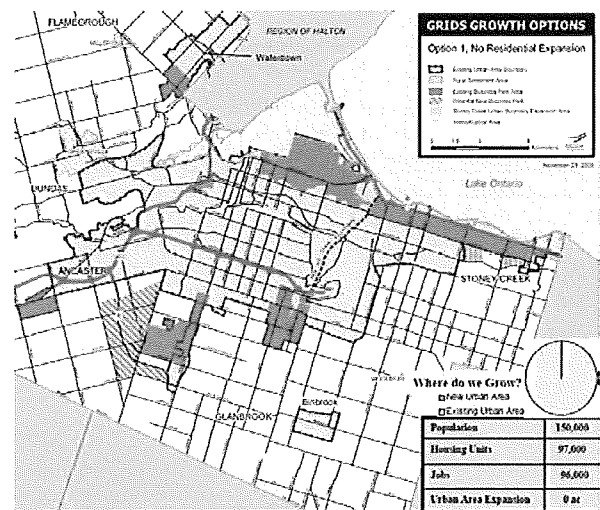
The options were developed in detail giving consideration to five factors, which in some cases varied from option to option:

- Growth constraints – these are areas identified where growth cannot occur, such as certain natural features, or where growth would be discouraged, such as prime agricultural lands. These constraint areas were mapped and common to all options.
- Employment – jobs in employment lands and major office are common in all options. Population-related jobs vary due to different population assumptions.
- Build-out of vacant residential lands – this is the new residential units anticipated to be developed on vacant residential lands (in the urban area but not in the built-up area), and is common to all options.
- Intensification – this factor varies across all options, with varying degrees of intensification assumed, ranging from 28,000 to 62,000 units.
- Greenfield development – new urban development in areas that were formerly rural.

Description of Growth Options:

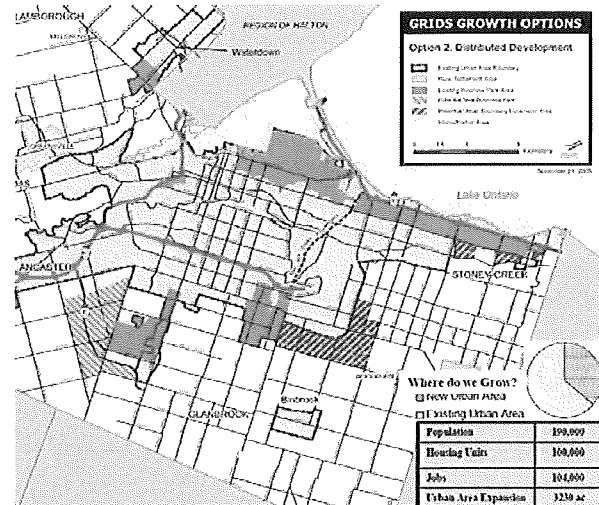
Option 1 – No Residential Expansion

No new expansion to urban boundary for residential purposes, but previously approved employment expansion remains. High level of intensification (62,000 units). Cannot accommodate projected requirements for single and semi-detached dwellings, and therefore cannot accommodate future housing mix and City growth forecast.



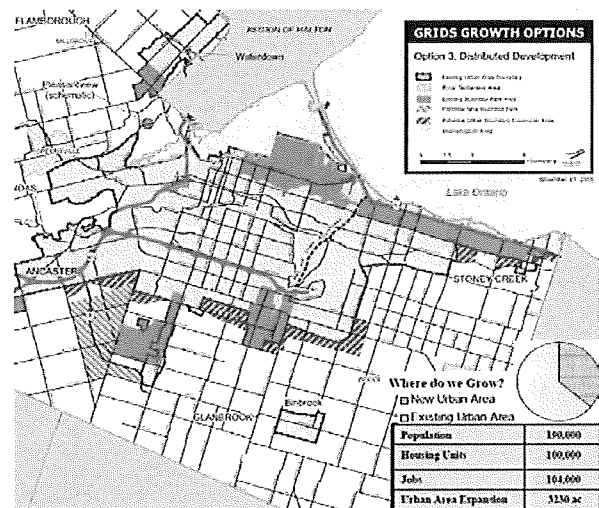
Option 2 – Distributed Development

Proposed urban expansion in Elfrida area. Growth is concentrated in this area to facilitate mixed use, higher density development. Some prime agricultural land lost.



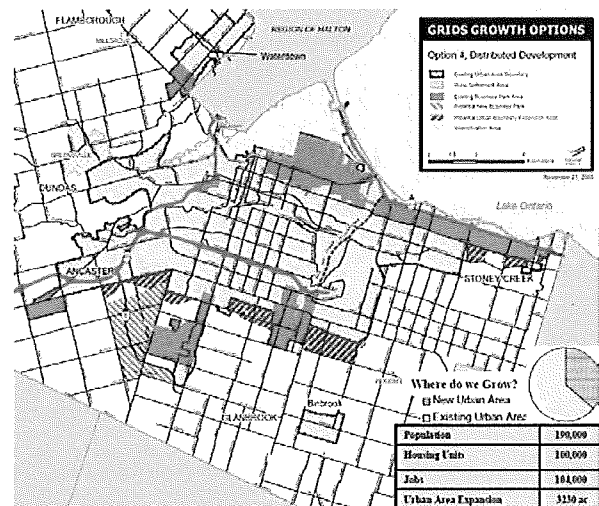
Options 3 – Distributed Development

This option spreads greenfield expansion across the whitebelt area. Option 3 includes a consideration of urban expansion into the Pleasantview area of Dundas.



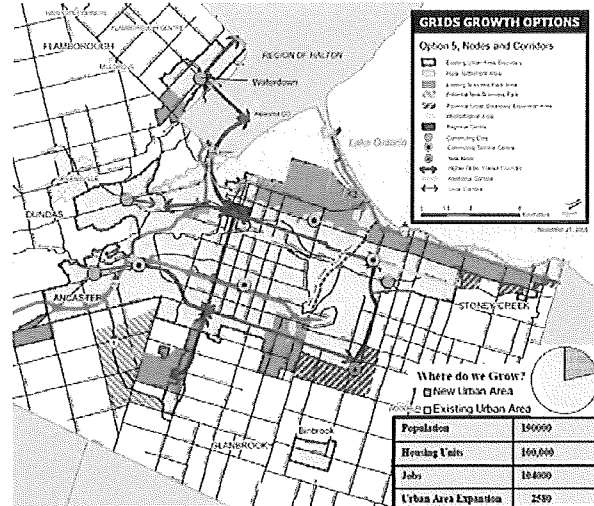
Option 4 – Distributed Development

This option spreads greenfield expansion across the whitebelt area. Option 4 does not include a consideration of urban expansion into the Pleasantview area of Dundas.



Option 5 – Nodes and Corridors

Based on growth being directed to series of activity nodes and corridors throughout City. Mid-range intensification estimate (42,000 units). Urban boundary expansion proposed in Elfrida area, but smaller than area identified in Option 2.



Public Consultation

A series of three Public Information Centres were held to present information on the five growth options, as well as information on intensification, employment and the infrastructure master plans. Approximately 176 people attended the series of public information centres.

In addition, a stakeholder workshop was held including representatives from business, environmental, community and special interest groups and city staff. Approximately 26 people attended the workshop.

Participants at the sessions were asked to provide input on the five growth options, intensification and employment, and evaluation of the options.

TBL Evaluation of Growth Options

In February, 2006, a Triple Bottom Line evaluation of the five growth options was completed by staff from a range of City departments. The TBL evaluation ranked each growth option against a series of considerations and measures which were designed to measure the achievement of the growth option against the City's Desired Results in related to Community, Economic, and Ecological Well-Being. The Desired Results, or objectives, were as follows:

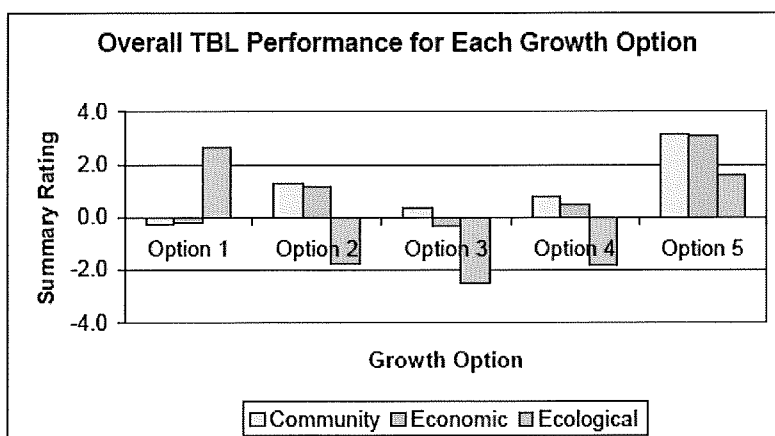
Triple Bottom Line	Desired Results
Community Well Being	<ol style="list-style-type: none"> 1. This growth option will support the delivery of public services in an equitable manner. 2. This growth option will enhance employment opportunities in

Triple Bottom Line	Desired Results
	Hamilton and ensure they are accessible to all Hamiltonians. 3. Human health will be protected through this Growth Option.
Economic Well-Being	4. This Growth Option will help to attract and retain a skilled, innovative and diverse workforce. 5. This Growth Option will position Hamilton as a leading centre of economic growth 6. This Growth Option will maintain and enhance Hamilton's high quality environmental amenities
Ecological Well-Being	7. This Growth Option will ensure that Hamiltonians share equally in the benefits of a healthy natural environment 8. This Growth Option will enhance economic development in an eco-efficient manner 9. This Growth Option will protect ecosystem health.

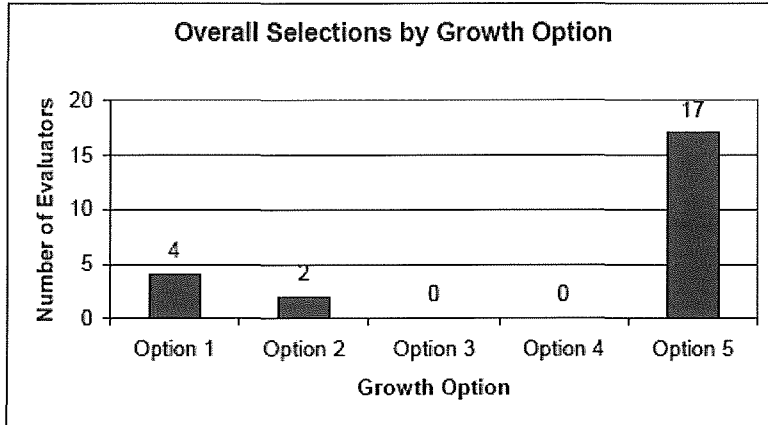
A complete summary of the Measures that were evaluated (42 in total) in relation to each of the Desired Results is included in Appendix A. The ranking of each growth option for each Measure is also found in Appendix A. Note that the rankings are relative, with a ranking of 1 being most desired, and 5 being least desired.

Results

Each Growth Option was ranked from 1 (most preferred) to 5 (least preferred) for each measure. Overall, the rankings identified **Option 5 (Nodes and Corridors)** as receiving positive rankings across all three bottom lines, identified below in a chart from the *Results of the Evaluation of the Short List of GRIDS Growth Options Using the Triple Bottom Line Toolkit* (Feb. 2006):



17 out of 23 evaluators picked Option 5 as being the best option to deliver the desired results of community, economic and ecological well-being (Option 1 received 4 highest ratings, option 2 received 2 highest ratings, and options 3 and 4 did not receive a highest rating from any evaluators):



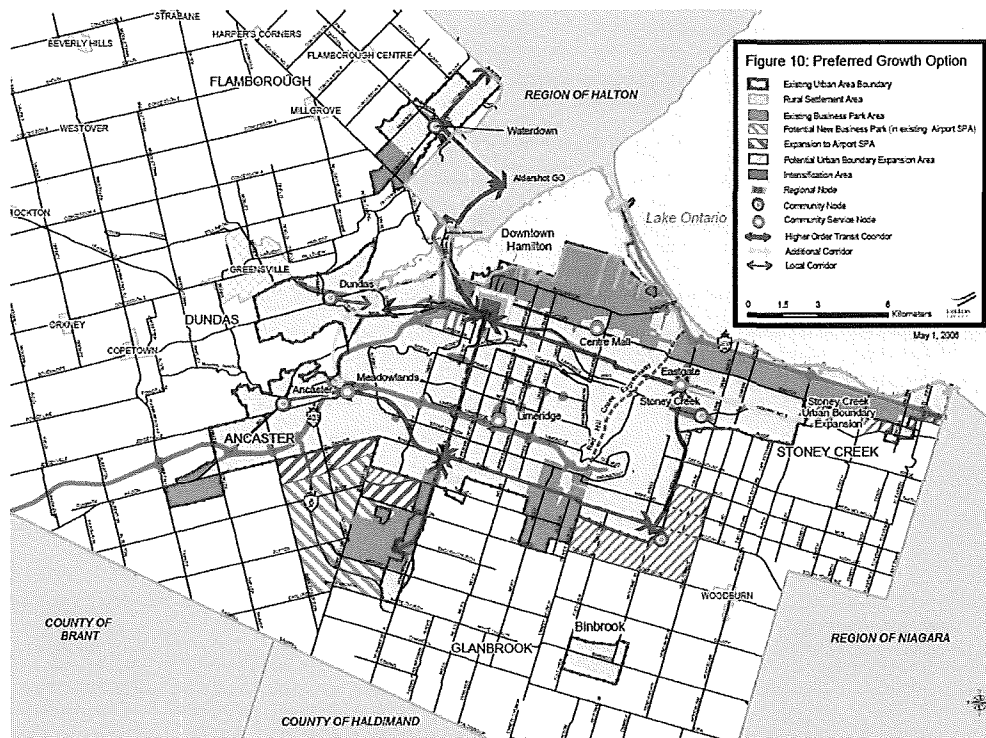
Overall, Option 5 scored highest or second highest in average rating for achieving all of the desired results (see Table starting on page 7 above for list of Desired Results). Scores for individual Considerations and Measures are found in **Appendix A**.

Step 3 – Refinement of the Preferred Option

Refinements to the preferred option (Option 5 – Nodes and Corridors) were made to deal with revised growth forecasts, intensification numbers, nodes and corridors structure, and employment lands, as follows:

- Revised growth forecasts: In November 2005, the Province released the draft Places to Grow plan which included a revised long term growth forecast for Hamilton of an additional 80,000 units by 2031 (whereas the original Nodes and Corridors option was based on 100,000 units). The preferred growth option is based on this revised forecast.
- Intensification – Option 5, Nodes and Corridors, was based on an assumption of 42,000 intensification units by 2031. Following the completion of an intensification market demand analysis, which examined market conditions for intensification in Hamilton, this assumption was lowered to 26,500 units for the preferred growth option.
- Nodes and Corridors Structure – the hierarchy of the nodes and corridors structure was clarified in the preferred growth option, identifying the Regional (Downtown) Node, Commercial Service Nodes, and Community Nodes, and Corridors.
- Employment – extension of the airport special policy area northward to include additional lands south of Garner and Twenty Roads.

The final preferred growth option, adopted by Council May, 2006:



GRIDS Short List of Growth Options
Evaluation Table
January 2006

Triple Bottom Line	Desired Results	Considerations	Measures	Option 1: No Expansion	Option 2: Appropriately Distributed Development	Option 3: Appropriately Distributed Development	Option 4: Appropriately Distributed Development	Option 5: Nodes and Corridors
Community Well Being	<p>1) This growth option will support the delivery of public services in an equitable manner.</p> <p>2) This growth option will enhance employment opportunities in Hamilton and ensure they are accessible to all Hamiltonians</p> <p>3) Human health will be protected through this Growth Option</p>	Does the option accommodate the Province's unit and population forecasts?	<ul style="list-style-type: none"> Deviation from the Provincial target mix for 2031 housing projections (65% low density, 20% medium density, 15% high density). Opportunities to accommodate a range of dwelling types 	<p>Rank: 5 Option 1 represents the largest deviation from the Provincial forecasts for estimated housing mix (-13% low, -8% med, +21% high) and receives a ranking of 5.</p> <p>Rank: 5 Municipalities must provide for an appropriate range of housing types and densities to meet projected requirement of current and future residents. Option 1 represents the least potential to accommodate a range dwelling types and receives a rank of 5.</p>	<p>The housing mix is the same for options 2, 3 and 4. These options represent the lowest deviation from the Province's projected housing mix (-6% low, -7% med, +13% high) and receive a ranking of 1.</p> <p>Rank: 1</p>	<p>Rank: 1 Option 2, 3 and 4 represent the best opportunity to accommodate the Provincial Policy Statement's direction to accommodate a range of dwelling types and receive a rank of 1.</p> <p>Rank: 1</p>	<p>Rank: 3 Option 5 second smallest deviation from the Province's estimated target mix (-9% low, -7% med, +16% high) and receives a ranking of 3.</p> <p>Rank: 3 Option 5 represents the second best opportunity to accommodate the Provincial Policy Statement's direction to accommodate a range of dwelling types and receives a rank of 3.</p>	

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		<p>Does the option achieve a mix of building types and land uses</p>	<ul style="list-style-type: none"> Description of land use mix (description of land use mix is not a true measure, but provides the basis on which qualitative evaluation may take place in other measures.) 	<p>No Ranking The land use mix for Option 1 changes to an enhanced mixed-use form overtime, as core areas accommodate additional residential units of intensification. Residential densities in these mixed-use areas would be higher than in the other options, yet the interior fabric of existing neighbourhoods would likely remain at current densities. New single detached housing forms would be severely constrained, with an emphasis placed on medium and high-density housing forms. Additional commercial and institutional land uses must be met through either expansion of existing facilities or redevelopment of new facilities through land use changes.</p>	<p>The land use mix for Options 2, 3 and 4 are the same. The existing mix of building types would be enhanced as residential intensification proceeds in existing downtowns, community cores, mainstreets and commercial areas. Changes in land uses for institutional and commercial uses to serve the existing urban area would be met through either expansion of existing facilities or redevelopments to include new facilities. Expansion areas are envisioned to contain a mix of uses. New growth areas will be planned to meet the minimum densities required by the Province's Places to Grow legislation.</p>	<p>No Ranking</p>		<p>No Ranking Land use change would be most significant in nodes as residential development is integrated into existing commercial core areas and existing retail centres are transformed with the addition of higher density residential uses. On the edges of proposed nodes, some redevelopment of low density into medium density area may be required in order to achieve an appropriate transition for density changes. Outside the nodes, corridors will become the main areas of change through residential intensification, creating additional mixed-use areas. Also, provision of new/upgraded institutional, commercial and recreational uses must be accommodated within each node, therefore land use is mixed to a much higher degree within the nodes in Option 5. Within the expansion area, a new node is proposed that would be developed at higher densities than recent suburban development, planned as a fully integrated live/work/play areas connected to the City by transit and corridor enhancements.</p>

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			<ul style="list-style-type: none"> Number of traffic zones that have population decline 	<p>Rank: 1 Population forecasts generated by the City for each option were divided by traffic zones (urban areas and fringe rural areas only). Option 1 is ranked first, as it has the fewest number of traffic zones with a declining population (61 zones)</p>	<p>Rank: 3 Option 2 is ranked third, as it has 67 traffic zones with a declining population.</p>	<p>Rank: 2 Option 3 is ranked second, as it has the 65 traffic zones with a declining population.</p>	<p>Rank: 2 Option 4 is ranked second, as it has the 65 traffic zones with a declining population.</p>	<p>Rank: 4 Option 5 is ranked fourth, as it has the most traffic zones that have a population declining (69).</p>
			<ul style="list-style-type: none"> Amount of decline in population by traffic zone 	<p>Not Ranked: The variation in the total population decline amongst the traffic zones with a declining population is less than a thousand and is not considered large enough to produce a ranking. Option 1 had a total population decline of 8,840.</p>	<p>Not Ranked Option 2 had a total population decline for the 67 traffic zones with a declining population of 9,450.</p>	<p>Not Ranked Option 3 had a total population decline for the 65 traffic zones with declining population of 9,300.</p>	<p>Not Ranked Option 4 had a total population decline for the 65 traffic zones with declining population of 9,300.</p>	<p>Not Ranked Option 5 had a total population decline for the 69 traffic zones with declining population of 9,850.</p>
			<ul style="list-style-type: none"> Ease of retaining and providing new soft infrastructure services (schools, social services, etc.) 	<p>Rank: 2 Option 1 is seen to maintain the status quo, delivery efficiencies are already established.</p>	<p>Rank: 2 Option 2, 3 and 4 are considered to have similar implication for the delivery of soft services for these new urban areas can be accommodated by existing program delivery infrastructure/locations.</p>	<p>Rank: 2 Option 2, 3 and 4 are considered to have similar implication for the delivery of soft services. Soft services for these new urban areas can be accommodated by existing program delivery infrastructure/locations.</p>	<p>Rank: 2 Option 2, 3 and 4 are considered to have similar implication for the delivery of soft services. Soft services for these new urban areas can be accommodated by existing program delivery infrastructure/locations.</p>	<p>Rank: 1 Due to greater compaction of the built form, a greater economy of scale can be achieved for delivery of various social service programs.</p>

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			<ul style="list-style-type: none"> Potential for disruption to communities resulting from stormwater infrastructure works 	<p>Rank: 4 Option 1 is ranked fourth as it has the highest level of intensification and requires the highest amount of stormwater upgrades to existing infrastructure within the existing urban boundary. Disruptions will occur in existing neighbourhoods and so Option 1 is expected to provide the greatest potential for disruption amongst all of the options.</p>	<p>Rank: 1 Option 2 is ranked first. This option requires the least amount of upgrades to existing infrastructure within the City's urban boundary and the most amount of new infrastructure outside of the existing built up area, and is, along with Option 4, the least disruptive of the options.</p>	<p>Rank: 2 Option 2 is ranked second. This option is similar to Option 2, and includes new urban development in the community of Pleasantview. The need for storm sewer upgrades within this community makes Option 3 slightly less desirable than Options 2 and 4.</p>	<p>Rank: 1 Option 4 is ranked first. This option requires the least amount of upgrades to existing infrastructure within the City's urban boundary and the most amount of new infrastructure outside of the existing built up area, and is, along with Option 2, the least disruptive of the options.</p>	<p>Rank: 2 Option 5 is ranked second and has a level of intensification that is less than Option 1 and is considered to have less potential for disruption. Option 5 also has more intensification than Options 2, 3, and 4 and so it is considered to have a higher potential for disruption than these three options.</p>
		<ul style="list-style-type: none"> Potential for disruption to communities resulting from water and wastewater infrastructure works 	<p>Rank: 4 All options have a common set of disruptions associated with water and wastewater facilities. Given that all new growth will occur within the urban boundary, Option 1 will require a greater amount of local system improvements than most options and so disruption in existing communities is likely to be very high. Option 1 is ranked fourth.</p>	<p>Rank: 2 Option 2 provides an opportunity to integrate escarpment-crossing capacity at the east limit, resulting in disruption of communities in this area. Option 2 is ranked second.</p>	<p>Rank: 4 There is opportunity to integrate escarpment crossing capacity at both the east and west limit, resulting in greater disruption. Servicing strategy for Pleasantview would result in significant construction of horizontal infrastructure and pumping stations, likely causing a high potential for disruption to existing communities. Option 3 is ranked third.</p>	<p>Rank: 3 There is opportunity to integrate escarpment crossing capacity at both the east and west limit, resulting in greater disruption of communities in these areas. Option 4 is ranked third.</p>	<p>Rank: 1 Option 5 is considered to be most desirable option, as there is opportunity to integrate escarpment crossing capacity at the eastern limit to coordinate infrastructure with corridor improvements. Option 5 is ranked first.</p>	

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			<ul style="list-style-type: none"> Potential for disruption to communities resulting from transportation infrastructure works 	<p>Rank 4: Due to the high level of intensification, Option 1 is considered to have the greatest potential for disruption of existing communities resulting from both construction and the long term impacts of increased traffic flows. Option 1 is ranked fourth.</p>	<p>Rank: 1 Option 2 is considered to have the least potential for disruption in existing communities. This option directs new development to one contiguous area outside of the existing urban area boundary. Option 2 is ranked first.</p>	<p>Rank: 2 Option 3 is considered to have a slightly higher potential for disruption to existing communities than Option 2. This option also directs growth to areas outside of the existing urban boundary; however, development is spread across several different areas. Option 3 is ranked second.</p>	<p>Rank: 2 Option 4 is considered to have a slightly higher potential for disruption to existing communities than Option 2. This option also directs new growth to areas outside of the existing urban boundary; however, development is spread across several different areas. Option 4 is ranked fourth.</p>	<p>Rank: 3 Option 5 is considered to have a higher potential for disruption than Options 2,3 and 4 as Option 5 contains a higher level of intensification, resulting in a greater number of construction activities and increased levels of traffic within existing communities. Option 5 is ranked third.</p>
	Does the option support closer livework connections?		<ul style="list-style-type: none"> Number of residents within 5 km of CBD (Central Business District), other downtowns and IBP (Industrial Business Park) areas Commercial Service Levels - degree to which the option reduces the disparity across the City to the overall average City commercial service level 	<p>Rank: 1 Option 1 has the highest number of residents living within 5km of the CBD, other downtowns and IBPs (541,800).</p>	<p>Rank: 4 Option 2 has the fourth highest number of residents living within 5km of the CBD, other downtowns and IBPs (492,100).</p>	<p>Rank: 3 Option 3 has the third highest number of residents living within 5km of the CBD, other downtowns and IBPs (507,200).</p>	<p>Rank: 3 Option 4 is similar to Option 3, as it has 504,300 people living within 5km of the CBD, other downtowns and IBPs and so it receives the same rank.</p>	<p>Rank: 2 Option 5 has the second highest number of people living within 5km of the CBD, other downtowns and IBPs (512,999).</p>
				<p>Rank: 3 Service level is a measure of how well each geographic area is served by retail and commercial services. Ideally, each area should be close to the City average. Option 1 has the highest level of deviation from the City average (32.3) and is ranked last.</p>	<p>Option 2,3 and 4 all have the lowest level of level of deviation from the City average (20.9)</p>	<p>Rank: 1</p>		<p>Rank: 2 Option 5 has a service level (26.4) which is better than Option 1, but not as good as Options 2,3 and 4.</p>

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			<ul style="list-style-type: none"> Degree to which it fosters mixed use community opportunities 	<p>Rank: 1 Option 1 offers the greatest opportunity for mixing of uses throughout the City because it has the highest level of intensification.</p>	<p>Rank: 3 Option 2, 3 and 4 all have the lowest level of intensification. Option 2 is considered to be better than Option 3 and 4 because of the concentration of the urban expansion area.</p>	<p>Rank: 4 Option 2, 3 and 4 all have the lowest level of intensification. The urban expansion area for Option 3 is considerably more dispersed than Option 2 and offers the lesser opportunity for developing mixed uses in the growth area.</p>	<p>Rank: 4 Option 2, 3 and 4 all have the lowest level of intensification. The urban expansion area for Option 4 is considerably more dispersed than Option 2 and offers the lesser opportunity for developing mixed uses in the growth area.</p>	<p>Rank: 2 Option 5 offers substantial mixing in nodes and corridors but has a lower level of overall level of intensification than Option 1, offering a slightly less opportunity to foster mixed use opportunities.</p>
			<ul style="list-style-type: none"> Number of residents within 1 km of commercial areas of 5 acres or more in size 	<p>Rank: 1 Projections for Option 1 reveal that is has the highest number of residents living within 1 km of commercial areas of 5 acres or more in size (\$75,600).</p>	<p>Rank: 4 Projections for Option 2 reveal that is has fourth highest number of residents living within 1 km of commercial areas of 5 acres or more in size (\$55,100).</p>	<p>Rank: 3 Projections for Option 3 show that is has the third highest number of residents living within 1 km of commercial areas of 5 acres or more in size (\$56,900).</p>	<p>Rank: 5 Projections for Option 4 show that is has the least amount of people living within 1 km of commercial areas of 5 acres or more in size (\$49,000).</p>	<p>Rank: 2 Projections for Option 5 show that is has the second highest number of people living within 1 km of commercial areas of 5 acres or more in size (\$66,600).</p>
		<p>Will our cultural heritage be protected?</p>	<ul style="list-style-type: none"> Area of archaeological potential (ha) 	<p>Rank: 1 Archaeological potential is determined by proximity to water and deals with only those areas outside the existing urban boundary. Preferred sites for future development have a lesser amount of archaeological potential. Option 1 has no urban expansion areas and therefore has 0 hectares of archaeological potential and receives a rank of 1.</p>	<p>Rank: 3 Option 2 has 1,000 hectares of archaeological potential and is ranked third.</p>	<p>Rank: 5 Option 3 has 1,200 hectares of archaeological potential and is ranked fifth.</p>	<p>Rank: 4 Option 4 has 1,100 hectares of archaeological potential and is ranked fourth.</p>	<p>Rank: 2 Option 5 has 900 hectares of archaeological potential and is ranked second.</p>

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Economic Well-Being	4) This Growth Option will help to attract and retain a skilled, innovative and diverse workforce		<ul style="list-style-type: none"> Area of cultural heritage landscape integrity (ha) 	<p>Rank: 1 Cultural heritage landscapes were measured only within the urban boundary expansion areas. A higher amount of cultural heritage landscape indicates a potential for land use conflict with future development. Option 1 has no cultural heritage landscapes and is ranked first.</p>	<p>Rank: 5 Option 2 has approximately 1,090 hectares of cultural heritage landscape and is ranked fifth.</p>	<p>Rank: 3 Option 3 has approximately 1,060 hectares of cultural landscape and ranked third.</p>	<p>Rank: 4 Option 4 has approximately 1,060 hectares of cultural heritage landscape and is ranked fourth.</p>	<p>Rank: 2 Option 5 has approximately 800 hectares of cultural heritage landscape and is ranked second.</p>
		Can this option be efficiently serviced?	<ul style="list-style-type: none"> Ability to use existing transportation infrastructure 	<p>Rank: 1 Option 1 makes the best use of existing transportation infrastructure as all new growth is located within the existing urban area, allowing for a greater number of people to live in closer proximity to downtown employment. Also, those living in the central areas and working in outer areas will be traveling in the reverse direction of higher traffic flows. Option 1 is ranked first.</p>	<p>Rank: 3 Option 2 is ranked third, as new growth will be located in one contiguous area outside the existing urban boundary. However, this option also has the lowest level of intensification and is the less likely to capitalize on the infrastructure benefits associated with intensification.</p>	<p>Rank: 4 Option 3 is ranked fourth as it has limited opportunities to use existing transportation infrastructure. This option is the less likely to capitalize on the benefits associated with intensification. New roads and upgraded transit lines will be required to service the new growth across the fringes of the urban area representing an inefficient investment in infrastructure.</p>	<p>Rank: 4 Option 4 is ranked fourth as it has limited opportunities to use existing transportation infrastructure. This option is the less likely to capitalize on the benefits associated with intensification. New roads and upgraded transit lines will be required to service the new growth across the fringes of the urban area representing an inefficient investment in infrastructure.</p>	<p>Rank: 2 Option 2 is ranked second as it has the second highest amount of intensification and although significant new road and transit investment will be required to service a new urban expansion area, all of the new development will occur in one contiguous area.</p>

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			<ul style="list-style-type: none"> Ability to use existing water/waste water infrastructure 	<p>Rank: 1 This option requires maximizing existing infrastructure given that all growth is within the urban boundary. Location of existing infrastructure, with required capacity upgrades, should support servicing the growth.</p>	<p>Rank: 2 This option will require extension of the water and wastewater systems along with new infrastructure. It is anticipated that most trunk infrastructure will be utilized for servicing.</p>	<p>Rank: 3 This option will require extension of the water and wastewater systems along with new infrastructure. It is anticipated that most trunk infrastructure will be utilized for servicing. Pleasantview servicing will require additional new infrastructure and will have greater impact on Dundas and Watertown trunk infrastructure.</p>	<p>Rank: 2 This option will require extension of the water and wastewater systems along with new infrastructure. It is anticipated that most trunk infrastructure will be utilized for servicing.</p>	<p>Rank: 2 This option will require extension of the water and wastewater systems along with new infrastructure. It is anticipated that most trunk infrastructure will be utilized for servicing.</p>
			<ul style="list-style-type: none"> Ability to address existing water/wastewater system deficiencies and upgrade requirements 	<p>Rank: 1 Option 1 has the highest potential to address existing water /wastewater system deficiencies and upgrade requirements because all growth will occur within the existing urban area.</p>	<p>Rank: 4 Due to the concentration of development on the eastern half of the City and a lower level of intensification, Option 2 offers the fewest opportunities for addressing existing water/wastewater system deficiencies and system upgrades required throughout the City.</p>	<p>Rank: 2 Due to the spread out nature of the urban expansion areas, this option offers opportunity to for system improvements on both the eastern and western parts of the City. However, a lower level of intensification does reduce the opportunity to address system deficiencies and upgrades within certain pockets of the built up area. Option 3 would provide improved servicing and level of service to Pleasantview and so it is considered slightly better than Option 4.</p>	<p>Rank: 3 Due to the spread out nature of the urban expansion areas, Option 4 offers opportunity for system improvements on both the eastern and western parts of the City. However, a lower level of intensification reduces the opportunity to address system deficiencies and upgrades within certain pockets of the existing built up area.</p>	<p>Rank: 2 Option 5 has a concentration of development on southeast portion of the City and therefore new systems will be located on the eastern half of the City. This option also has lower level of intensification than Option 1 and therefore represents a lower opportunity to address system deficiencies and needed upgrades. However, synchronizing new infrastructure needs along with proposed corridors could support addressing needed upgrades within the urban boundary.</p>

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			<ul style="list-style-type: none"> Ability to use existing stormwater infrastructure 	<p>Rank: 4 This option requires the highest amount of upgrades to the storm sewer network. Higher intensification levels result in higher runoff volumes, requiring larger investments in existing infrastructure. 15% of existing storm sewer network requires upgrades.</p>	<p>Rank: 2 Options 2, 3 and 4 all require the least amount of upgrades to the existing storm sewer network. The combination of lower intensification levels and new urban expansion means that 8% of the existing network needs to be upgraded.</p>	<p>Rank: 1 Options 2, 3 and 4 all require the least amount of upgrades to the existing storm sewer network. The combination of lower intensification levels and new urban expansion means that 8% of the existing network needs to be upgraded.</p>	<p>Rank: 2 This option requires a slightly higher amount of upgrades to the existing storm sewer network than options 2,3 and 4. The combination of intensification and urban expansion means that 10% of the existing network needs to be upgraded.</p>	<p>Rank: 2 This option requires a slightly higher amount of upgrades to the existing storm sewer network than options 2,3 and 4. The combination of intensification and urban expansion means that 10% of the existing network needs to be upgraded.</p>
	5) This Growth Option will position Hamilton as a leading centre of economic growth		<ul style="list-style-type: none"> Impact on accessibility for goods movement 	<p>Rank: 3 Major employment areas are the same for all growth options and so differences in goods movement between each option are marginal. Option 1 could result in increased traffic congestion in the City but there is also some potential for a reduction of longer distance trips (due to compact nature of development) thereby freeing up capacity on the major routes.</p>	<p>Rank: 2 Major employment areas are the same for all growth options and differences between each option are marginal. Distributed development pattern of this option will not result in the levels of congestion associated for Option 1. However, the service commercial development within the growth areas will be more dispersed and less efficient for local deliveries etc.</p>	<p>Rank: 2 Major employment areas are the same for all growth options and differences between each option are marginal. Distributed development pattern of this option will not result in the levels of congestion associated for Option 1. However, the service commercial development within the growth areas will be more dispersed and less efficient for local deliveries etc.</p>	<p>Rank: 2 Major employment areas are the same for all growth options and differences between each option are marginal. Distributed development pattern of this option will not result in the congestion associated for Option 1. However, the service commercial development within the growth areas will be more dispersed and less efficient for local deliveries etc.</p>	<p>Rank: 1 Major employment areas are the same for all growth options and differences between each option are marginal. Option 5 may yield the largest reductions in congestion, given sufficient transit investment. Service commercial businesses located outside of the defined business parks will be concentrated in nodes and along main corridors, facilitating efficient goods movement.</p>

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	6) This Growth Option will maintain and enhance Hamilton's high quality environmental amenities.		<p>TRANSPORTATION</p> <ul style="list-style-type: none"> Infrastructure requirements, technical ease of construction, level of service, flexibility in scheduling, proven effectiveness and relative approximate costs¹. 	<p>Rank: 1 Option 1 requires the least amount of investment in transportation infrastructure. Due to the high levels of intensification, this option has the potential to achieve a high transit mode split but there is increased potential for congestion in the urban area.</p>	<p>Rank: 2 New growth projected in Option 2 is located in one contiguous area on the fringe of the existing urban area and has the potential to perform slightly better than the other distributed development options. Option 2 may require a new escarpment crossing to account for the lower levels in the transit mode split.</p>	<p>Rank: 3 Option 3 will require new roads and upgraded transit lines are required to service the new growth areas spread across the fringes of the City. This option will also result in longer average trip length and lower transit mode splits.</p>	<p>Rank: 3 Option 4 will require new roads and upgraded transit lines are required to service the new growth areas spread across the fringes of the City. This option will also result in longer average trip length and lower transit mode splits.</p>	<p>Rank: 2 Option 5 requires the most amount of transportation infrastructure, given its emphasis on higher order transit corridors. Urban expansion is contained to one contiguous growth area and has the potential to result in a high mode split, without concentrating excessive traffic in the central area.</p>
			<p>WATER & WASTEWATER</p> <ul style="list-style-type: none"> Infrastructure requirements. 	<p>Rank: 1 This option requires maximizing existing infrastructure given that all growth is within the urban boundary. However, local system improvements may be greater given that all growth is within the urban boundary.</p>	<p>Rank: 2 This option will require extension of the water and wastewater systems along with new infrastructure. There is opportunity to integrate escarpment crossing capacity at the east limit.</p>	<p>Rank: 3 This option will require extension of the water and wastewater systems along with new infrastructure. There is opportunity to integrate escarpment crossing capacity at both the east and west limit. Servicing strategy for Pleasantview would result in significant construction of horizontal infrastructure and pumping stations.</p>	<p>Rank: 2 This option will require extension of the water and wastewater systems along with new infrastructure. There is opportunity to integrate escarpment crossing capacity at both the east and west limit.</p>	<p>Rank: 2 This option will require extension of the water and wastewater systems along with new infrastructure. There is opportunity to integrate escarpment crossing capacity at the east limit.</p>

¹ Ranking for this measure reflects a 50% weighting applied to both infrastructure requirements and level of service. Ranking Key: 1 = Most Desirable, 5 = Least Desirable (rankings are relative)

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			<ul style="list-style-type: none"> Technical ease of construction 	<p>Rank: 4 Will require greater amount of local system improvements and disruption in existing communities given that all growth is within the urban boundary. Brownfield construction can have constructability issues.</p>	<p>Rank: 2 There is opportunity to integrate escarpment crossing capacity at the east limit. Greenfield extension of services is located in one primary geographic area.</p>	<p>Rank: 4 There is opportunity to integrate escarpment crossing capacity at both the east and west limit. Greenfield construction has greater geographic area. Servicing strategy for Pleasantview would result in significant construction of horizontal infrastructure and pumping stations. Topography in Pleasantview will require greater technical challenges</p>	<p>Rank: 3 There is opportunity to integrate escarpment crossing capacity at both the east and west limit. Greenfield construction has greater geographic area.</p>	<p>Rank: 1 There is opportunity to integrate escarpment crossing capacity at the east limit. There is also opportunity to coordinate infrastructure with corridor improvements. Greenfield extension of services is located in one primary geographic area.</p>
				Level of service is the same for all	Level of service is the same for all	Level of service is the same for all	Level of service is the same for all	Level of service is the same for all

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			<ul style="list-style-type: none"> Level of service <i>Flexibility in scheduling.</i> 	<p>Rank: 2</p> <p>Will require greater amount of local system improvements and upgrades within the existing urban boundary. Infrastructure timing could be coordinated with development timing.</p>	<p>Rank: 2</p> <p>There is opportunity to integrate escarpment crossing capacity at the east limit. This major infrastructure upgrade will be triggered with growth timing. With greenfield extension of services is located in one primary geographic area, timing of infrastructure is not as critical.</p>	<p>Rank: 4</p> <p>There is opportunity to integrate escarpment crossing capacity at both the east and west limit. However, given that the urban boundary expansion has a greater geographic area, it could create timing difficulties for the escarpment crossings (ie: east crossing proceeds first, then west growth pressure is experienced). Pleasantview will require significant infrastructure upgrades immediately regardless of level of initial development. Subsequent upgrades could be phased as development proceeds.</p>	<p>Rank: 3</p> <p>There is opportunity to integrate escarpment crossing capacity at both the east and west limit. However, given that the urban boundary expansion has a greater geographic area, it could create timing difficulties for the escarpment crossings (ie: east crossing proceeds first, then west growth pressure is experienced).</p>	<p>Rank: 2</p> <p>There is opportunity to integrate escarpment crossing capacity at the east limit. This major infrastructure upgrade will be triggered with growth timing. With greenfield extension of services is located in one primary geographic area, timing of infrastructure is not as critical. There is also opportunity to coordinate infrastructure with corridor improvements.</p>

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			<ul style="list-style-type: none"> <i>Proven effectiveness and relative approximate costs</i> 	<p>Rank: 4 Will require greater amount of local system improvements and disruption in existing communities given that all growth is within the urban boundary. Brownfield construction can have constructability issues and higher costs.</p>	<p>Rank: 2 There is opportunity to integrate escarpment crossing capacity at the east limit. Greenfield extension of services is located in one primary geographic area and could have lower costs than brownfield construction.</p>	<p>Rank: 4 There is opportunity to integrate escarpment crossing capacity at both the east and west limit. Multiple escarpment crossings will have greater costs. Greenfield construction has greater geographic area. Servicing strategy for Pleasantview would result in significant construction of horizontal infrastructure and pumping stations which will increase the servicing capital and operational costs. Topography in Pleasantview will require greater technical challenges.</p>	<p>Rank: 3 There is opportunity to integrate escarpment crossing capacity at both the east and west limit. Multiple escarpment crossings will have greater costs. Greenfield construction has greater geographic area.</p>	<p>Rank: 1 There is opportunity to integrate escarpment crossing capacity at the east limit. There is also opportunity to coordinate infrastructure with corridor improvements. Synchronizing this work could reduce costs attributed to construction of the infrastructure alone. Greenfield extension of services is located in one primary geographic area and could have lower costs than</p>

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			<p>STORMWATER</p> <ul style="list-style-type: none"> Infrastructure requirements, technical ease of construction, level of service, flexibility in scheduling, proven effectiveness and relative approximate costs, requirements for airport servicing² 	<p>Rank: 4 Option 1 represents the most expensive and technically difficult option to construct. High levels of intensification translate into a high potential for conflict with other existing municipal services, limited space for stormwater facilities and greater risks for public health and safety. Stormwater infrastructure costs for airport servicing and level of service are the same for all options.</p>	<p>Rank: 2 Option 2 has the lowest level of intensification and has the lowest cost (along with 3 and 4). Ease of construction is considered to more complex than options 3 and 4 due to urban expansion in the Twenty Mile Creek subwatershed. Stormwater infrastructure costs for airport servicing and level of service are the same for all options.</p>	<p>Rank: 1 Option 3 has the lowest level of intensification and therefore has the lowest cost (along with 2 and 4). Stormwater infrastructure costs for airport servicing and level of service are the same for all options.</p>	<p>Rank: 1 Option 4 has the lowest level of intensification and therefore has the lowest cost (along with 2 and 3). Stormwater infrastructure costs for airport servicing and level of service are the same for all options.</p>	<p>Rank: 3 Ease of construction is considered to more complex than options 3 and 4 due to urban expansion in the Twenty Mile Creek subwatershed. Stormwater infrastructure costs for airport servicing and level of service are the same for all options.</p>
		How many jobs are provided?	<ul style="list-style-type: none"> Number of population-related jobs created (see page 14 for definition) 	<p>Rank: 5 Option 1 creates the lowest projected number of population-related jobs (20,600).</p>	<p>Rank: 3 Option 2 creates the third highest projected number of population-related jobs (24,800).</p>	<p>Rank: 2 Option 3 creates the second highest projected number of population-related jobs (25,000).</p>	<p>Rank: 4 Option 4 creates the fourth highest projected number of population-related jobs (24,600).</p>	<p>Rank: 1 Option 5 creates the highest projected number of population-related jobs (25,100).</p>

² Ranking for this measure reflects the following weighting: Cost (25%), space limitations (25%), potential conflict with existing municipal services (25%) and need for unique groundwater geologic measures (25%).
Ranking Key: 1 = Most Desirable, 5 = Least Desirable (rankings are relative)

Triple Bottom Line	Desired Results	Considerations	Measures	Option 1: No Expansion	Option 2: Appropriately Distributed Development	Option 3: Appropriately Distributed Development	Option 4: Appropriately Distributed Development	Option 5: Nodes and Corridors
		How does the option attract and retain a skilled, innovative, diverse workforce?	<ul style="list-style-type: none"> Population growth in Downtown and core areas 	<p>Rank: 1 All options focus a portion of growth in the downtown and core areas. Option 1 has the highest level of intensification and therefore has the highest rate of population growth in the downtowns and core areas, with an overall estimated increase of 31% by 2031.</p>	<p>Options 2, 3 and 4 all have the lowest levels of intensification and have the lowest estimated rate of population growth in the downtowns and core areas, with an increase of 21% by 2031.</p>	<p>Rank: 3</p>	<p>Rank: 4 Option 4 has the lowest number of people living within 1 km of existing commercial areas of 5 acres or more (549,000).</p>	<p>Rank: 2 Option 2 has the second highest level of intensification and therefore has the second highest rate of population growth in the downtowns and core areas, with an overall estimated increase of 25% by 2031.</p>
		How does the option support existing commercial nodes	<ul style="list-style-type: none"> Population within 1 km of existing commercial areas of 5 acres or more 	<p>Rank: 1 Option 1 has the highest number of people living within 1km of existing commercial areas of 5 acres or more (575,600).</p>	<p>Rank: 4 Option 2 has the fourth highest number of people living within 1km of existing commercial areas of 5 acres or more (555,100).</p>	<p>Rank: 3 Option 3 has the third highest number of people living within 1 km of existing commercial areas of 5 acres or more (556,900).</p>	<p>Rank: 5 Option 4 has the lowest number of people living within 1 km of existing commercial areas of 5 acres or more (566,600).</p>	<p>Rank: 2 Option 5 has the second highest number of people living within 1 km of existing commercial areas of 5 acres or more (566,600).</p>
Ecological Well-Being	<p>7) This Growth Option will ensure that Hamiltonians share equally in the benefits of a healthy natural environment.</p> <p>8) This Growth Option will enhance economic development in an eco-efficient manner</p> <p>9) This Growth Option will protect ecosystem health.</p>	How do we protect the functions of ecological systems?	<ul style="list-style-type: none"> Number of hectares in growth areas that are in the Natural Heritage System 	<p>Rank: 1 Option 1 has 0 hectares within the Natural Heritage System, as this option does not have an urban expansion area. Option 1 is ranked highest.</p>	<p>Rank: 3 Option 2 has the third highest amount of land within the Natural Heritage System (300 hectares).</p>	<p>Rank: 5 Option 3 has the highest amount of land within the Natural Heritage System (390 hectares).</p>	<p>Rank: 4 Option 4 has second highest amount of land within the Natural Heritage System (310 hectares).</p>	<p>Rank: 2 Option 5 has second lowest amount of land within the Natural Heritage System (220 hectares).</p>

Ranking Key: 1 = Most Desirable, 5 = Least Desirable (rankings are relative)

Triple Bottom Line	Desired Results	Considerations	Measures	Option 1: No Expansion	Option 2: Appropriately Distributed Development	Option 3: Appropriately Distributed Development	Option 4: Appropriately Distributed Development	Option 5: Nodes and Corridors
			<ul style="list-style-type: none"> Linear distance of impacted Natural Heritage System in new growth areas (km) 	<p>Rank: 1 Option 1 has 0 km of impacted features within the Natural Heritage System, as this option does have an urban expansion area. Option 1 has the highest ranking.</p>	<p>Rank: 3 Option 2 has 428 km of impacted features within the Natural Heritage System. Option 2 has the third longest distance.</p>	<p>Rank: 5 Option 3 has 428 km of impacted features within the Natural Heritage System. Option 3 has the longest distance.</p>	<p>Rank: 4 Option 4 has 486 km of impacted features within the Natural Heritage System. Option 4 has the second longest distance.</p>	<p>Rank: 2 Option 2 has 136 km of impacted features within the Natural Heritage System. Option 2 has the fourth longest distance.</p>
			<ul style="list-style-type: none"> Potential impacts to terrestrial and aquatic habitat³ 	<p>Rank: 1 Option 1 is considered to have the fewest impacts because this option would not have any effect on Environmentally Sensitive Areas (ESAs), Provincially Significant Wetlands (PSWs), coldwater fisheries and creeks.</p>	<p>Rank: 3 Option 2 has the second lowest impact potential to terrestrial and aquatic habitat. Future development in the urban expansion areas has the potential to impact to downstream PSWs in Twenty Mile Creek. Due to the concentration of development in one contiguous area impacts for impact to downstream PSWs in Twenty Mile Creek are less than those found in Options 3 and 4.</p>	<p>Rank: 4 Option 3 represents highest potential for impact to ESAs, PSWs, coldwater fisheries in Borer's, Sulphur and Red Hill Creek watersheds. Although development would not occur specifically in these features, they could still be negatively impacted by future adjacent development.</p>	<p>Rank: 4 Option 4 represents highest potential for impact to ESAs, PSWs, coldwater fisheries in Borer's, Sulphur and Red Hill Creek watersheds. Although development would not occur specifically in these features, they could still be negatively impacted by future adjacent development.</p>	<p>Rank: 3 Option 5 represents the second lowest potential for impact to ESAs, PSWs, coldwater fisheries in Borer's, Sulphur and Red Hill Creek watersheds. Due to the concentration of development in one contiguous area impacts for impact to downstream PSWs in Twenty Mile Creek are less than those found in Options 3 and 4.</p>

³This measure used the following weighting: Impacts on Borer's, Sulphur, Red Hill Creeks (50%), Twenty Mile Creek (50%). Ranking Key: 1 = Most Desirable, 5 = Least Desirable (rankings are relative)

Triple Bottom Line	Desired Results	Considerations	Measures	Option 1: No Expansion	Option 2: Appropriately Distributed Development	Option 3: Appropriately Distributed Development	Option 4: Appropriately Distributed Development	Option 5: Nodes and Corridors
			<ul style="list-style-type: none"> Ecological impact of transportation infrastructure 	<p>Rank: 1 Option 1 is considered to have the least amount of ecological impact related to transportation infrastructure, as this option does not include any urban expansion.</p>	<p>Rank: 3 Option 2 is has the highest probability for a new escarpment crossing as it concentrates development in one area south of the escarpment without any significant offsetting intensifications. It is considered to have the second highest potential impact on ecology.</p>	<p>Rank: 4 Option 3 includes new development in Pleasantview and will require improvements to areas that cross Environmentally Sensitive Areas and/or designated Greenlands. For this reason, Option 3 is considered to have the highest impact on ecology.</p>	<p>Rank: 2 The urban expansion areas for Option 4 is located in close proximity to ESAs and therefore any road widenings to support growth in these areas could have ecological impacts. Option 4 is considered to have the third highest impact on ecology.</p>	<p>Rank: 2: Option 5 is considered to have minimal impacts on ecological features, however, this option does include an urban expansion area in the southern portion of City and any new road widenings associated with the growth area could have ecological impacts. Option 5 is considered to have the third highest impact on ecology.</p>
		<p>Does the Option Preserve our Agricultural Land/Rural Areas?</p>	<ul style="list-style-type: none"> Acreeage of prime agricultural area (as defined by LEAR Analysis) in new growth areas Number and area of active farm parcels in new growth areas Number of Primary Farm Parcels (agricultural properties with farm outbuildings 	<p>Rank: 1 Option 1 does not have a new growth area and so it has 0 acres of prime agricultural land displaced by new development.</p>	<p>Rank: 5 Option 2 has the highest number of prime agricultural land displaced by new development in the growth area (1000 acres).</p>	<p>Rank: 2 Option 3 has the second lowest number of prime agricultural land displaced by new development in the growth area (430 acres).</p>	<p>Rank: 3 Option 4 the third lowest number of prime agricultural land displaced by new development in the growth area (500 acres).</p>	<p>Rank: 4 Option 5 has the fourth highest lowest number of prime agricultural land displaced by new development in the growth area (630 acres).</p>
		<p>Does this option result in cleaner air and water?</p>	<ul style="list-style-type: none"> Projected change in Vehicle Kilometers traveled and estimated change 	<p>Rank: 1 Option 1 is considered to be the most preferred, as it results in the lowest</p>	<p>Rank: 4 Option 2 is considered to be the least preferred, as it results in the highest overall fuel use,</p>	<p>Rank: 3 Option 3 is only marginally more fuel-efficient than Option 2.</p>	<p>Rank: 3 Option 4 is only marginally more fuel-efficient than Option 2.</p>	<p>Rank: 3 Option 5 is only marginally more fuel-efficient than Option 2.</p>

Ranking Key: 1 = Most Desirable, 5 = Least Desirable (rankings are relative)

Triple Bottom Line	Desired Results	Considerations	Measures	Option 1: No Expansion	Option 2: Appropriately Distributed Development	Option 3: Appropriately Distributed Development	Option 4: Appropriately Distributed Development	Option 5: Nodes and Corridors
			<p><i>in fuel consumption (as surrogate for reduction in air emissions)</i></p> <ul style="list-style-type: none"> <i>Proximity of residents to transit/ transit opportunity (population located within 400 metres of existing transit system)</i> 	<p>overall fuel use (in part due to the lower overall population for this option).</p> <p>Rank: 1 Option 1 has the highest proportion of people living in close proximity to the existing transit system and is considered to be the best option for this measure.</p>	<p>Rank: 3 Option 2 is considered to have the lowest portion of residents living in close proximity to the existing transit system. This option does offer potential for better access to transit in future (than Options 3 and 4) should the transit system be extended to the new growth areas</p>	<p>Rank: 3 Option 3 is considered to have the lowest portion of residents living in close proximity to the existing transit system. Future upgrades to the existing transit system to accommodate new growth areas would result in lower access levels than those found in the growth areas of Option 2 and 5.</p>	<p>Rank: 3 Option 4 is considered to have the lowest portion of residents living in close proximity to the existing transit system. Future upgrades to the existing transit system to accommodate new growth areas would result in lower access levels than those found in the growth areas of Option 2 and 5.</p>	<p>Rank: 2 With lower levels of intensification and an urban boundary expansion, Option 2 has a fewer number of people living in close proximity to the existing transit system. This option does offer potential for better access to transit in future (than Options 3 and 4) should the transit system be extended to the new growth areas.</p> <p>Rank: 1 Option 5 is considered to have the highest potential mode split because it concentrates growth along major corridors and into compact nodes where transit could be designed to operate more efficiently and cost-effectively.</p>
			<ul style="list-style-type: none"> <i>Mode split</i> 	<p>Rank: 2 Option 1 is considered to be more desirable than Options 2, 3 and 4, because it offers higher concentration of population within the existing urban area, creating a better opportunity to support transit.</p>	<p>Rank: 3 Option 2 is considered to have the lowest potential mode split.</p>	<p>Rank: 3 Option 3 is considered to have the lowest potential mode split.</p>	<p>Rank: 3 Option 4 is considered to have the lowest potential mode split.</p>	<p>Rank: 1 Option 5 is considered to have the highest potential mode split because it concentrates growth along major corridors and into compact nodes where transit could be designed to operate more efficiently and cost-effectively.</p>

Triple Bottom Line	Desired Results	Considerations	Measures	Option 1: No Expansion	Option 2: Appropriately Distributed Development	Option 3: Appropriately Distributed Development	Option 4: Appropriately Distributed Development	Option 5: Nodes and Corridors
			<ul style="list-style-type: none"> Potential impacts to flooding⁴ 	<p>Rank: 1 Option 1 is considered to have the lowest potential for impact on flooding since it does not contain an urban boundary expansion.</p>	<p>Rank: 3 Due the presence of flood susceptible areas downstream of the urban expansion areas, Option 2 is considered to have more potential for flooding impacts than Option 1, but less than Options 3, 4 and 5 are considered to have similar potential impacts.</p>	<p>Rank: 4 Option has the highest amount of urban expansion concentrated in areas that would impact downstream flood susceptible areas and therefore represents the least desirable of all options.</p>	<p>Rank: 3 Due the presence of flood susceptible areas downstream of the urban expansion area, Option 5 is considered to have more potential for flooding impacts than Option 1, but less than Options 2, 4 and 5 are considered to have similar potential impacts.</p>	
			<ul style="list-style-type: none"> Potential for impacts on water quality and erosion⁵ 	<p>Rank: 1 Option 1 is considered to have the least potential for impacts on water quality and erosion. Option 1 and 2 are considered to have same relative impacts.</p>	<p>Rank: 1 Option 2 is considered to have the least potential for impacts on water quality and erosion. Option 1 and 2 are considered to have same relative impacts.</p>	<p>Rank: 3 Option 3 is considered to have the greatest potential for impact on water quality and erosion due to presence of both intensification and development in urban expansion in both Stoney Creek and Borer's, Sulphur and Red Hill Creek watershed.</p>	<p>Rank: 2 Option 4 is considered to have a potential impact on water quality and erosion that is greater than Option 1 and 2, but less than that of Option 3. Option 4 is considered to have the same relative impacts as Option 4.</p>	
			<ul style="list-style-type: none"> Potential impacts to groundwater and geology⁶ 	<p>Rank: 1 Option 1 is considered to have the lowest potential for impacts on groundwater and geology with no urban expansion into the Stoney Creek, Twenty Mile Creek</p>	<p>Rank: 3 Option 2 and 5 have the highest level of potential impact to the geologic features in Twenty Mile Creek due to the concentration of future urban boundary expansion within this</p>	<p>Rank: 4 Overall, Option 3 and 4 are considered to have the greatest potential impact on groundwater and geologic features due to urban boundary expansion in the Twenty Mile Creek watershed and in the</p>	<p>Rank: 4 Overall, Option 4 and 3 are considered to have the greatest potential impact on groundwater and geologic features due to urban boundary expansion in the Twenty Mile Creek watershed and in the</p>	

⁴ This measure used the following weighting: Impacts on Stoney Creek (25%), Borer's, Sulphur (25%) and Twenty Mile Creeks (25%) and Grindstone (25%).

⁵ This measure used the following weighting: Impacts from intensification on Chedoke, Red Hill and Stoney Creek watersheds (25%), impacts from urban boundary expansion and development of vacant lands in Stoney Creek watershed (25%), Borer's, Sulphur and Red Hill Creek watersheds (25%) and Grindstone Creek watershed (25%).

⁶ This measure used the following weighting: Impacts on Twenty Mile Creek (50%), Borer's Sulphur, Red Hill Creeks (50%).

Ranking Key: 1 = Most Desirable, 5 = Least Desirable (rankings are relative)

Triple Bottom Line	Desired Results	Considerations	Measures	Option 1: No Expansion	Option 2: Appropriately Distributed Development	Option 3: Appropriately Distributed Development	Option 4: Appropriately Distributed Development	Option 5: Nodes and Corridors
				Grindstone Creek subwatersheds.	watershed, However, overall, Option 2 is considered to have less impact on sensitive groundwater features than Option 3 and 4 because it contains less future development in the Borer's, Red Hill and Sulphur Creek subwatersheds.	Borer's, Red Hill and Sulphur Creek subwatersheds.	Borer's, Red Hill and Sulphur Creek subwatersheds.	watershed, However, overall, Option 5 is considered to have less impact on sensitive groundwater features than Option 3 and 4 because it contains less future development in the Borer's, Red Hill and Sulphur Creek subwatersheds.



Committee of the Whole MINUTES

1:30 p.m.
May 18, 2006
Council Chambers
Hamilton City Hall
71 Main Street West, Hamilton

- Present: Mayor L. Dilanni
Councillors D. Braden, B. Bratina, P. Bruckler,
C. Collins, T. Jackson, B. Kelly, M. McCarthy, B. McHattie,
D. Mitchell, S. Merulla, B. Morelli, M. Pearson,
T. Whitehead, A. Samson
- Absent with regrets: Councillor M. Ferguson – Illness
- Also Present: G. Peace, City Manager
L.A. Coveyduck, General Manager, Planning and Economic
Development
J. Rinaldo, General Manager, Finance and Corporate
Services
J. Kay, General Manager/Chief HES
J. Harnum, Acting General Manager, Public Works
M. Gallagher, Co-ordinator

Mayor L. Dilanni called the meeting to order.

COMMITTEE OF THE WHOLE PRESENTS REPORT 06-009 AND RESPECTFULLY RECOMMENDS:

1. **Growth Related Integrated Development Strategy – Final Report (City Wide)
(CM06015) (Item 4.1)**
(Merulla/Kelly)
 - (a) That the Growth Related Integrated Development Strategy – Final Report, attached as Appendix 1, be endorsed as the City of Hamilton's growth management strategy and incorporated through:
 - (i) the urban structure and associated policies into the new Official Plan for the City of Hamilton;
 - (ii) the Stormwater Master Plan, the Transportation Master Plan and the Water and Wastewater Master Plan; and

- (iii) the preparation of a new development charges by-law for the City of Hamilton.
- (b) That the Province of Ontario be requested to consider and incorporate the City's position on the growth management strategy in completing a growth management plan for the Greater Golden Horseshoe area, and in particular in the development of the Sub-Area Assessment applicable to the City of Hamilton.

(Jackson/Kelly)

- (c) That Planning and Economic Development Staff be directed to investigate and report back on any opportunities and the implications of incorporating the lands north of Twenty Road, south of the Hydro corridor, west of Glanbrook Industrial Business Park and east of Upper James and the SE Corner of the Glanbrook Industrial Business Park into the city's Growth Strategy

(Collins/McCarthy)

- (d) That the Planning and Economic Development Staff present to Committee and Council a plan to establish a "Brownfield Redevelopment office" with the goals and objectives of creating an inventory of infill and redevelopment opportunities, identifying and addressing the barriers associated with infill, adaptive reuse and redevelopment properties (including but not limited to infrastructure or contamination issues) and the eventual marketing of said properties and that the report include a detailed costing of the initiative, as well as alternative sources of funding as part of the 2007 Budget process.

MOTION CARRIED AS AMENDED.

Note: (Due to bulk, Appendix 1 is available in the Clerk's office)

FOR THE INFORMATION OF COUNCIL:

**(a) CHANGES TO THE AGENDA
(Mitchell/Pearson)**

The Clerk circulated an addendum with additional speakers noted

CARRIED.

(b) DECLARATIONS OF INTEREST

Councillor Braden declared an interest in the discussions on Pleasantview as a family member owns land in that area.

**Committee of the Whole
Minutes**

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May 18, 2006

(c) ADOPTION OF MINUTES

(Whitehead/Kelly)

3.1 May 8, 2006

The Minutes of the May 8, 2006 meeting were adopted as presented.

CARRIED.

(d) PRESENTATIONS

The Mayor provided opening comments to members of council and the public on the GRIDS report.

- (i) Growth Related Integrated Development Strategy – Final Report (City Wide) (CM06015)

Steve Robichaud provided an overview of the report. Included in the overview were the following issues which were discussed in detail:

- 5 Growth Options
- Growth Concepts
- Process for public consultation

Members of Council and members of the gallery who spoke at the meeting congratulated Steve Robichaud for his work on this project.

The motion **as amended with the inclusions of the additional subsections (c and d) CARRIED** on a Recorded Vote as follows:

Yeas: Dilanni, Bruckler, Collins, Jackson, Kelly, Whitehead, Samson, McCarthy, McHattie, Morelli, Pearson, Merulla

Total: 12

Nays: Braden, Bratina, Mitchell

Total: 3

On a motion moved by Bratina and Seconded by Braden to defer the report pending comments by the Agricultural and Rural Affairs committee was **DEFEATED**.

(e) DELEGATIONS

- (i) John Dolbec and Ed Fothergill, Hamilton Chamber of Commerce (written submission)

- (ii) Ed Cooper, REALTORS Association of Hamilton-Burlington (written submission)
- (iii) Peter Serrani, Hamilton-Halton Home Builders' Association (written submission)
- (iv) Ed Fothergill, Fothergill Planning and Development Inc. on behalf of owners of lands in the Pleasantview area, former Town of Dundas

Mr. Fothergill addressed the Pleasant View area in Dundas which consists of 250 acres. Mr. Fothergill offered suggestions for ranking Pleasantview lands higher than other lands in the city.

This is the only area covered by provincial planning document

An advantage to this area is it can be developed within a contained area and if developed would not lead to further expansion and New interchange at Highway 6 and York road which could service development. Pleasantview allows for housing that can't be replicated elsewhere in city.

Suggest that the GRIDS plan move ahead and include provision for development within the Pleasantview area.

- (v) Ed Fothergill, Fothergill Planning and Development Inc. on behalf of owner of property on the east side of Highway 20, north of Highway 53 in the former City of Stoney Creek

Mr. Fothergill address this property which houses an auto recycling operation near Highway 20 and Rymal Road.

It is designated as a node in the GRIDS plan and is in support of that part of the plan which shows the node. Feel that it's an important gateway to city. Opportunity for major land owners to put together a land assembly and are happy to see the lands have been designated in the plan.

- (vi) Jack Santa Barbara – out of town
- (vii) Jim Quinn – not in attendance
- (viii) David Cohen (written submission)
- (ix) Cathy Gazzola

Ms. Gazzola is the President of the Durand neighbourhood. Ms. Gazzola advocated for good long term planning and public engagement. Ms. Gazzola questioned where is evidence to justify path the City is taking. Where is evidence that new employments lands are needed for manufacturing industry. Where is evidence that intensification will happen in this community. Where is the evidence that this process will be

accountable and transparent and asked Council to take these into consideration when determining recommendation in the report.

- (x) Michael Desnoyers (written submission)

Mr. Desnoyers is a resident of Hamilton and the Chair of Hamiltonians for Progressive Development.

He acknowledged effort of staff and for the knowledge and passion in presenting information. Mr. Desnoyers expressed concerns and disappointment with recommendations.

He noted that The GRIDS process has failed to garner public input and does not reflect the 9 guiding principles. The report contains two huge urban boundary expansions exasperating urban sprawl. No alternatives have been presented to growth options. Aerotropolis does not adhere to 7 of the 9 guiding principles but is included in future growth plans. He called it a betrayal of residents and organizations. New information and concerns have been presented to council but not addressed. At the Glanbrook Open House citizens overwhelming expressed their opposition to nodes and corridor and aerotropolis lands.

He asked Council to reconsider the GRIDS process and seek creative alternatives.

- (xi) Roy Salisbury (not present)
- (xii) Robert Korol (**withdrawn**)
- (xiii) Virginia Cameron (**written submission**)
- (xiv) Dan Rodrigues (**written submission**)
- (xv) Terri Johns

Ms. Johns is a land use planner with Starward developments. She represented the property owners on 20 Road West. She appreciated the work of staff over the years and supports the recommendations and asked Committee to move forward with Hamilton's potential growth

- (xvi) Angelo Cameracci (**withdrawn**)
- (xvii) Don McLean (**written presentation pending**)
- (xiii) Kieran Dixon

Mr. Dixon is a Ward 7 resident and a concerned member of downtown professional community

He addressed his concerns including that the report was profoundly uninspired and has been treated as a number crunching exercise for the warehousing of people. It squanders an opportunity for Hamilton because there is no inspiring vision; there was no genuine community involvement in process; Hamilton has an opportunity to say no more sprawl; opportunity to create urban centre for intensification; Nodes explained are not what people think of when people think of a vibrant downtown, it's a form of bedroom community; ask council to show vision and leadership as opposed to resignation that sprawl is inevitable.

Concerned how the 9 directions were handled or applied and how the directions were applied to aerotropolis

(xiv) Sergio Manchia, Planning and Engineering Initiatives

Mr. Manchia expressed his appreciation to staff. Mr. Manchia spoke on behalf of Artstone Holdings Ltd. at 20 Road, Spallacci Group and Twenty Road Development - Twenty Road and Dickenson Road. Mr. Manchia spoke in support of the recommendation. Mr. Manchia advised that large companies don't have lands for employment lands. It is now up to council to make decision and move forward

(xv) Mike Bryan, Silvestri Investments Ltd.

Mr. Bryan is a professional planner. He commended staff and council for vision and hard work. He is in support of GRIDS process and main recommendations. He noted concerns asked Council to endorse principles and ask council to amend by adding the following:
Leaving door open to considering changes that are warranted after stakeholder input into the plan as you go through the planning process. Important for consultation process to be continued.
Provide more details on the recommendations by the public.

(xvi) Richard Koroscil, President, CEO, Tradeport International

Mr. Koroscil congratulated staff for hard work. The report addresses intensification, economic development and growth in Hamilton. He is encouraged by the inclusion of the airport employment lands. This is an opportunity for significant growth on airport lands and surrounding lands for purposes not only for the airport. It is critical for the city move forward today and implement the plan. Can't allow other businesses to go by our door to other communities

(xvii) Syd Hamber, JJ Barnicke Limited

Mr. Hamber acknowledged the apathy of citizens. He noted that staff have done an excellent job getting the word out. He also noted that we need jobs and assessment. Mr. Hamber addressed the residential to

industrial/commercial assessment and how the Residential tax payer is already picking up too much, this can be changed. Mr. Hamber also addressed the loss of manufacturing jobs in last 5 years and how intensification costs increase with the needs for improvements to infrastructure in the city. He noted that it is time we controlled our destiny He requested that council vote in favour of the nodes and corridors option

(xviii) Jim Kotsopoulos, Planner, Armstrong Hunter and Associates

Mr. Kotsopoulos represents Empire Communities. He spoke in support of the staff direction and hoped that Council would endorse them. Mr. Kotsopoulos addressed the Nash neighbourhood secondary plan went through a very open process in 2005 and city staff identified an option for those lands, and requested confirmation on the relationship between the growth options and the Nash secondary plan

(xix) Dr. Tom Nugent (**written submission**)

(xx) Ray Rocci (**withdrawn**)

(xxi) Marvin Caplan

Mr. Caplan noted that the Grids program was part of strategy of reviving Vision 2020. Funding for Action 2020/Vision 2020 was stopped. The Community undertook revitalizing vision 2020. GRIDS was to plan for the future growth of the community. Mr. Caplan addressed the intensification issue. This has been 6 long years in the making and encouraged council to support vision 2020 which was the basis of the consultation and encouraged Council to accept as it is because it would mean that Hamilton could continue to reclaim its downtown.

(xxii) Written submission by John Demik

Committee received Mr. Demik's written submission.

(xxiii) Written submission by Carmen Chiarvalle

Committee received Mr. Chiarvalle's written submission.

There being no further business, the meeting adjourned at 6:35 p.m.

Respectfully submitted,

**Committee of the Whole
Minutes**

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May 18, 2006

M. Gallagher, Co-ordinator, Council,
Committee of the Whole
May 18, 2006

Mayor L. Dilanni



CITY COUNCIL MINUTES

**Wednesday, May 24, 2006
7:00 p.m.
Council Chambers
Hamilton City Hall
71 Main Street West
Hamilton, Ontario**

Present: Mayor L. Dilanni
Councillors D. Braden, B. Bratina, P. Bruckler, C. Collins,
T. Jackson, B. Kelly, M. McCarthy, B. McHattie, D. Mitchell,
S. Merulla, B. Morelli, M. Pearson, A. Samson, T. Whitehead

Absent with regrets: Councillor M. Ferguson – Illness

Mayor Dilanni called the meeting to order.

Mayor Dilanni called upon Reverend Lillian Curtis, Chaplain at Wentworth Heights Seniors Home on Hamilton Mountain, Alexander Seniors Place in Waterdown, and for the Hamilton Police Services.

APPROVAL OF THE AGENDA

The Clerk advised of the following changes to the agenda:

(a) ADDED COMMUNICATIONS

- 5.6 Correspondence from John Gerretsen, Minister of Municipal Affairs and Housing respecting Affordable Housing Program – Strong Start for 260-280 King Street East – signed contribution agreement

Recommendation: Be received

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- 5.7 Correspondence from Jeffrey L. Davies respecting A. DiMarco – Waterdown North Secondary Plan

Recommendation: Be received

- 5.8 Correspondence from John Gerretsen, Minister of Municipal Affairs and Housing respecting provincially appointed Conflict of Interest Commissioner

Recommendation: Be received

- 5.9 Correspondence from Mr. Singh, Ramgarhia Association respecting Item 16 of the Planning and Economic Development Committee respecting Application to Amend an Existing Provisional Certificate re – 306 Lake Avenue North

Recommendation: Be received

- 5.10 Councillor Merulla introduced correspondence from Hamilton Paramedics respecting ongoing concerns of ambulance response times and vehicle shortages.

(c) ADDED MOTIONS

- 7.2(a) Motion to reconsider subsection (g) of Item 1 of the Planning and Economic Development Committee Report 06-012 respecting City Use of Section 4.4 – Public Uses Permitted in all Zones Regulation of Zoning By-law 05-200

- 7.2(b) Motion to delete and replace subsection (g) of Item 1 as noted above

(d) ADDED NOTICE OF MOTION

- 8.1 Notice of Motion by Councillor McHattie respecting CBC regional expansion strategy

(e) ADDED PRIVATE AND CONFIDENTIAL MATTER

- 10.2 Solicitor/Client Privilege – verbal report

(Kelly/Pearson)

That the Agenda for the City Council meeting being held on May 24, 2006, as amended, be approved. **CARRIED**

DECLARATIONS OF INTEREST

Item 1 Special Committee of the Whole Report 06-009 respecting Growth Related Integrated Development Strategy – Final Report (City Wide) (CM06015) (Item 4.1)

Councillor Braden declared an interest in the discussions on Pleasantview as a family member owns land in that area.

Item 8.1 Notice of Motion by Councillor McHattie respecting CBC regional expansion strategy

Councillor Bratina declared an interest as he is employed in the broadcasting industry.

CEREMONIAL ACTIVITIES/ANNOUNCEMENTS

3.1 Recognition of Hamilton Police Services

Mayor Dilanni called upon Councillor Bernie Morelli, Chair of the Police Services Board and Chief Brian Mullan to address Council.

The Mayor extended congratulations to Councillor Morelli on being elected as the President of the Ontario Association of Police Services Board (OAPSB) by his provincial colleagues at its Annual Meeting. This is the first time a Hamilton Police Board member has served in this capacity.

Councillor Morelli and Chief Mullan thanked Council for its support of the Police Services Board and recognized the good work of the frontline officers.

3.2 30th Anniversary of the International Village Business Improvement Area

Mayor Dilanni invited Peter Quaglia, Chairman, International Village B.I.A.'s Board of Management to the podium and he provided a brief history of the International Village Business Improvement Area.

He presented a Certificate of Recognition to the Board of Management and members of the International Village B.I.A.

Peter Quaglia addressed Council and recognized the efforts of the members of the Board of Management, area M.P. Andrea Horwath, staff, Councillors Morelli and Bratina, and Executive Director Mary Pocius.

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Mayor Dilanni recognized the recent death of Canadian Soldier Nicola Goddard and indicated that a protocol for lowering flags is being developed by City staff.

APPROVAL OF MINUTES

(Whitehead/Samson)

That the Minutes of the City Council Meeting held on May 10, 2006, be approved as presented. **CARRIED**

COMMUNICATIONS

(Pearson/Mitchell)

That Council Communications 5.1 to 5.10 be approved, as amended, as follows:

- 5.1 Correspondence from Tom Atterton, Hamilton and District Labour Council requesting Council reconsider its decision with respect to the Carpenter's Local 18

Recommendation: Be received

- 5.2 Correspondence from The Corporation of the Town of Minto respecting unfair assessment and the assessment process by MPAC

Recommendation: That the resolution outlined in the correspondence from the Corporation of the Town of Minto respecting assessment by MPAC, be endorsed

- 5.3 Correspondence from The Corporation of the Municipality of Leamington respecting Canadian – Ontario Municipal Rural Infrastructure Fund

Recommendation: Be received.

- 5.4 Correspondence from the City of Kingston respecting Termination of Canada-Ontario Agreement – Expansion of Early Learning and Childcare Services through Best Start Program

Recommendation: That the resolution from the City of Kingston respecting Termination of Canada-Ontario Agreement – Expansion of Early Learning and Childcare Services through Best Start Program be endorsed, that a copy of the City of Hamilton's previous correspondence respecting this issue be forwarded to the City of Kingston and that the Mayor convey the City's concerns at the next F.C.M. Meeting.

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- 5.5 Correspondence from Roger Anderson, GTAHA Mayors & Regional Chairs Group respecting Funding for Local Hospitals and Health Care Services

Recommendation: That the resolution from Roger Anderson, GTAHA Mayors & Regional Chairs Group respecting Funding for Local Hospitals and Health Care Services be endorsed.

- 5.6 Correspondence from John Gerretsen, Minister of Municipal Affairs and Housing respecting Affordable Housing Program – Strong Start for 260-280 King Street East – signed contribution agreement

Recommendation: Be received

- 5.7 Correspondence from Jeffrey L. Davies respecting A. DiMarco – Waterdown North Secondary Plan

Recommendation: Be received

- 5.8 Correspondence from John Gerretsen, Minister of Municipal Affairs and Housing respecting provincially appointed Conflict of Interest Commissioner

Recommendation: Be received

- 5.9 Correspondence from Mr. Singh, Ramgarhia Association respecting Item 16 of the Planning and Economic Development Committee respecting Application to Amend an Existing Provisional Certificate re – 306 Lake Avenue North

Recommendation: Be received

- 5.10 Correspondence from Hamilton Paramedics dated May 24, 2006 respecting ongoing concerns of ambulance response times and vehicle shortages.

Recommendation: Be referred to the Fire Chief for response back to the Community Services Committee as expeditiously as possible for delegations to attend the meeting.

CARRIED as amended

(Pearson/Mitchell)

That Council move into Committee of the Whole for consideration of the Standing Committee Reports.

CARRIED

City Council

(6)

May 24, 2006

**PUBLIC WORKS, INFRASTRUCTURE AND ENVIRONMENT
COMMITTEE REPORT 06-009**

(McCarthy/Merulla)

That the NINTH Report of the Public Works, Infrastructure and Environment Committee be adopted, and the information section received. **CARRIED**

PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE REPORT 06-008

Item 18 City Initiative CI-06-B to Amend the Official Plan Open Space and Parks Policies and Create New Zoning By-Law Regulations - Urban Area Only (PED06152) (City Wide) (Item 6.7)

(Samson/Whitehead)

That Item 18 of Planning and Economic Development Committee Report 06-008 respecting city Initiative to Amend the Official Plan Open Space and Parks Policies be amended by adding the following as subsection (h):

(h) That the draft Official Plan policies remove the reference to parkette size throughout the Amendments

CARRIED

(McHattie/Collins)

That Item 18 of Planning and Economic Development Committee Report 06-008 respecting City Initiative C1-06-B to Amend the Official Open Space and Parks Policies and Create New Zoning By-law Regulations, as amended, be referred back to the Planning and Economic Development Committee.

CARRIED

Item 21 Applications for Approval of a Draft Plan of Subdivision and Change in Zoning by Sulphur Springs Development Corp. (D. Carnicelli) for Lands Located at Ryckman's Corners - 80 Springside Drive (Hamilton) (PED06131) (Ward 7) (Item 8.3)

(Kelly/Jackson)

That Item 21 of Planning and economic Development Committee Report 06-008 respecting Applications for Approval of a Draft Plan of Subdivision and Change in Zoning by Sulphur Springs Development Corp for Lands located at Ryckman's corners – 80 Springside Drive be referred back to the Planning and Economic Development Committee to allow the Ward Councillor to meet with the proponent's new representative.

CARRIED

City Council

(7)

(Pearson/Mitchell)

That the EIGHTH Report of the Planning and Economic Development Committee be adopted, as amended, and the information section received. **CARRIED**

CORPORATE ADMINISTRATION COMMITTEE REPORT 06-009

(Samson/Collins)

That the NINTH Report of the Corporate Administration Committee be adopted, and the information section received. **CARRIED**

STRATEGIC PLANNING AND BUDGETS COMMITTEE REPORT 06-005

(Samson/Collins)

That the FIFTH Report of the Strategic Planning and Budgets Committee be adopted, and the information section received. **CARRIED**

SOCIAL SERVICES COMMITTEE REPORT 06-007

(Bratina/Braden)

That the SEVENTH Report of the Social Services Committee be adopted and the information section received. **CARRIED**

SPECIAL COMMITTEE OF THE WHOLE REPORT 06-009

Councillor Jackson presented a proposal prepared by Carmen Chiaravalle entitled "*Residential Development Proposal to Include Twenty Road Area for Consideration for Future Development in the City of Hamilton*". Council referred the proposal to staff for review.

Item 1 of Committee of the Whole Report 06-009 respecting Growth Related Integrated Development Strategy – Final Report (City Wide) (CM06015) (Item 4.1)

Councillor McHattie requested the following amendment to subsection (d) of Item 1 of Committee of the Whole Report 06-009:

That the proposed "Brownfield Redevelopment office" be renamed the "Brownfield Redevelopment and Intensification office"

(Pearson/Mitchell)

That the NINTH Report of the Committee of the Whole be adopted, as amended, and the information section received.

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The Motion CARRIED on a standing recorded vote:

Yeas: Dilanni, Bruckler, Collins, Jackson, Kelly, McCarthy, McHattie,
Merulla Morelli, Pearson, Samson, and Whitehead
Total Yeas: 12
Nays: Braden, Bratina, and Mitchell
Total Nays: 3

MOTIONS

7.1 Item 16 of Planning and Economic Development Report 06-006.

Application to Amend an Existing Provisional Certificate of Approval (Waste Transfer/Processing Site) Ministry of Environment Reference #7379-6L8QPW, Waste Services (CA) Inc., Located at 306 Lake Avenue North (Hamilton) (PED06120) (Ward 5)(Item 8.4)

(Collins/Merulla)

That Item 16 of the Planning and Economic Development Committee Report 06-006, respecting Application to Amend an Existing Provisional Certificate of Approval (Waste Transfer/Processing Site) Ministry of Environment Reference #7379-6L8QPW, Waste Services (CA) Inc., Located at 306 Lake Avenue North (Hamilton) (PED06120) which was TABLED by Council on May 10, 2006, be deleted in its entirety and replaced with the following:

That the Ministry of Environmental Assessment and Approvals Branch of the Ontario Ministry of Environment be advised that:

- (a) The City of Hamilton recommends that application **CA-06-01, Waste Services (CA) Inc., applicant** for an Amendment to an existing Provisional Certificate of Approval for an existing waste transfer/processing site to increase allowable waste storage limits from 100 tonnes to 150 tonnes/ day, within an existing facility at 306 Lake Avenue North, as shown on Appendix "A" to Report PED06120 be denied, and
- (b) That should the Ministry approve the application **CA-06-01, Waste Services (CA) Inc., applicant**, the City of Hamilton requests the following to be undertaken:
 - (i) That the proponent obtains the necessary building permit from the City's Building and Licensing Division, which is required for modifications to the existing building;
 - (ii) That the amended Provisional Certificate of Approval require the following:

- (1) That doors be installed for the Waste Processing and Transfer Building so that the building can be fully enclosed to contain the waste stored on-site at the end of each operating day, to the satisfaction of the Manager of Solid Waste, Public Works Department;
- (2) That the surface of the driveway area between Lake Avenue North and the existing weigh scale be hard surfaced to reduce the possibility of the tracking of material onto the municipal road, to the satisfaction of the Manager of Traffic Engineering & Operations, Public Works Department;
- (3) That the south side of the existing truck access approach be widened to properly accommodate right turning truck movements into the site, to the satisfaction of the Manager of Traffic Engineering & Operations, Public Works Department;
- (4) That the operator of the facility employ a reputable pest control company to service this site and perform a regular inspection of the premises and regular baiting program, to the satisfaction of the Director, Health Protection Branch, Public Health Services;
- (iii) That the amended Provisional Certificate of Approval requires that a sufficient bond be provided for financial assurance for the removal of any materials left on the site should operations end;
- (iv) That the amended Provisional Certificate of Approval include a requirement that a Ministry of Environment staff person be identified to the City as the contact for all issues and complaints regarding the subject property;
- (v) That all other conditions and requirements of the Certificate of Approval remain in place;
- (vi) That a copy of Report PED06120 be forwarded to the Environmental Assessment and Approvals Branch of the Ministry of Environment for their consideration;
- (vii) That the Environmental Assessment and Approvals Branch of the Ministry of Environment be requested to forward a copy of its final decision respecting the Certificate of Approval to the Clerk, City of Hamilton.

Amendment CARRIED
Motion as amended CARRIED

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7.2(a) Reconsideration of sub-section (g) of Item 1 of Planning and Economic Development Committee Report 05-012

7.2(b) Sub-section (g) Item 1 of Planning and Economic Development Committee Report 05-012

Councillor McHattie withdrew Items 7.2(a) and 7.2(b).

7.3(a) Waive the Rules

(Jackson/Pearson)

That the Rules of Procedure be waived to introduce a motion respecting the application from St. Columba Presbyterian Church to close a public unassumed alley south of 1540 Main Street East which is Item 4 of Public Works Infrastructure and Environment Committee Report 05-010 approved by Council June 15, 2005.

CARRIED

7.3(b) Application from St. Columba Presbyterian Church to close a public unassumed alley south of 1540 Main Street East.

(Merulla/Morelli)

That staff be directed to take no further action with respect to the application from St. Columba Presbyterian Church to close a public unassumed alley south of 1540 Main Street East until accurate drawings of the proposal are verified.

CARRIED

NOTICE OF MOTION

Councillor McHattie presented the following Notice of Motion:

8.1 Re: Hamilton Media Project

WHEREAS the availability of diverse local television and radio broadcasting choices is a necessary component of Hamilton's ability to develop and retain a healthy local culture; whether, artistic, economic, or political;

AND WHEREAS the Hamilton region is underserved with only one local conventional television station when compared to similarly sized cities such as Quebec City and Winnipeg, which are served by at least four times the number of local TV stations;

AND WHEREAS the City of Hamilton needs to ensure that the SUN TV television station adheres to the Canadian Radio-Television and Telecommunications Commission's (CRTC) Broadcasting Decision 2004-503 concerning new Hamilton-oriented commitments;

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AND WHEREAS Hamilton was identified as a priority market for radio expansion in the Canadian Broadcasting Corporation's (CBC) regional expansion strategy;

AND WHEREAS the City of Hamilton needs to be represented in meetings with the CBC regarding opening a new radio station in Hamilton and adding a local television news bureau;

AND WHEREAS the City of Hamilton has made significant progress on these issues in the form of favourable rulings from the CRTC and increased profile of the City within the CBC's regional expansion strategy;

THEREFORE, be it resolved that the City Manager be authorized to negotiate and purchase the services of the Centre for Community Study to continue to represent the City's interests at a cost not to exceed \$10,000 in aggregate from the Tax Stabilization Reserve.

STATEMENT BY MEMBERS

Members of Council used this opportunity to discuss matters of general interest.

PRIVATE AND CONFIDENTIAL

10.1 Labour Negotiations Matter

10.2 Solicitor/Client Privilege – verbal report

(Collins/Kelly)

That Council move In Camera regarding two Private and Confidential matters respecting labour negotiations and Solicitor/Client Privilege

CARRIED

(Braden/Bruckler)

That Council reconvene in Open Session.

CARRIED

There was no report.

BY-LAWS

(Pearson/Mitchell)

That the By-law List as presented be amended by deleting the Official Plan amendment respecting Open Space and Parks Policies (original Bill No. 06-140) and the Zoning By-law amendment to the Open Space and Parks Zone (original Bill No. 06-141) and the subsequent by-laws be re-numbered accordingly.

CARRIED

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(Pearson/Mitchell

That Bill Nos. 06-132 to 06-143 attached hereto be passed, that the corporate seal be affixed thereto and the By-laws be signed by the Mayor and the City Clerk, and numbered as 06-132 to 06-143:

- 06-132 132** Respecting Removal of Part Lot control, Block 181, Registered Plan No. 62M-987
- 06-133 133** Respecting Removal of Part Lot Control Block 182, Registered Plan No. 62M-987
- 06-134 134** Respecting Removal of Part Lot Control Block 2, Registered Plan No. 62M-1042
- 06-135 135** To Amend By-law No. 01-215 Being a By-law To Regulate Traffic Schedule 13 (Designated Traffic Lanes)
- 06-136 136** To Amend Zoning By-law No. 3692-92 (Stoney Creek), as Amended by By-law No. 04-235, Respecting "Hemlock Meadows", Plan 62M-1048
- 06-137 137** To Amend Zoning By-law No. 6593, Respecting Lands Located at 256 Thorner Drive, Hamilton
- 06-138 138** To Amend Zoning By-law No. 6593 (Hamilton), Respecting 1600 Rymal Road East
- 06-139 139** To Amend Zoning By-law No. 6593 Respecting a Portion of the Property Located at 1301 & 1315 Upper Wellington Street
- 06-140 140** To Amend By-law 06-114 To Change Percentage of Tax Capping
- 06-141 141** To Amend By-law No. 01-218, as amended, Being a By-law To Regulate On-street Parking Schedule 8 (No Parking Zones) Schedule 12 (Permit Parking Zones)
- 06-142 142** To Amend By-law No. 03-148 a Municipal Housing Facility By-law
- 06-143 143** To Confirm Proceedings at Council

Motion to adjourn CARRIED on a standing recorded vote as follows:

Yeas: Dilanni, Braden, Bruckler, Collins, Jackson, Kelly, McCarthy, Mitchell, Merulla, Pearson, Samson, and Whitehead

Total Yeas: 12

Nays:

Total Nays: 0

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The City Council meeting adjourned at 10:22 p.m.

Respectfully submitted,

Larry Dilanni
Mayor

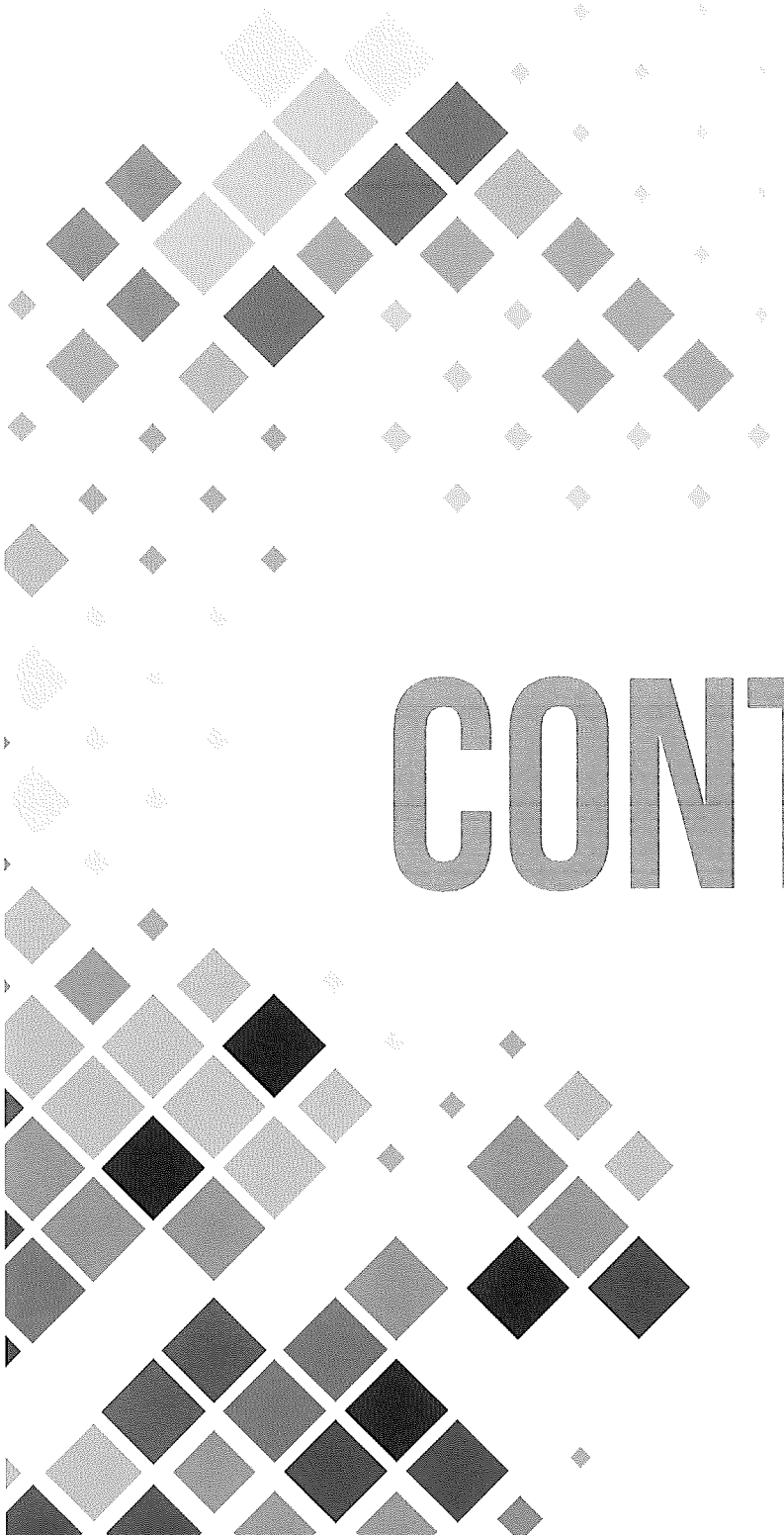
Kevin C. Christenson
Clerk
May 24, 2006



Hamilton

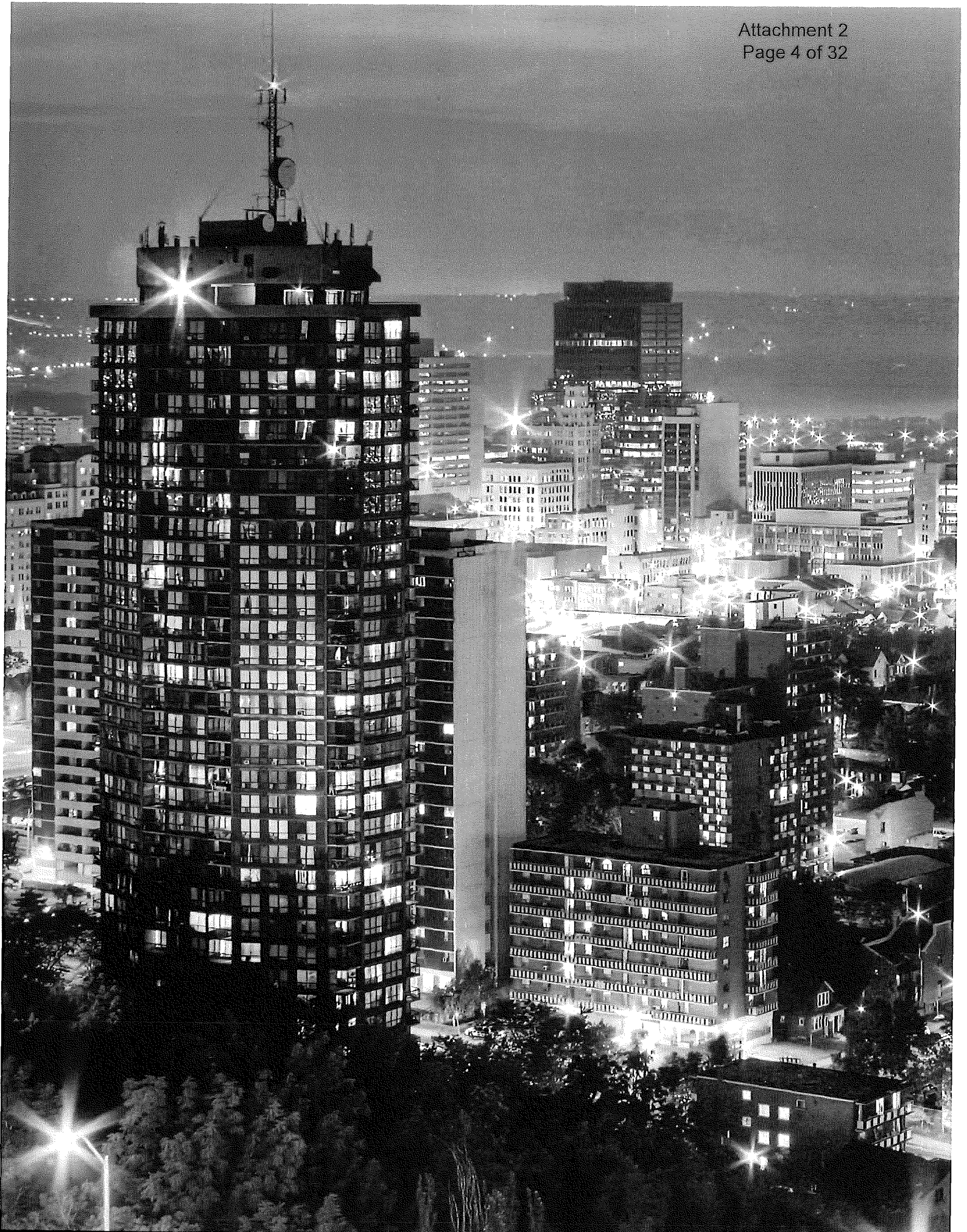


GRIDS²
GROWTH SUMMARY
2006-2016



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HAMILTON, 2006 – 2016: HOW HAVE WE GROWN?

GRIDS, the Growth Related Integrated Development Strategy, was adopted in 2006. GRIDS was an integrated planning process that identified a broad land use structure, associated infrastructure, and financial implications for growth to serve Hamilton to the year 2031. GRIDS identified a preferred land use option based on a Nodes and Corridors urban structure, and identified a future employment expansion area around the airport, and a future residential expansion area at Elfrida.

In the ten year period since the adoption of GRIDS, significant planning initiatives have been completed which implement the GRIDS preferred growth option. These include:

NEW OFFICIAL PLANS

The Rural Hamilton Official Plan (RHOP) was adopted in 2006 and approved by OMB in 2012 and the Urban Hamilton Official Plan (UHOP) was adopted in 2009 and approved by OMB in 2013. Together, these documents are the first Official Plans for the amalgamated City of Hamilton, and provide direction for the planning and development of the City to 2031. The Official Plans provide guidance on the management of the City's communities, land use change and physical development over the next 30 years. The Nodes and Corridors Urban Structure of the UHOP originates directly from the GRIDS preferred growth option. The Official Plans contain policies and targets regarding future growth, many of which are measured and referenced in the next pages.

SECONDARY PLANS

Since 2006, several new Secondary Plans have been adopted which provide greater direction in implementing the goals of GRIDS and the UHOP. The following Secondary Plans have been adopted since 2006:

- Wilson Street
- Strathcona
- West Hamilton Innovation District
- Waterdown North
- Waterdown South
- Trinity West
- Nash
- AEGD
- Fruitland Winona (under appeal)

The following plans are in process:

- Centennial Neighbourhoods
- Elfrida Growth Area
- Downtown Hamilton Review

Secondary Plans provide direction on density, land use, and built form, amongst other matters, and therefore play a key role in the City's achievement of its planned urban structure. Newer Secondary Plans, for example the upcoming Centennial Neighbourhoods Plan, are being planned at higher densities, reflective of the importance of the Sub Regional Service Node at Eastgate Mall.

NEW ZONING BY-LAW

The City is preparing one new comprehensive Zoning By-law to apply to the entire amalgamated City of Hamilton and implement the direction of the Official Plans. The By-law is being completed in sections. The first section of the new By-law was the Downtown Zones, adopted in 2005. Since 2006, several additional sections have been added to the By-law:

- Parks and Open Space Zones (2006)
- Industrial Zones (2007)
- Institutional Zones (2007)
- Airport Zones (2011)
- Rural Zones (2015)
- Transit-Oriented Corridor (TOC) Zones (2016)

The remaining Sections of the Zoning By-law to be completed are the Commercial and Mixed Use (CMU) Zones and the Residential Zones. The CMU Zones are targeted for completion in 2017, with work on the Residential Zones commencing in 2017 and proceeding through 2018. The completion of the comprehensive Zoning By-law is critical in achieving the vision established in the UHOP and RHOP. In particular, the adoption of the TOC Zones in 2016 and the upcoming CMU Zones are key to establishing the desired mixed use development in the City's nodes and corridors as envisioned in the UHOP. The Zones will allow for the flexibility needed to facilitate increased density, mix of uses, and variable built form to support transit and viable communities. The upcoming residential zoning will provide further support as the City plans for increased intensification in the built up area.

SPECIAL PROJECTS

Certain key projects have been undertaken since 2006 which further implement GRIDS and have a significant impact on the City's growth, including:

- **West Harbour planning:** Significant planning initiatives have been undertaken in the West Harbour area, including but not limited to, Barton-Tiffany Urban Design Study, James Street North Mobility Hub Study, Pier 7 & 8 Urban Design Study, West Harbour Recreational Master Plan, and most recently, council-adoption of the proposed mixed use development at Pier 8. Together these initiatives support the vision of the West Harbour Secondary Plan for the development of a community that is human in scale, allowing for an increase in density and development which can co-exist with the existing neighbourhood.
- **Bayfront Strategy:** the Bayfront Industrial Area is Hamilton's oldest industrial area and still an active manufacturing centre. The City is conducting the Bayfront Strategy to review this area and, together with the community, develop a guide for future investments, improvements and redevelopment. Maintaining the Bayfront area as a strong and viable employment centre is critical in accommodating the City's job growth in the future.
- **Hamilton Psychiatric Hospital (HPH) lands:** the City is undertaking a Development Opportunities Study to review the vision and develop potential land use concepts for the former Hamilton Psychiatric Hospital property.

GRIDS is an integrated planning process which links the long term planning of the City with required infrastructure and transportation improvements. The adoption of GRIDS in 2006 allowed for the subsequent adoption of the Water and Wastewater Master Plan, Stormwater Master Plan and Transportation Master Plan (through the EA process). These Master Plans will be updated in line with GRIDS 2. Looking back over the last 10 years, significant initiatives have been completed which implement these Master Plans:

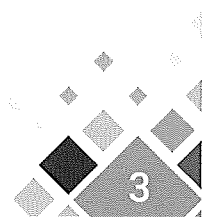
TRANSPORTATION

- Introduction of Smart Commute Program;
- Advanced higher order transit planning and funding;
- Transit investment in new transit terminals (MacNab and Mohawk College) and park and ride facilities (Mountain Transit Centre);
- West Harbour Go Station (integrating planning with Metrolinx);
- Advanced Traffic Management System (optimized traffic operations);
- Approval of Pedestrian Mobility and Cycling Plans;
- Advanced road safety initiatives.

WATER / WASTEWATER

- **Watermains:** completion of Parkside Drive watermain and Centennial Parkway trunk feedermain. 10 other projects in varying stages of design and construction;
- **Water facilities:** completion of Waterdown North Elevated Tank, Waterdown Pumping Station, and Highland Gardens Pumping Station and Upgrades. 13 other projects in varying stages of design and construction.
- **Wastewater mains:** completion of Twenty Road forcemain, Harmony Hall forcemain, Waterdown forcemain, Centennial Trunk Sewer, Mountain Brown Trunk Sewer, Highway 56 forcemain twinning, and Green Road forcemain twinning. 7 other projects in varying stages.
- **Wastewater facilities:** completion of Harmony Hall Sewage Pumping Station (SPS), Winona SPS, Waterdown SPS, Scenic Drive SPS, and Green Road SPS. 7 other projects in varying stages.

The information on the following pages provides a snapshot of the City's growth in certain key areas over the last 10 years, including population, intensification, greenfield development, employment, and rural activity. This information provides a useful baseline, or starting point, as we move toward updating GRIDS and planning for the next 10 years of growth (2031 to 2041), in light of Provincial and local planning requirements and objectives.



Attac
Pac



DEMOGRAPHICS

POPULATION AND HOUSEHOLDS

Table 1: Population and Dwellings, 2006 - 2016

COMMUNITY	2006		2011		2016	
	Population	Occupied Private Dwellings	Population	Occupied Private Dwellings	Population	Occupied Private Dwellings
Ancaster	33,230	10,780	36,910	12,235	40,560	13,610
Dundas	24,700	9,365	24,910	9,910	24,285	9,920
Flamborough	39,220	13,070	40,090	13,925	42,655	14,995
Glanbrook	15,290	5,680	22,440	8,215	29,860	10,560
Hamilton	329,820	133,780	330,480	136,150	330,090	137,490
Stoney Creek	62,290	21,780	65,120	23,370	69,470	25,030
Total	504,550	194,455	519,950	203,805	536,920	211,605

*Source: 2006 – 2016 Statistics Canada Census (excludes +/- net coverage). Values may differ due to rounding of aggregated geographies.
 2016 – 2016 values produced by aggregating Census tracts to Community geographies.
 City of Hamilton, Planning & Economic Development Department, February 2017.*

The 2016 census identifies Hamilton's population at 536,920, which represents an increase of 3.3% from the 2011 population of 519,950 (not including the census net undercoverage). The City's total occupied private dwellings increased by 3.8% from 203,805 in 2011 to 211,605 in 2016. The City's 2016 growth rate of 3.8% in the number of dwellings exceeded the population growth rate of 3.3%.

The City's fastest growing communities in the 2011 to 2016 time period were Glanbrook and Ancaster, with Dundas and Hamilton seeing a decline in population.

HOW HAVE WE GROWN IN COMPARISON TO THE PROVINCIAL GROWTH FORECASTS?

Schedule 3 of the Growth Plan for the Greater Golden Horseshoe identifies population growth forecasts for Hamilton and other Greater Toronto and Hamilton (GTAH) municipalities. The forecasts for Hamilton are identified in Table 2 below.

Table 2: Provincial Population Forecasts and Census Population, City of Hamilton

YEAR	FORECAST	CENSUS POPULATION	CENSUS POPULATION PLUS UNDERCOUNT*	POPULATION VARIANCE
2001	510,000	490,260	505,485	- 5,515
2011	540,000	519,955	540,750	+ 750
2016	565,000	536,920	558,397	- 6,603
2021	590,000	-	-	-
2031	680,000	-	-	-
2041	780,000	-	-	-

Provincial forecast numbers are rounded off to the nearest 10,000 for the GTAH municipalities.

Source: Places to Grow Growth Plan Schedule 3 for the Greater Golden Horseshoe, 2001 – 2031 and Places to Grow Growth Plan Schedule 3 for the Greater Golden Horseshoe to 2041.

2016 Provincial forecast line is a linear extrapolation of the 2011 and 2021 Growth Plan targets.

**Census populations have been adjusted to reflect percent under coverage.*

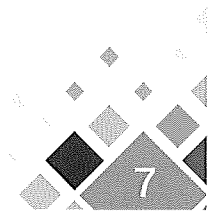
As identified in Table 2 above, according to the 2016 Census, the City's population at 536,920 did not meet the Growth Plan forecast for 2016 of 565,000 (a variance of 28,080). However, this number does not include the census net undercoverage. When the Census is taken, some people are missed while others may be counted twice, or should not have been counted. The difference is referred to as the Census net undercoverage. While the official net undercoverage for 2016 has not been released, a 4% undercoverage factor has been typical for Hamilton in the past. Applying the 4% undercoverage to the 2016 population equates to a 2016 population of approximately 558,397. This reduces the variance from the Provincial forecast to a difference 6,603, which equates to a variance of approximately 1%.

Table 3: Population by age, City of Hamilton 2006 – 2016

YEAR	2006		2011		2016	
	Total	%	Total	%	Total	%
0 to 4 years	26,940	5	27,430	5	28,275	5
5 to 9 years	29,410	6	28,000	5	29,355	5
10 to 14 years	33,540	7	30,295	6	29,485	5
15 to 19 years	34,895	7	36,200	7	32,130	6
20 to 24 years	34,385	7	36,375	7	36,710	7
25 to 29 years	30,330	6	33,195	6	35,720	7
30 to 34 years	30,620	6	30,905	6	34,725	6
35 to 39 years	34,760	7	31,365	6	32,400	6
40 to 44 years	41,225	8	35,610	7	32,755	6
45 to 49 years	40,840	8	41,890	8	36,350	7
50 to 54 years	36,120	7	40,880	8	41,945	8
55 to 59 years	31,865	6	35,430	7	40,075	7
60 to 64 years	24,225	5	30,805	6	34,080	6
65 to 69 years	19,740	4	22,930	4	29,340	5
70 to 74 years	17,860	4	18,450	4	21,055	4
75 to 79 years	16,205	3	15,675	3	16,115	3
80 to 84 years	12,620	3	12,630	2	12,470	2
85 years and over	8,970	2	11,880	2	13,935	3
Total - Age	504,560		519,950		536,915	

Source: 2006 – 2016 Statistics Canada Census

Table 3 identifies Hamilton's changing age demographic from 2006 to 2016. The statistics illustrate the aging of the population, a trend seen across Canada. From 2006 to 2016, the percentage of Hamilton's population age 65 and older has increased from 15% to 17%, whereas the population aged 14 and under has decreased from 18% in 2006 to 16% in 2016. The trend towards an aging population has implications on housing demand in terms of both number and type of units.





INTENSIFICATION

WHAT IS INTENSIFICATION?

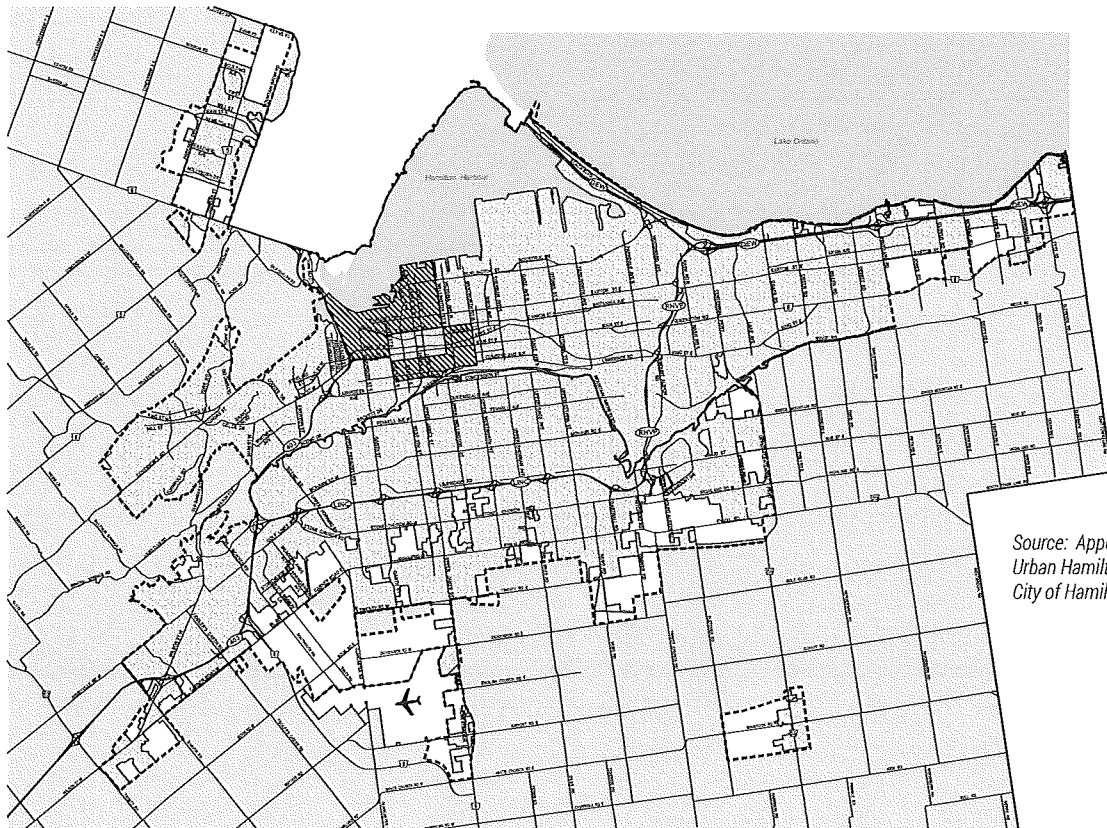
Intensification is defined as “the development of a property, site or area at a higher density than currently exists”, and may be achieved through redevelopment, development of vacant or underutilized sites, infill development, or conversion of existing buildings.” (PPS, 2014).

The Growth Plan for the Greater Golden Horseshoe identifies intensification targets which must be implemented by all municipalities. Under the previous (2006) version of the Growth Plan, the intensification target was 40%, meaning that 40% of all new residential units built each year must be within the built-up area. The built-up area is identified as the red area on Figure 1 below.

The updated 2017 Growth Plan has increased this target as follows:

- The current 40% target will remain in effect until the City’s Municipal Comprehensive Review (MCR) has been completed;
- The target will be increased to 50% following completion of the MCR and until 2031;
- The target is increased to 60% in 2031 and for each year thereafter.

Figure 1: City of Hamilton Built Boundary and Greenfield Areas



Source: Appendix "G",
Urban Hamilton Official Plan,
City of Hamilton

HOW MUCH INTENSIFICATION HAS HAMILTON EXPERIENCED?

Table 4: Intensification Rates by Year, 2013 - 2016

YEAR	# OF UNITS CONSTRUCTED WITHIN BUILT BOUNDARY / TOTAL # OF UNITS CONSTRUCTED	INTENSIFICATION RATE (%)
2016	607 / 2,182	28
2015	1,171 / 2,818	42
2014	810 / 2,245	36
2013	618 / 1,902	32

Note: Policy 2.2.3.1 of the Growth Plan for the Greater Golden Horseshoe (2006) required municipalities to meet the 40% intensification requirement from the year 2015 onwards. This target has been increased under 2017 Growth Plan, as noted above. Source: 2013 and 2014 data: CMHC, 2015 and 2016 data: City of Hamilton, Building Permit data.

As noted in Table 4 above, the City achieved a Residential Intensification (RI) rate of over 40% in the year 2015, in line with the Growth Plan target. However, the rate for 2016 fell below the target, at 28%. Over the past 4 years, the average RI rate is approximately 35%. It is noted that intensification trends tend to be cyclical from year to year. For example, the rate may fall lower in one year or higher in another year depending on the timing of building permit issuance.

HAS INTENSIFICATION OCCURRED AS PREDICTED IN THE 2006 RESIDENTIAL INTENSIFICATION STUDY?

In 2006, a Residential Intensification Study was completed as part of GRIDS. This study identified the total number of intensification units to be built by 2031 to be **26,500 units**.

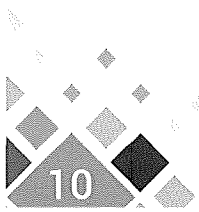
Projected intensification numbers by year were also prepared. Table 5 below shows a comparison between the targeted intensification and the actual intensification for the years 2006 to 2016:

Table 5: Projected vs Actual Residential Intensification, June 2006 - December 2016

YEAR	PROJECTED NUMBER OF INTENSIFICATION UNITS	ACTUAL NUMBER OF INTENSIFICATION UNITS	TOTAL NUMBER OF UNITS CONSTRUCTED CITY-WIDE	INTENSIFICATION RATE (%)
2006 - 2016	9,058	8,870	23,086	37

Source: City of Hamilton Planning & Economic Development Department, 2017

Overall, at the City-wide level, the level of intensification that the City has experienced between 2006 and 2016 has generally been on track with the projected intensification numbers. For the time period, a total of 23,086 units were constructed across the City, of which 8,870 were RI units, for an RI rate of 37%.



However, a closer look at where the intensification has occurred, and the form of intensification that has occurred, identifies deviations from the 2006 projections.

Figure 2: Projected Residential Intensification by Traffic Zone, 2006 – 2016



Source: City of Hamilton Planning & Economic Development Department, 2017

Figure 3: Actual Residential Intensification by Traffic Zone, 2006 - 2016



Source: City of Hamilton Planning & Economic Development Department, 2017

At the Traffic Zone (TZ) level (the geography across which RI is measured), there are some significant variations between projected and actual RI, as evidenced in the maps above. This means that, while intensification is occurring, the pattern of intensification is not the same as that predicted in 2006, as evidenced in Figures 2 and 3. In general, it is noted that some TZs in the west harbour area and several of the downtown TZs have been underperforming with regards to intensification. Some of the newer growth areas such as Hamilton Mountain, Ancaster and the Stoney Creek waterfront have experienced greater intensification than what was forecasted.

The difference between Figures 2 and 3 also reflects the manner in which RI is calculated. The predicted RI in Figure 2 follows the nodes and corridors structure of the City, and reflects anticipated intensification of those already built-up areas. Figure 3 identifies RI in locations outside of the nodes and corridors, which in some cases corresponds to previously undeveloped greenfield locations. However, because those greenfield locations were included within the 'built boundary' as defined by the Growth Plan, they are included within the RI count. This is somewhat contrary to the traditional view of RI reflected in Figure 2, but nonetheless, those units do count toward the City's RI total.

WHERE HAS THE INTENSIFICATION OCCURRED?

The Urban Hamilton Official Plan, in policy A.2.4.1.3, identifies targets for the distribution of RI across the City. The policy identifies the following RI targets based on location:

- Downtown Urban Growth Centre (UGC) – 20% of RI units
- Urban Nodes and Urban Corridors – 40% of RI units
- Neighbourhoods – 40% of RI units

Table 6 identifies the percentage of RI that has occurred in the Downtown Urban Growth Centre, other Nodes and Corridors and the remaining Neighbourhoods between 2006 and 2016.

Table 6: New Residential Units within the Built Boundary, June 2006 – Dec 2016

UNIT TYPE	UGC		NODES		CORRIDORS		REMAINING NEIGHBOURHOODS		TOTAL	
	Units	%	Units	%	Units	%	Units	%	Units	%
Singles / Semis	7	1	62	9	78	8	3,164	52	3,311	37
Towns	12	1	173	24	289	30	1,556	26	2,030	23
Apartments	1,104	98	483	67	591	62	1,351	22	3,529	40
Total	1,123		718		958		6,071		8,870	
% of Total	13		8		11		68			

Source: City of Hamilton Planning & Economic Development Department, 2017 Using USA & Schedule E Urban Structure OPA geographies

With regard to location of RI, some key findings from the table:

- The pattern of RI has been greater than anticipated in the Neighbourhoods (almost 70% of the total vs the targeted 40%), and;
- Less RI than anticipated has been experienced in the Downtown UGC and other Nodes/Corridors. The UGC has experienced only 13% of the RI units. In the Nodes and Corridors combined, the RI to date has equated to 19% of the total, whereas 40% was anticipated.

In terms of unit type, the table indicates:

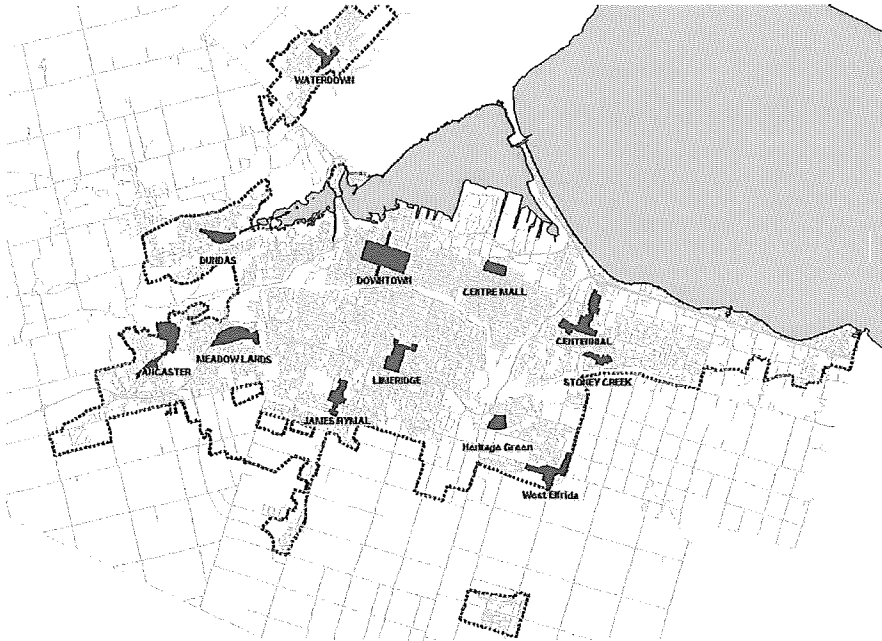
- The greatest proportion of RI units are apartments at 40%, followed closely by singles/semis at 37%. Townhouse units make up 23% of the total.
- As expected, the majority of the intensification in the Urban Growth Centre (98%) is in the form of apartments.
- The nodes and corridors also experience the majority of RI the form of apartments (67% and 62% of the total RI respectively), however, townhouse growth is also strong for nodes and corridors at 24% and 30% of total RI respectively.
- With regard to RI in the remaining Neighbourhoods, as expected, the majority (52%) of RI units are in the form of single and semi-detached dwellings. Townhouse and apartment units form 26% and 22% of the total Neighbourhoods RI respectively. While these types do not form the majority of Neighbourhoods RI, these percentages are higher than one may expect and contribute to the greater proportion of RI occurring in the Neighbourhoods than had been anticipated. In fact, the Neighbourhoods are experiencing almost 40% of the apartment RI units overall, greater than that experienced in the UGC or the Nodes / Corridors (both at approximately 30%).



NODE REVIEW

Urban Nodes are intended to provide for a broad range and mix of uses in an area of higher density and activity than surrounding Neighbourhoods. The UHOP sets out a hierarchy of Urban Nodes, including the more intensely developed Downtown Hamilton, which acts as a node within the context of the Greater Golden Horseshoe, Sub-Regional Service Nodes which are major centres of retail activity to the City, and Community Nodes which act as focal points to a former local municipality or to a number of neighbourhoods. The nodes are identified below:

Figure 4: City of Hamilton Nodes as identified in Urban Hamilton Official Plan



The UHOP includes density targets in terms of persons and jobs per hectare for each type of node based on size and function. The targets are summarized below in Table 7:

Table 7: UHOP Node Density Targets

NODE	DENSITY	UNITS	RETAIL
Downtown UGC	250 pjh	5000 - 6000 units (20% of total)	
Sub-Regional (Eastgate & Limeridge)	100 - 150 pjh across node	multiple dwellings (significant proportion of intensification)	min 100,000 sq m
Community Nodes (except Ancaster, Waterdown)	100 pjh across node	low, medium rise (should accommodate some intensification)	25,000 - 100,000 sq m
Ancaster Node	50 pjh		
Waterdown Node	No target provided (until infrastructure constraints alleviated)		

Based on 2016 data, the following chart identifies the current densities in terms of jobs and persons per hectare for each of the 12 Nodes:

Table 8: Population and Employment Density of City of Hamilton Nodes

NODE NAME	AREA (HA)	2016 POP	2016 JOBS	POP+EMP	DENSITY (PJH)
Downtown UGC	169	14,946	24,798	39,744	235
SUB-REGIONAL NODES:					
Centennial (Eastgate)	102	1,546	4,933	6,479	64
Limeridge	75	1,167	4,404	5,571	74
COMMUNITY NODES:					
Waterdown	45	956	2,370	3,326	74
Dundas	47	2,857	2,005	4,862	103
Ancaster*	79	1,120	1,638	2,758	35
Stoney Creek (former downtown)	29	2,345	811	3,156	109
Centre Mall	37	452	1,498	1,950	53
Upper James/ Rymal	55	20	3,480	3,500	64
Meadowlands	89	838	3,015	3,853	43
Heritage Green	35	243	1,331	1,574	45
West Elfrida	76	1,392	1,223	2,615	34
Total	838	27,881	51,506	79,387	95
Average	70	2,323	4,292	6,616	

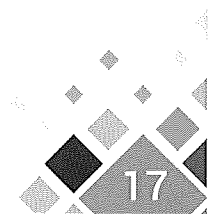
Source: 2016 Employment Survey (Jobs), 2016 Year End Land Use (Population), MPAC-January 2017

*Ancaster node: 34ha from the original 113 ha node was removed for core area lands

As can be evidenced in Table 8, several Nodes are underperforming as compared to the UHOP target. The Downtown Urban Growth Centre has a target density of 250 persons and jobs per hectare (pjh). The Downtown Node is currently slightly behind that target at 235 pjh, but it is anticipated that density will increase in this Node as the City is required to achieve greater levels of intensification, and in recognition of the fact that development activity in the Node has been increasing in recent years, with many current applications under review.

The Sub-Regional Nodes at Limeridge and Centennial (Eastgate) are also underperforming. These Nodes are targeted to reach a density of 100 to 150 pjh across the Node, but are currently at levels of 74 and 64 respectively. The targets were predicated on increasing the number of people living in the area. It is noted that the upcoming Centennial Neighbourhoods Secondary Plan which incorporates the Eastgate Node has been planned to achieve a density of 150 pjh by 2031.

With regard to the Community Nodes, Dundas and Stoney Creek are both exceeding the density target at 103 and 109 pjh respectively. The other Community Nodes are not yet meeting their targets.

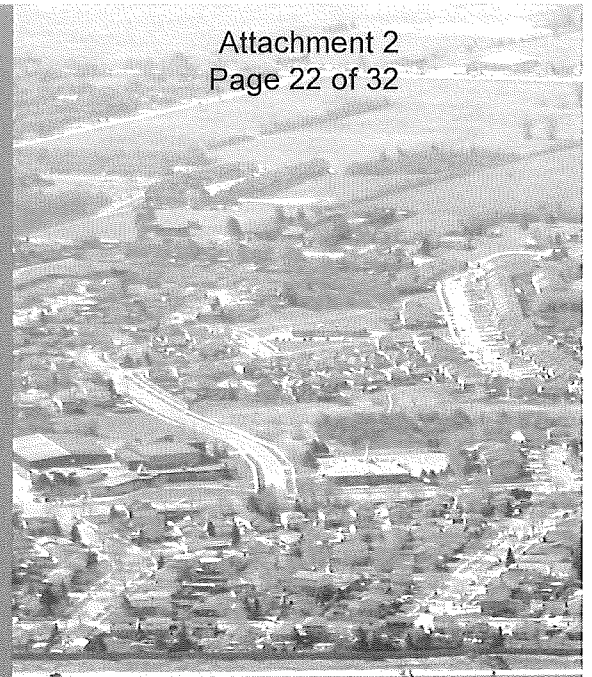


GREENFIELD DEVELOPMENT QUICK FACTS:

Existing Total Greenfield land area: 4230 gross ha
Core Areas: 515 ha
Employment Lands: 1,657 ha
Planned Greenfield Density (2016): 56 pjh

(reflects 2016 Growth Plan density take-outs)

Source: City of Hamilton Planning & Economic Development Department, 2017



GREENFIELD DEVELOPMENT & HOUSING SUPPLY

The greenfield area is the portion of the Urban Area that is not defined as 'built-up area'. These lands are generally undeveloped, vacant lands. This corresponds to the white areas on Figure 1 on page 9. The 2017 Growth Plan requires that the City's existing Designated Greenfield Area (in the UHOP) will be planned to achieve a minimum density target of 60 residents and jobs combined per hectare following the completion of the City's MCR, or an alternative target may be established through the MCR process. Any new Greenfield Areas must be planned to achieve a density target to 80 persons and jobs per hectare. The density target is measured across the entirety of the City's greenfield area.

RESIDENTIAL LAND SUPPLY

The Provincial Policy Statement (PPS) 2014 requires municipalities to provide an appropriate range and mix of housing types and densities by maintaining the ability to accommodate residential growth for a minimum of 10 years through intensification, redevelopment, and residentially-designated lands, and by maintaining a minimum 3 year supply of residentially serviced lands.

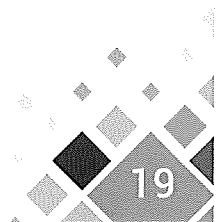
Table 9: Housing Supply – Designated Greenfield Area (DGA) and Built-up Area (BUA) – Units in Registered Plans, Draft Plans, Site Plans, Dec. 2016

UNIT TYPE	REGISTERED		DRAFT APPROVED		PENDING (NOT APPROVED)		TOTAL	
	DGA	BUA	DGA	BUA	DGA	BUA	DGA	BUA
Singles	366	22	3,864	143	394	119	4,592	284
Semis	66	8	522	0	4	16	590	24
Towns	846	8	4,342	25	1,416	429	6,558	462
Apartments	643	48	1,805	1,495	939	1,948	3,387	3,491
Total	1,921	86	10,533	1,663	2,753	2,512	15,127	4,261

Source: City of Hamilton Planning & Economic Development Department, 2017

As noted above, the PPS requires municipalities to maintain a 3 year supply of residentially serviced lands. The City considers all residential units in Registered or Draft Approved Plans of Subdivision to be serviceable (i.e. trunk sewer available) within 3 years. As per Table 9 above, the City has 12,454 serviced units available in Registered and Draft Approved Plans in the Designated Greenfield Area, based on year-end 2016 data.

The addition of units in Registered and Draft-Approved Plans and Site Plans within the Built-up Area brings the City's total of available units to 14,203 units. Based on forecasted growth of 2,500 units / year for the next 3 years as per the Provincial Growth Plan, the City has a serviced land supply of approximately 5.7 years.



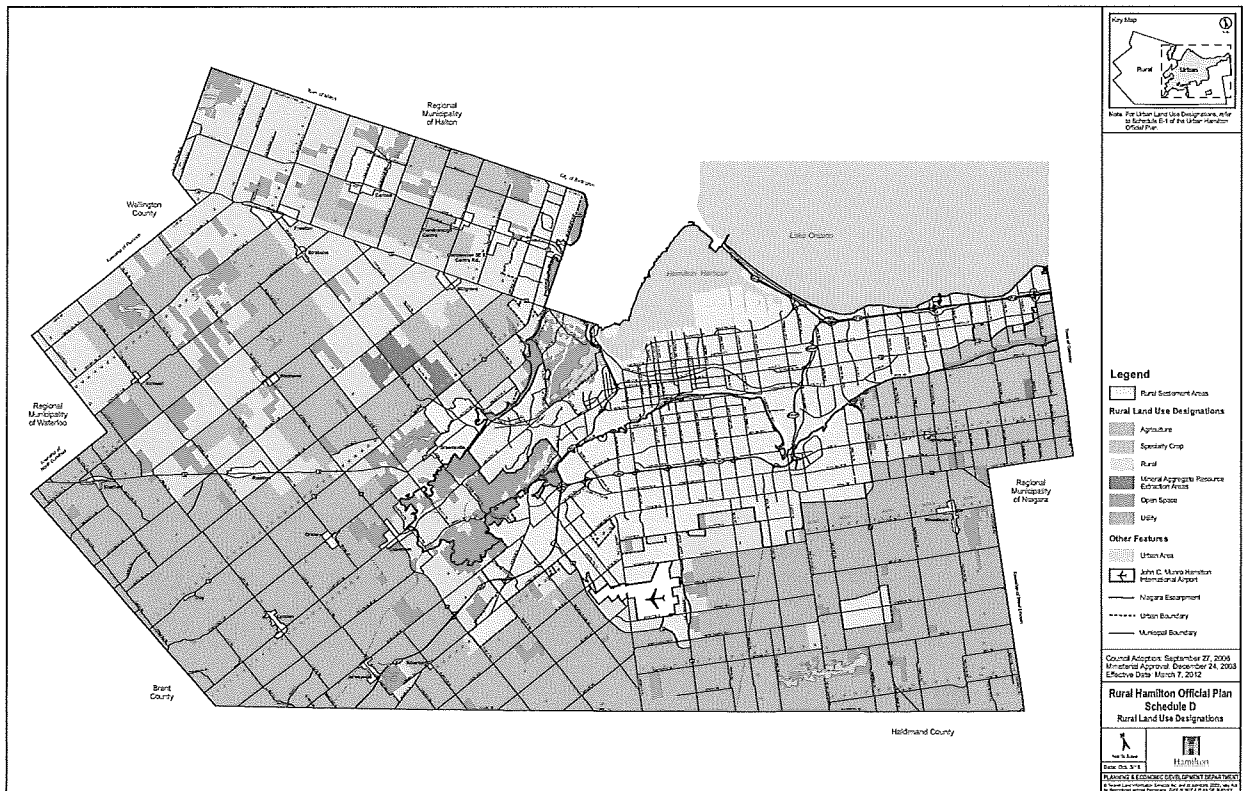


THE RURAL AREA

Hamilton's rural area is governed by many layers of planning policy. Provincially, the policies of both the Greenbelt Plan and the Niagara Escarpment Plan apply to sections of the rural area. Locally, the rural area is governed by the policies of the Rural Hamilton Official Plan. These planning policies are quite restrictive in terms of rural development, and focus primarily on the protection of agricultural lands and natural heritage features. Limited residential development is permitted within the 19 Rural Settlement Areas, as identified on Figure 5 below.

Hamilton's rural lands are divided into three primary designations: Agriculture (dark brown), Specialty Crop (purple), and Rural (beige), as identified on Figure 5.

Figure 5: City of Hamilton Rural Area (Schedule D Rural Hamilton Official Plan)



RURAL SETTLEMENT AREAS

The population of each of the 19 Rural Settlement Areas has also remained stable, as identified in Table 10. Some RSA's have experienced slight decline, and some have minimal growth, for an overall growth rate of less than 2%.

Table 10: Rural Settlement Area Population Change, 2006 - 2016

NAME	2006 POPULATION	2016 POPULATION
Flamborough Centre	445	382
Copetown	235	238
Rockton	181	183
Lynden	408	472
Alberton	54	47
Jerseyville	299	319
Concession 5 E and Centre Road	311	324
Carlisle	2,590	2,511
Greenville	2,525	2,737
Kirkwall	60	64
Freelton	1,230	1,228
Millgrove	360	342
Orkney	375	350
Sheffield	230	214
Strabane	120	121
Troy	67	60
Westover	105	146
Woodburn	310	311
Tapleystown	35	43
Total	9,940	10,092

Source: City of Hamilton 2006 and 2016 Year End Land Use

HOW HAS THE RURAL POPULATION CHANGED?

The Rural population has remained relatively stable over the 2006 to 2011 period, reflective of the restrictive planning policies noted above which restrict residential development outside of the Rural Settlement Areas.

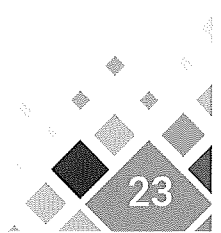
The 2016 census figures for the rural area are not available at the present time. The 2016 population noted below is a value estimated from City of Hamilton land use data. It is not expected that the rural population will see any significant increase in the future.

Table 11: Rural Population, 2006 - 2011

YEAR	RURAL POPULATION
2006	42,405
2011	40,340
2016	40,225 *

Source: 2006, 2011 Statistics Canada Census

* 2016 Rural Census population not yet released 2016 year end. Value is estimated from City of Hamilton land use data. Custom rural geography population not yet available.



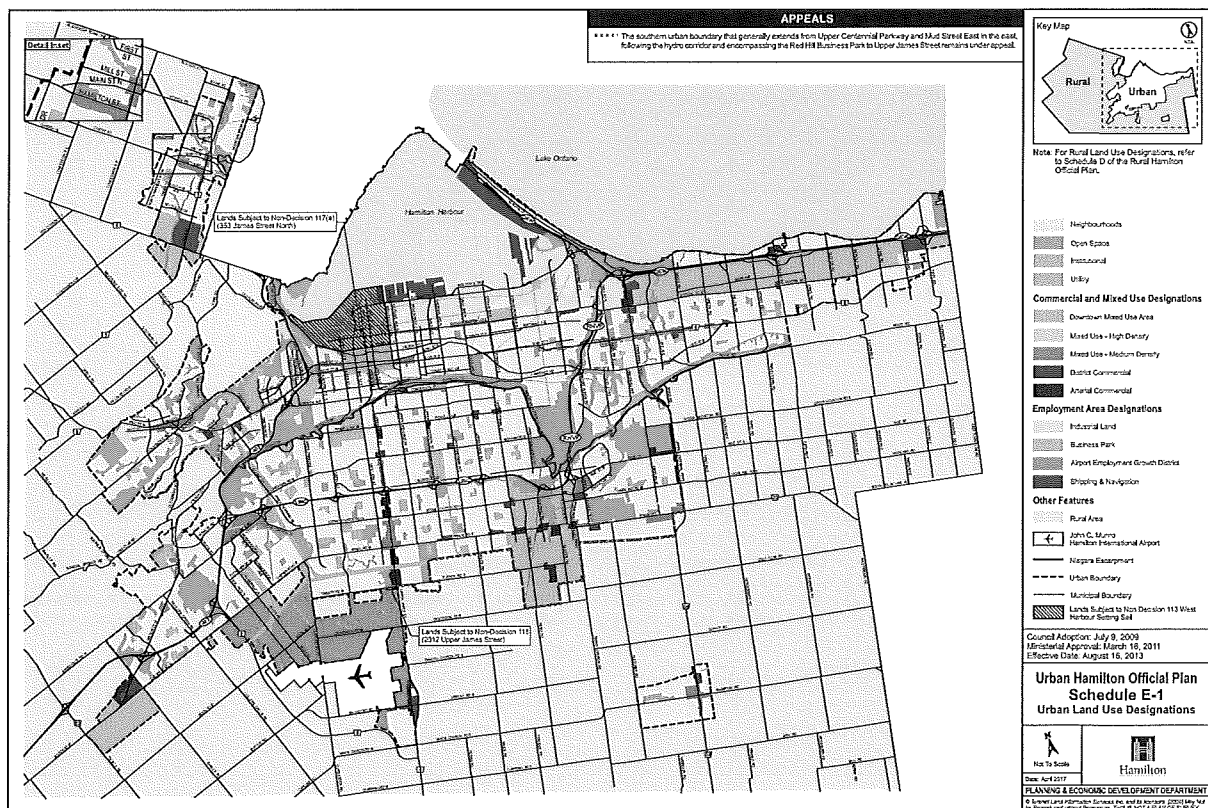


EMPLOYMENT LANDS

The Urban Hamilton Official Plan (UHOP) designates Employment Areas on Schedule 'E-1' – Urban Land Use Designations (Figure 6). This consists of Business Parks (Lower Stoney Creek, Red Hill, Ancaster, WHID and Waterdown), the Airport Employment Growth District (AEGD), and Industrial Land (Bayfront and Dundas). The Employment lands are identified in purple below.

The City's total designated Employment Land, by area, is approximately 4,550 ha. Note that this is a gross total, and includes lands that would be considered non-developable, such as natural heritage areas.

Figure 6: Schedule E-1, Urban Hamilton Official Plan



Source: Schedule "E-1" Urban Hamilton Official Plan, City of Hamilton

HOW HAS THE CITY'S EMPLOYMENT GROWN?

Table 12: Employment Change, 2006 - 2016

YEAR	# OF JOBS
2006	197,405 *
2011	191,725 *
2016	212,544 **

*Source: Statistics Canada Place of work data, 2006 and 2011

**Source: City of Hamilton 2016 Employment Survey

The chart above highlights the changing employment trends in the City. It is noted that there was a decline in number of jobs between 2006 and 2011. However, this trend was reversed from 2011 to 2016 with an overall increase in the time period. With regard to this data, it is important to note that the data above is drawn from different sources. The 2006 and 2011 figures are from Stats Can (Census data) and represent place-of-work information from the Census. The 2016 Census information is not yet available for comparative purposes. The 2016 information above is drawn from the City of Hamilton annual employment survey. There is an expectation that the number of jobs as counted in the Employment Survey may be greater than that counted in the Census, as the Employment Survey may double-count employees that work at multiple locations.

PROJECTED EMPLOYMENT GROWTH

The Growth Plan forecasts employment growth for each municipality. Hamilton's employment is expected to grow to 350,000 jobs by the year 2041.

Table 13: Forecasted Employment Growth, City of Hamilton, 2016 - 2041

YEAR	FORECAST	ACTUAL # OF JOBS
2011	234,000	191,725*
2016 (current)	252,000	212,544**
2031	310,000	-
2041	350,000	-

*Source: Census of Canada

**Source: City of Hamilton 2016 Employment Survey

As noted in Table 13, to date the City's employment growth has not met the provincial forecasts. It is anticipated that as serviced lands become available for development around the airport (AEGD), the City's employment numbers will increase.

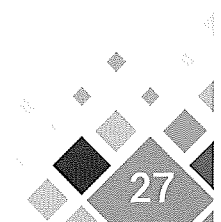
CITY OF HAMILTON, VACANT INDUSTRIAL LAND, 2015

Future employment growth will be dependent on the availability of vacant and developable lands in the City's designated Employment Areas. Table 14 below summarizes the availability of such lands. "Shovel ready" lands are defined as a site that already has the necessary designation, zoning, permits and servicing / utility infrastructure in place to facilitate development.

Table 14: Vacant and Shovel Ready Industrial Land, 2015

INDUSTRIAL AREA	VACANT DEVELOPABLE AREA (HA)	SHOVEL READY (HA)
AEGD	322.04	40
Ancaster	95.44	43
Bayfront	36.62	40
Dundas	.07	-
East Hamilton	7.35	7
Flamborough	53.17	9
Red Hill North	55	18
Red Hill South	159.55	67
Stoney Creek	72.57	57
WHID	11.08	5
Total	812.89	286

Source: City of Hamilton Employment Area Inventory, 2015 and Shovel Ready Employment Areas Initiative Update, 2015





Hamilton

For more information,
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905-546-2424 Ext. 4168
Heather.Travis@hamilton.ca



Opportunity Land Areas in the 'Whitebelt'

Feature	Colour	Geography	Land Area (ha)	(%)
Employment to 2031 and beyond	[Light Grey]		1,639	49%
Residential to 2031 and beyond	[Medium Grey]		1,293	39%
Residential or Employment to 2031 and beyond	[Dark Grey]		388	12%
Total Whitebelt Growth Opportunities			3,320	100%

*Land areas are based on Growth Plan requirements - i.e. they exclude natural heritage features which are non-developable.

Residential and Employment Growth Opportunities in the "Whitebelt"



- Growth Constraints**
 - City of Hamilton Natural Heritage (Core Areas & Streams)
 - John C. Munro Hamilton International Airport
 - Airport Expansion Lands
- Growth Opportunities**
 - Employment to 2031 and beyond
 - Residential or Employment to 2031 and beyond
 - Residential to 2031 and beyond
- Other Features**
 - 2010 NEF Contour 280B
 - Protected Countryside
 - Niagara Escarpment
 - Greenbelt Tender Fruit and Grape
 - Greenbelt Towns and Villages
 - Urban Boundary
 - Urban Area

Elfrida Growth Area Study

Consultant Costs:

WSP Group with the Planning Partnership

Total billed to date: **\$353,319.07** (47% of Total PO)

With tax: **\$404,530.57**

Staff Costs:

Estimated staff time includes:

- RFP Terms of Reference, evaluation of proposals
- Regular communication with consultant team
- Review of consultant materials/reports
- Writing staff reports (2 reports & information update)
- Attendance at Planning Committee
- Invoice review and approval
- Advertising and communications to public, stakeholders and agencies (website, newspaper ads, mail-outs, emails)
- Coordination with Elfrida Subwatershed Study team
- Coordination with GRIDS 2/MCR
- Technical Advisory Committee Meetings
- PIC and Focus Group set-up, scheduling and attendance
- Responding to all inquiries and comments
- Individual owner/resident/stakeholder meetings
- Indigenous consultation
- Pop-up/information events (I.e. Imagining New Communities open houses)

Position	Estimated Hours	Rate per Hour	Total
Manager	62.5	\$87.37	\$5,460.63
Senior Project Manager	117.5	\$78.99	\$9,281.33
Intermediate Planner	720	\$59.61	\$42,919.20
Planning Technician	80	\$42.63	\$3,410.40
Meeting/venue expenses & newspaper ads	N/A	N/A	\$23,407.40
TOTAL			\$84,478.96

Notes:

1. Manager estimate includes RFP review, proposal review, final report reviews and attendance at Planning Committee, PICs, Focus Group meetings and TAC meetings.
2. SPM estimate includes RFP review, proposal review, report reviews, invoice reviews, attendance at PICs, Focus Group meetings, TAC meetings, some individual owner/resident/stakeholder meetings and some consultant/staff meetings
3. Intermediate planner is main project manager. Time is estimated at flat rate of 6 hours per week of working on project.

4. Planning Technician provides support at various events and assists with research and general administration tasks.
5. Rates per hour are provided by HR and include salary plus benefits.

Elfrida Sub-Watershed Study

Consultant Costs:

Consultant fees billed to date: **\$268,932.98** (50% of Total PO)

Staff Costs:

Staff costs to date are estimated at **\$70,300**.