



PLANNING JUSTIFICATION REPORT

Upper West Side

Urban Boundary Expansion Applications (East, Central & West Areas)

Prepared for:

Upper West Side Landowners Group

Prepared by:

Corbett Land Strategies Inc.

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1.0 INTRODUCTION

Corbett Land Strategies Inc. (CLS) is the planning consultant and group manager for the Upper West Side Landowners Group (UWSLG). We are pleased to submit the attached document providing comprehensive planning and technical justification to support the expansion of three areas into the Urban Boundary (under sections 2.2.8.5 and 2.2.8.6 of the 2019 Growth Plan and section 1.1.3.9 of the 2020 Provincial Policy Statement) for the purposes of a mixed-use, residential and employment community within the development block of Twenty Road West, Upper James Street, Dickenson Road and Glancaster Road. Specifically, we represent the following landowners within this area:

- Sullstar Twenty Limited (Starward Homes);
- Spallacci & Sons Limited;
- Oxford Road Developments (The Zahavy Group);
- Lynmount Developments Inc.;
- Twenty Road Developments Inc.;
- Really Living;
- Liv Communities; and,
- Parente Group Holdings Ltd.

As part of the Growth Plan's policies on Urban Boundary Expansion, these applications for expansion have been submitted in advance of the ongoing Municipal Comprehensive Review. In accordance with the Growth Plan policy, the proposed applications are requesting the expansion of lands less than 40 ha, as well the lands can be serviced by existing infrastructure, are supported by technical assessments and are not located in Prime Agricultural areas. In summary, the lands proposed for expansion, as identified on the submitted Community Plan (See Figure 1), are as follows:

- East - 26.61 ha
- Central - 32.57 ha
- West - 27.38 ha

In terms of preliminary design metrics, the plan yields the following:

- A total of 2,450 residential units (196 singles/semis, 1,715 townhomes and 539 apartment units)
- A population of 5,748 persons when completed
- An employment base of 7,781 jobs when completed
- In total, the preliminary community plan yields an overall density of 71 people and jobs per net hectare which will assist the City in meeting its Growth Plan targets.

It should be noted that these are preliminary design estimates that will be subject to refinement as the plan progresses through the approval process. However, the metrics demonstrate the efficiency of the plan in terms of delivering the City's residential and employment strategies overall.

With respect to residential land needs for the City, Malone Given Parsons has completed a Land Needs Analysis which has indicated a requirement of approximately 1,210 hectares of new Greenfield land required to accommodate growth to 2041. As an infill residential opportunity, the Twenty Road West area is seeking only a fragment of the overall greenfield requirement, for a total of 86.56 hectares within a complete community that also contributes

significantly to the achievement of the City's employment and infrastructure growth requirements. Our review of the Growth Plan (2019) and through the review of residential and employment land needs (Malone Given Parsons), reveals that there is a distinct and unique opportunity to implement the City's strategic employment and infrastructure development objectives including airport and related road network expansion through the approval of a detailed community plan for the subject lands. As well, in light of COVID-19, the proposed urban boundary expansion, and the resulting community, can act as an economic stimulus as well as deliver much needed housing on an immediate basis.

The Provincial Policy Statement and Growth Plan are very specific around requirements to plan for complete communities and to maximize the utility of existing and planned infrastructure. This prerogative has led us to formulate a development plan for the entire community. This approach has several advantages:

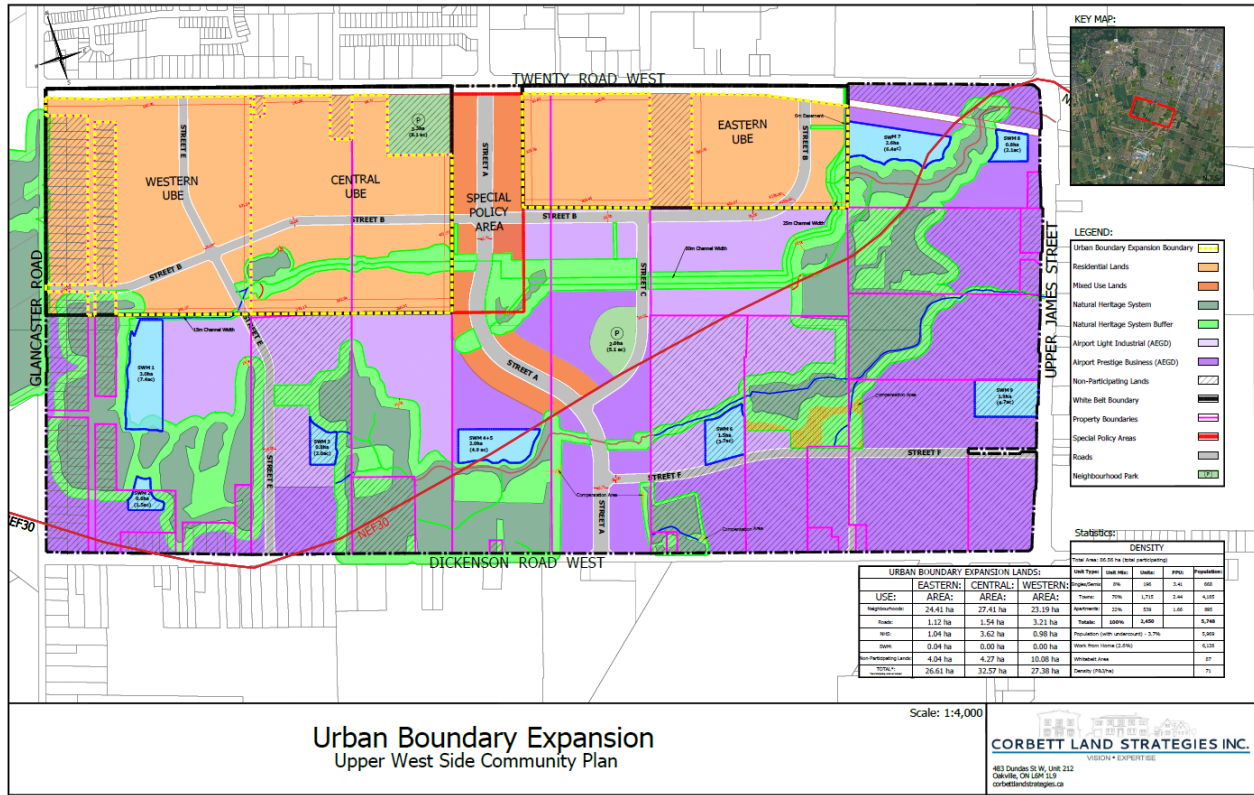
- Providing comprehensive infrastructure planning and delivery;
- Resolving the land use disposition of the two parcels within this precinct that remain under the purview of the Rural Official Plan and subject to this application;
- Delivering a unique mixed-use business community with distinctive urban design;
- Undertaking systematic environmental planning to ensure the effective development and integration of a robust natural heritage system;
- Ensuring effective community integration with the established residential neighborhood on the north side of Twenty Road;
- Providing for the delivery of essential community facilities and services;
- Achieving Provincial Growth Plan targets for residential and employment densities;
- Supporting airport growth and operations by providing development opportunities for ancillary service sector activities; and,
- Focusing growth within an infill context to satisfy Provincial Growth requirements rather than other urban boundary expansion scenarios.

Our Community Plan has been comprehensively developed through the specialized technical expertise from the following consultant groups:

- Corbett Land Strategies Inc. (Land Use Planning and Group Management Services);
- Malone Given Parsons (Land Economics);
- NAK Design Strategies (Urban Design);
- Natural Resource Solutions (Environmental Assessment);
- Urbantech (Civil Engineering);
- R.J. Burnside Engineering (Transportation Planning);
- Orion Environmental (Agricultural Assessment);
- Soil-Mat & EXP (Hydrogeological and Geotechnical Consultants);
- Geomorphix (Hydrogeological Consultants);
- HGC Engineering (Airport Noise Analysis);
- Fogler Rubinoff LLP (Development Lawyer).

The following report has been broken down in several sections to provide the land use and technical justification on the merits of the proposed development. Analysis on key events, planning context, land use policy review, the proposed community and technical studies has been provided in the sections below. In addition, the Public Consultation Strategy and Draft Official Plan Amendment have been provided in the text below.

Figure 1: Proposed Community Plan



2.0 SUBJECT LANDS

2.1 Description

The subject lands, approximately 86.56 hectares (213.89 acres) in area are located within the lands bounded by Twenty Road to the north, Upper James to the east, Dickenson Road West to the south, and Glancaster Road to the west (Figure 2). The plan has been prepared comprehensively to address the holdings of non-participating landowners to ensure the development of a fully integrated and functional community. The imposition of contemporary cost sharing policies at the time of secondary plan approval will ensure that the development of the community will be delivered in an equitable financial manner to both the City and the landowners.

The Subject Lands for the East and Central UBE area are legally described as Part of Lots 2 and 3, 4 – Concession 2, geographic Township of Glanford. The West UBE area is legally described as Part of Lot 117 and all of Lots 118, 119, 120, 121, 122, 123 and 160 and all of lots A, B, C, D, E, F and G of Lot '60. The lands are all located in the southwest precinct of the City of Hamilton (formerly Glanbrook). Due to the Growth Plan allowing the consideration of Urban Boundary Expansion applications for lands no greater than 40 ha, three applications have been prepared to expand the urban boundary for the white-belt areas. The three areas are as follows:

East

The 'East' portion of the subject lands are municipally address as 9285, 9445 and 9511 Twenty Road West. These lands are located generally southeast of the Garth Street and Twenty Road West intersection. The subject lands are approximately 630 metres in width and approximately 330 metres of depth. The subject lands have an approximate area of 26.61 hectares (65.75 acres).

Central

The 'Central' portion of the subject lands are municipally addressed as 9625 and 9751 Twenty Road West. These subject lands are located generally southwest of the Garth Street and Twenty Road West intersection. The subject lands are approximately 580 metres in width and approximately 650 metres of depth. The subject lands have an approximate area of 32.57 hectares (80.5 acres).

West

The 'West' portion of the subject lands are municipally addressed as 555 Glancaster Road. These lands are located generally southeast of the Garth Street and Twenty Road West intersection. The subject lands are approximately 450 metres in width and approximately 650 metres of depth. The subject lands have an approximate area of 27.38 hectares (67.66 acres). The west portion of the subject lands contain an abandoned golf course

Surrounding land uses and features to the subject lands include lands which are largely characterized by actively farmed agricultural fields with 3 woodlots, 3 wetlands and 4 ponds of varying size.

Surrounding Land Uses

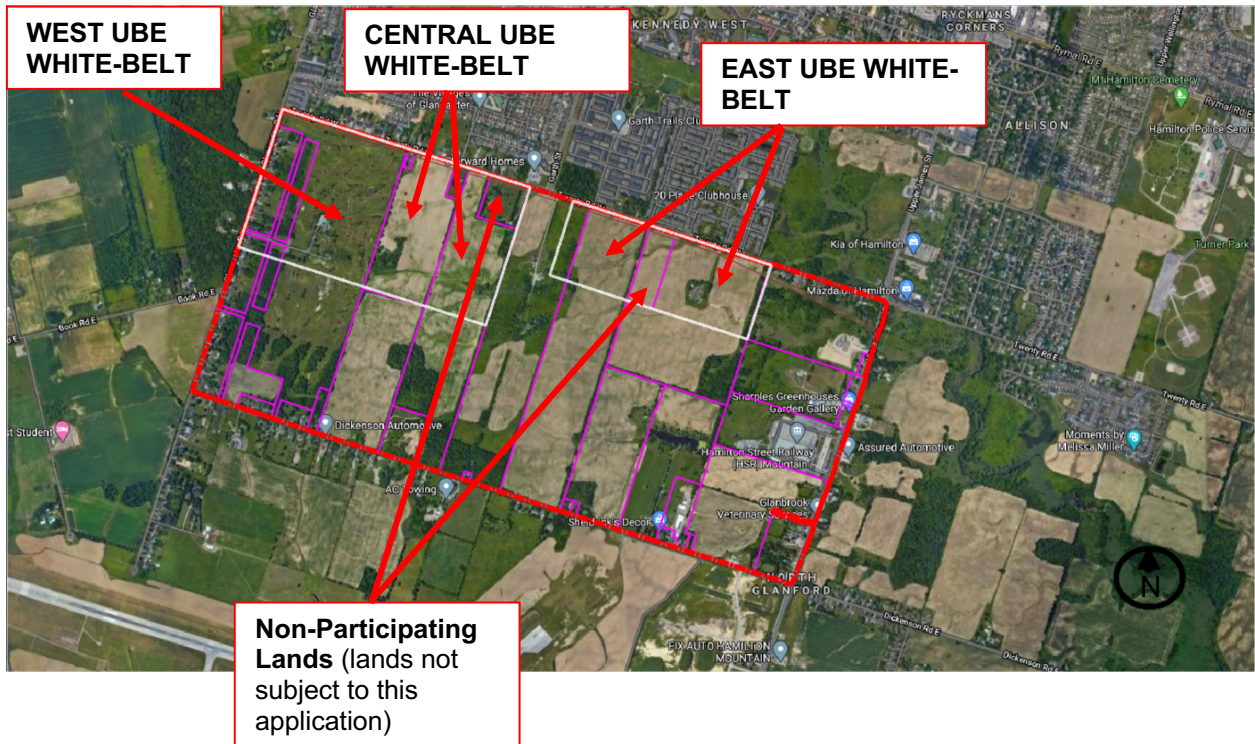
These and much of the surrounding lands have historically been used for the purposes of agriculture and farming. Today, much of the land is currently used for sod farming, landscaping and other cash crops. The subject lands are also located immediately south of an existing residential community. The surrounding land uses are as follows:

- North: To the immediate north of the subject lands is a Hydro Corridor and Twenty Road West. The lands beyond are residential uses which include primarily single detached and townhouse dwellings.
- East: To the east of the subject lands is Upper James Street. The lands to the east are largely used for residential, agricultural and some commercial purposes.
- South: To the immediate south of the subject lands is Dickenson Road West. The lands beyond that include the John C Munroe International Airport as well agricultural, employment and residential uses.
- West: To the west of the subject lands include Glancaster Road. Beyond that, the lands to the west are used for agricultural and residential purposes.

Figure 2: Context Plan



Figure 3: Location Plan



3.0 CHRONOLOGY OF EVENTS

3.1 2006 GRIDS/MCR

In 2003, the City of Hamilton initiated the Growth Related Integrated Development Strategy study, also known as GRIDS. As noted in the study design, “GRIDS is a planning process to identify a broad land use structure, associated infrastructure, economic development strategy and financial implications for the growth options to serve Hamilton for the next 30 years”.

The preferred growth strategy was identified as the response to accommodate the 2006 to 2031 time period. It was determined that future population growth would be accommodated through existing, but not developed areas of the City (29,900 units), residential intensification (26,500 units), lower Stoney Creek (SCUBE) (3,000 units) and a new community node located in area known as Elfrida (15,000 units). Employment growth is comprised of office employment, population-related employment and employment-lands employment and was forecasted to be accommodated within existing industrial business parks and the Special Policy Area to the west of Glanaster Road.

In August 2005, Council established a Special Policy Area (SPA) to the west of Hamilton International Airport. The purpose of the SPA is to create a study area for future industrial/manufacturing/logistics type uses once a Secondary Plan is completed identifying various infrastructure and environmental requirements (i.e. airport specific operations, transportation network, stormwater management facilities, environmentally sensitive areas, woodlands, residential enclaves).

In April 2006, the City adopted the GRIDS Strategy Final Report which identified a recommended growth management strategy and associated urban structure for the City of Hamilton which included residential growth to the SCUBE and Elfrida areas and employment growth to the areas surrounding the Airport. Upon adopting the Final Report, the City advanced the preferred growth area which adopted the Elfrida lands are an area of future growth in both the UHOP and RHOP. The RHOP included the introduction of the “Special Policy Area B – Future Urban Growth Node” and accompanying policy which reads:

“The lands identified as Special Policy Area B on Map A – Special Policy Areas, are generally bound by Mud Street, Second Road and Hendershot Road on the east, Golf Club Road on the south, Trinity Church Road on the west and the existing urban boundary (west side of Centennial Parkway) on the north. Following a comprehensive growth management strategy study known as GRIDS (Growth Related Integrated Development), Council has approved SPA B to be the preferred location of a future transit oriented urban community integrated with the existing land uses and servicing infrastructure of urban communities in the present Urban Area boundaries to the west and north.” (Sec. 2.0, Volume 3, RHOP)

These references were deleted in both the RHOP and UHOP and appealed to the OMB by the City and landowners. The appeal remains outstanding. A motion hearing was convened which examined which Growth Plan would prevail at a future hearing. The LPAT determined that the 2006 Growth Plan would be used.

3.2 AEGD OMB Decision

The subject lands have remained as part of the rural area as a result of a decision by the Ontario Municipal Board (OMB) in 2015 with respect to the approval of the AEGD Secondary Plan. Leading up to the decision, the UWSLG had completed substantive background analysis to understand the subject lands constraints and limitations. The related OMB hearing was conducted in three phases. Most relevant to the status of the subject lands, resulted from the Phase 2 decision which determined that only 555 net hectares (1,371 acres) of land was appropriate for employment lands as part of the AEGD. As well, the OMB determined that this amount of employment lands could be satisfied in the area around the airport and would not include the two small fragments (subject lands) which abut Twenty Road West and located on either side of an eventual Garth Street extension.

In the OMB decision for the Phase 3 hearing, dated April 10, 2015, the Board provided specific direction for the City to expedite a Municipal Comprehensive Review (MCR) to determine the ultimate disposition of these two remaining fragments. The Board noted the following in its decision:

“Municipal Comprehensive Review:

[37] Three parcels of land along the northern district of the AEGD have been removed and remain outside the urban boundary. These lands include the Silvestri lands along Garner Road in a parcel that is approximately 47 hectares and two parcels of the Twenty Road West lands that total approximately 79 hectares along Twenty Road West.

[38] The City is commencing a Municipal Comprehensive Review (“MCR”) consistent with the requirements of the Growth Plan for the Greater Golden Horseshoe (“GGH”) and intends to consider the appropriate land use designations for these properties within that context, including whether these lands should be within the urban boundary. In the interim, the land will continue to be outside the urban boundary and governed by the Rural Hamilton Official Plan.

[39]Moreover, the Board has no reason to conclude that the City will do other than conduct a full and proper MCR in accordance with the requirements of the Provincial Policy Statement (“PPS”) and the “GGH”.

This decision made it clear that:

- That the entirety of the required 555 net hectares of employment land requirement within the AEGD could be satisfied without further consideration of the two land fragments within the Twenty Road west district;
- That the decision not to include these lands in the required employment allocation and to place them under the jurisdiction of the Rural Hamilton Official Plan effectively removed them from the Airport Employment District Plan boundaries; and,
- That the City of Hamilton was expected to expedite a full and proper MCR to determine the ultimate land use disposition of the lands including potential urban residential purposes.

The City commenced a formal MCR in September 2017 and it is appropriate to consider these lands for inclusion within the Urban Hamilton Official Plan for appropriately designed residential uses to satisfy the City's growth requirements under the new Growth Plan (2020).

3.3 Growth Plan Updates

3.3.1 Bill 108

In June 2019, the Province enacted Bill 108 which included changes to several statutes including the Planning Act. Amongst other items, the changes included the following:

- Introduction of a Community Benefits Charge to Section 37. The intent is to allow municipalities to impose community charges to pay for facilities, services and matters and in some cases replace parkland dedication provisions.
- Timelines for Council to make decisions on official plan and zoning by-law matters before an applicant can go to the tribunal for a decision. The timeline for official plan decisions would be reduced from 210 days to 120 days and the timeline for zoning by-law decisions.
- Allow a municipality to initiate a Community Planning Permit System for housing growth.
- Change the conditions for municipalities when initiating inclusionary zoning by-laws and the Minister becomes approval authority in ordering an area to be subject to inclusionary zoning.
- Require municipalities to authorize additional residential units for detached, semi-detached and row houses in primary dwellings and ancillary buildings or structures.

3.3.2 Growth Plan 2019

The Province enacted the Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan) on May 16, 2019, which replaced the Growth Plan, 2017. The new Growth Plan brought into effect new policies and amended existing policies. Several of the changes included the following:

- Establishment of the Provincially Significant Employment Zones (PSEX), which are intended to preserve key employment areas and can only be converted through a municipal comprehensive review.
- Permission to adjust settlement area boundaries without an MCR in accordance with the following:
 - No net increase in land within settlement area;
 - Supports the ability to meet intensification and density targets;
 - Settlement area expansion requirements are achieved;
 - Land is not within Greenbelt or a rural settlement;
 - Land is serviced and there is sufficient reserve capacity;
- Permission to expand settlement area boundaries without an MCR in accordance with the following:
 - Lands meet resident and jobs density targets;
 - Settlement area expansion requirements are achieved;
 - Land is not within the Greenbelt or a rural settlement;
 - Land is serviced and there is sufficient reserve capacity;
 - The land will be fully accounted for in the next MCR;
 - The lands are no greater than 40 hectares.

- Municipalities can delineate Major Transit Station Areas and identify minimum density targets ahead of an MCR. These areas will be expanded from a 500 to 800 metre radius.
- Changes to intensification and density targets for delineated built-up areas and designated Greenfield Areas.
 - Intensification requirement was 60% of all residential development to occur in delineated built-up area whereas 50% is the new target for more-urbanized areas.
 - Designated Greenfield Areas previously had a density target of 80 residents and jobs per hectare whereas that has been replaced with 50 residents and jobs per hectare in more urbanized areas and 40 in less urbanized areas.
- Mapping changes to the natural heritage system and agricultural system.

3.3.2.1. Urban Boundary Expansion (Minister Clarification Letter)

The Minister of Municipal Affairs and Housing issued a clarification letter on November 12, 2019 to provide further information on the intention of the Urban Boundary Expansion policy which are now permitted to occur in advance or outside of an MCR. The letter advised that municipalities were able to phase municipal comprehensive reviews through multiple official plan amendments. The letter also clarified that there is no limit on how often a municipality can undertake settlement boundary expansions, of up to 40 hectares, occurring outside of an MCR (See Appendix 1).

3.3.3 Growth Plan Amendment #1

In June 2020, the Province released a proposed amendment to the 2019 Growth Plan with population and employment targets and a new planning horizon of 2051. The proposed Schedule 3 numbers for the City of Hamilton, project between 794,000 – 846,000 people to 2051. This equates to an increase of 14,000 to 66,000 people from 2041.

In addition to the release of the new planning horizon and population and employment targets, the Province released a high-level Land Needs Assessment methodology for review and comment. This methodology aligns with the current policy framework.

The commenting period for this amendment ends July 31, 2020.

4.0 UPPER WEST SIDE PLANNING CONTEXT

4.1 UWS Planning Process

The Upper West Side Community will require several applications and processes to occur for the community to come into realization. It is the intention of the UWSLG to submit the following planning mechanisms to assist City Staff in their consideration of Upper West Side:

1. Phase 1 - Underway
 - a. Submission to participate in the Municipal Comprehensive Review and to request consideration for employment land conversion.
 - b. Draft Plan of Subdivision and Zoning By-law Amendment for lands abutting the proposed Garth Street extension.
 - c. Integrated EA for the review and assessment of the proposed Upper West Side transportation network and extension of Garth Street.
2. Phase 2 - Underway
 - a. Enabling Official Plan Amendment to implement provisions of Growth Plan and Provincial Policy Statement.
3. Phase 3/4 - Underway
 - a. Submission of Community Concept for Upper West Side.
 - b. Submission of Urban Boundary Expansion applications (3) for Upper West Side.
4. Phase 5 – Future planning process
 - a. Submission of Upper West Side Secondary Plan.
5. Phase 6 – Future planning process(es)
 - a. Submission of Draft Plan of Subdivisions and Zoning By-law for participating lands, not covered by the Draft Plan for the Garth Street extension.

4.1.1 Municipal Comprehensive Review Submission for Employment Conversion

In 2017, the City commenced the Growth-Related Integrated Development Strategy 2 (GRIDS 2) and the Municipal Comprehensive Review (MCR). These programs will identify directions on growth to accommodate the 2041 planning horizon. Within this will include the preferred growth options and locations for employment and non-employment development. As per the requirements in the Growth Plan and the PPS, the MCR is the required process municipalities must complete prior to the conversion of employment lands. As such, in September 2017, the UWSLG made a submission to participate in the MCR and requested both urban boundary expansion and employment land conversion.

4.1.1.1. Employment Conversion Request

In September 2017, the UWSLG (known then as TRWLG), made a submission to the City as part of the Employment Land Review to request the conversion of approximately 44.2 ha (109 acres) of employment lands. The submission was made on the basis that the lands requested for conversion were either too small or more appropriate to be used for non-employment purposes. In addition, much of the lands located adjacent to the proposed Garth Street were included in the request for the purposes of allowing residential land uses. It was believed that the request would not be detrimental for future employment opportunities but instead facilitate mid-rise apartment and mixed-use building which could be a more appropriate land use buffer from the future employment to the existing residential found to the north of Twenty Road West.

In November 2019, the City released an update on the MCR which included a draft Employment Land Review. The draft identified that approximately 43.85 ha of land merits consideration by Council for conversion of employment land to non-employment. Consideration of the UWSLG submission was deferred due to being adjacent to rural lands which may be considered as future growth options during a later phase of the MCR, and therefore the conversion request would be considered at that time (See Appendix 2).

4.1.1.2. Timelines

On June 5, 2020 City Staff released a staff report which provided an update and timing estimate for next steps on the employment lands review. The report also provided the anticipated timing for the release and consideration of the Land Needs Assessment to 2041 related to GRIDS2 and Municipal Comprehensive Review (MCR).

As a result of the COVID pandemic, some of the supporting work for GRIDS2 / MCR has been delayed. In addition, additional time has been added to allow related committees to become re-established to ensure in-person meetings and delegations can occur.

Staff advised that the following dates would be targets for the release and consideration of key supporting studies.

- Release of the reports in early August on the City's website. Once the materials have been posted, members of Council and all interested parties on the project mailing list will be notified; and,
- Scheduling of the reports for the GIC meeting of September 23, 2020.

4.1.2 Text OPA Applications

In January 2020, the UWSLG submitted an Official Plan Amendment to implement policies from the Growth Plan and Provincial Policy Statement into the Urban Hamilton Official Plan (UHOP). The intention of the application was to allow the UHOP to be in harmony with the Growth Plan, by incorporating the identified residential and population forecasts for the City of Hamilton as well as policy provisions to allow Urban Boundary Expansions to occur in advance and outside of an MCR. The amendment also incorporated site-specific policy references to the Upper West Side Community including the framework and planning policies to guide the submission of the 3 separate applications for urban boundary expansion.

In particular, the proposed amendment sought to incorporate the following:

- Text changes to the UHOP population and employment forecasts for the City of Hamilton;
- Specification that the UWS community are candidate areas for settlement area boundary expansion;
- Confirmation that the expansion requests of the UWS community are not greater than 40 hectares;
- Confirmation that the lands to be added into the urban boundary must be in conformance with the PPS and Growth Plan;
- Confirmation that the lands to be added are to deliver major road infrastructure;
- Confirmation that the lands to be added avoid prime agricultural and will establish a fully functioning natural heritage system;

- Confirmation that the lands to be added are subject to a landowner cost sharing agreement which allocates the costs of infrastructure and community facilities requirements;
- Confirmations that the lands will be subject to a Secondary Plan which will set out the submission of numerous technical and background studies to establish a community which has been assessed and determined in a comprehensive and fulsome manner.

On May 22, 2020, the City issued a Notice of Complete Application (See Appendix 3).

4.1.3 Urban Boundary Expansion Applications

The proposed development, for which this report has been prepared for, includes three applications for the proposed Urban Boundary expansion for three parcels. These parcels are under the ownership of participating landowners for the Upper West Side Landowners Group and include the lands left out of the urban boundary through the Minutes of Settlement on the Airport Employment Growth District Secondary Plan. Further details involved with the proposed land uses and densities can be found in the sections below.

The submitted Urban Boundary Expansion applications are requesting expansion through three separate areas for the following:

- East
 - 26.61 ha
- Central
 - 32.57 ha
- West
 - 27.38 ha

The Urban Boundary Expansion applications have been requested for the purposes of residential uses.

4.1.4 Environmental Assessments

4.1.4.1. Integrated EA (Transportation Network)

As part of the development of the subject lands, and greater UWSLG block, Class C Environmental Assessments (EA) are required to establish the alignment of the Garth Street extension and the TRW Block collector road network. As per the “Guide to Coordinating Integrated Planning Processes” by the City of Hamilton, EAs can combine the requirements of the Environmental Assessment Act and the Planning Act under one integrated and coordinated process.

As the Integrated EA is combining the assessment of the road network with the ongoing Draft Plan of Industrial Subdivision, it meets the requirements for an *Integrated Environmental Assessment*. The application of an Integrated Environmental Assessment will result in a streamlined planning and land use approval where planning and infrastructure is reviewed concurrently, and decisions are made simultaneously. This is a valuable tool as it will allow the planning of major infrastructure and land uses to occur in unison and with complete regard for one another.

The project team has completed the Terms of Reference (ToR) document to outline the process, studies and public consultation events to be undertaken. This ToR has been submitted to City staff and has received acknowledgment that the process intended for the EA is comprehensive. The Notice of Commencement was circulated to the public in September 2019.

On June 3, 2020, CLS and the Project Team held a virtual meeting with City Staff to provide an update on the progress of the Integrated EA as well discussion on several of the comments received as part of the Formal Consultation applications for the UBE's. The following includes several items discussed during the meeting:

- Presentation of the ESR's Table of Content'
- Confirmation that the AEGD Transportation Master Plan preferred route would be considered as an option;
- Confirmation that the supporting study documents will be incorporated as standalone documents and will be included as ESR's appendices;
- Presentation/discussion of ecological and stormwater/servicing works results;
- Confirmation that additional technical studies such as archaeological and hydrogeological studies are to occur in the fall, subject to the schedules of current tenants;
- Confirmation of headwater drainage feature policy and criteria;
- Confirmation that the City is commencing an update to the AEGD Secondary Plan. Staff advised that the update to AEGD will not incorporate substantial changes to transportation network or major changes in development levels or population/employment levels;
- Confirmation that the updated TMP will have to go to Council, regardless if EA would be required;
- Confirmation that City staff expect the UBE application to incorporate an assessment of the traffic network, even though the AEGD TMP assessed these lands in 2011;
- Updates on the Dickenson Road EA which has tentatively scheduled the 2nd PIC for Fall 2020;
- Updates on the Glancaster Road EA which is currently seeking consultants to work on the project;

The project team has commenced Phases 1 and 2 which include developing the problem/opportunity statement and draft MCEA Phase 1 for ESR. Next, will be completion of Phase 2, which will confirm the alternative solutions for the following:

- Do nothing
- Limit growth
- Develop new road network
- Expand existing road network

Following that, Phase 3, which will develop five alternative transportation networks for development and confirm employment vs. residential land use approaches, and Phase 4, which will combine all preferred design concepts and select preferred road network, will occur. The following high-level timeline is provided:

- Phase 1 and 2 – Commenced in April 2020
- Phase 3 – August 2020
- PIC #1 (MCEA Phase 2): September 2020
- PIC #2 (MCEA Phase 3): November 2020

4.1.4.2. Twenty Road West Servicing EA

As part of the Formal Consultation for the Urban Boundary Expansion applications, the City provided comments which detailed the submission requirements and materials necessary to advance formal submissions. Included was a comment advising the following:

“8. Prior to commencement of the sanitary sewer extension and urbanization works within the existing Twenty Road West right-of-way a Class EA study shall be completed. No such study has been initiated to date.”

This comment advises that an Environmental Assessment is required to assess the right-of-way of Twenty Road West as well as the sanitary sewer extension. The UWSLG and project team are currently exploring opportunities for ways in which the EA can be expedited.

4.1.5 Garth Street Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment

The UWSLG (known then as TRWLG) submitted a Draft Plan of Industrial Subdivision in July 2018 (See Figure 4). The intent of the application was to advance the redevelopment of the subject lands along the proposed Garth Street subdivision with new blocks containing employment and industrial uses. In addition to a block structure, the proposed Draft Plan incorporated a Natural Heritage System, Stormwater Management facilities and a Road Network. As the proposed development is seeking to maintain the directions of the AEGD Secondary Plan, only employment uses are contemplated.

As per the AEGD Secondary Plan, the lands in the TRW Block are designated as Airport Light Industrial, Airport Prestige Business, Natural Open Space, Site Specific Policy I and Employment Supportive Centre. These designations and associated provisions have largely been maintained. However, minor modifications to the existing designations and zones through the proposed Official Plan Amendment and Zoning By-law Amendments have been proposed for several blocks. These modifications include new provisions and related permitted uses. It is believed that these uses will expand the areas marketability, to attract a greater number and type of businesses with the goal of generating employment.

The proposed Official Plan Amendment is also proposing landowner cost sharing policies into the AEGD Secondary Plan. The policies are intended to allow for the advanced financing of community facilities and infrastructure development in a timely and co-ordinate fashion.

The proposed blocks structure is as follows:

| DEVELOPABLE BLOCKS | DRAFT PLAN SCHEDULE | PROPOSED LAND USE | LAND AREA |
|---------------------------|-------------------------------------|---|------------------|
| Block 1 – 11 | Inclusive Development Blocks | Airport Prestige Business | 22.4 Ha/ 55.3 Ac |
| Block 12 – 15, 20, 22 | Inclusive Future Development Blocks | Airport Light Industrial | 5.9 Ha/ 14.6 Ac |
| Block 18, 23 | Inclusive Future Development Blocks | Airport Prestige Business | 6.7 Ha/ 16.6 Ac |
| Block 21 | Inclusive Future Development Blocks | Airport Prestige Business / Airport Light Industrial | 14.8 Ha/ 36.6 Ac |
| Block 16, 17, 19, 24 – 29 | Inclusive Open Space | Natural Heritage | 19.1 Ha/ 47.2 Ac |

| | | | |
|----------------------|---|-----------------------------------|------------------|
| Block 33, 35, 39, 40 | Temporary Turnaround Street 'B' | Collector Road | 0.2 Ha/ 0.50 Ac |
| Blocks 36 – 38 | Inclusive Temporary Turnaround Street 'C' | Collector Road | 0.1 Ha/ 0.25 Ac |
| Block 30 & 31 | Temporary Turnaround Street 'D' | Collector Road | 0.04 Ha/ 0.10 Ac |
| Block 32 & 34 | Reserve | Collector Road | 0.01 Ha/ 0.02 Ac |
| Block 41 | Future Stormwater Management Pond | Future Stormwater Management Pond | 0.83 Ha/ 2.1 Ac |

The Employment Support Centre (ESC) is currently identified by the AEGD Secondary Plan to the north of the subject lands, 200m from the Garth St and Twenty Rd W intersection (Block 6 & 7 respectively). In addition to provisions regulating the size and location of uses, the ESC will consist of uses such as medical offices, professional offices, commercial, retail and restaurants. A new ESC is also proposed for the proposed intersection of Garth Street and Dickenson Road. This proposed ESC will function similar to the one to the north, however, it will also support hotel and conference centres uses, which are believed to be uses which are supportive and vital to the success and operation of the John C. Munroe International Airport.

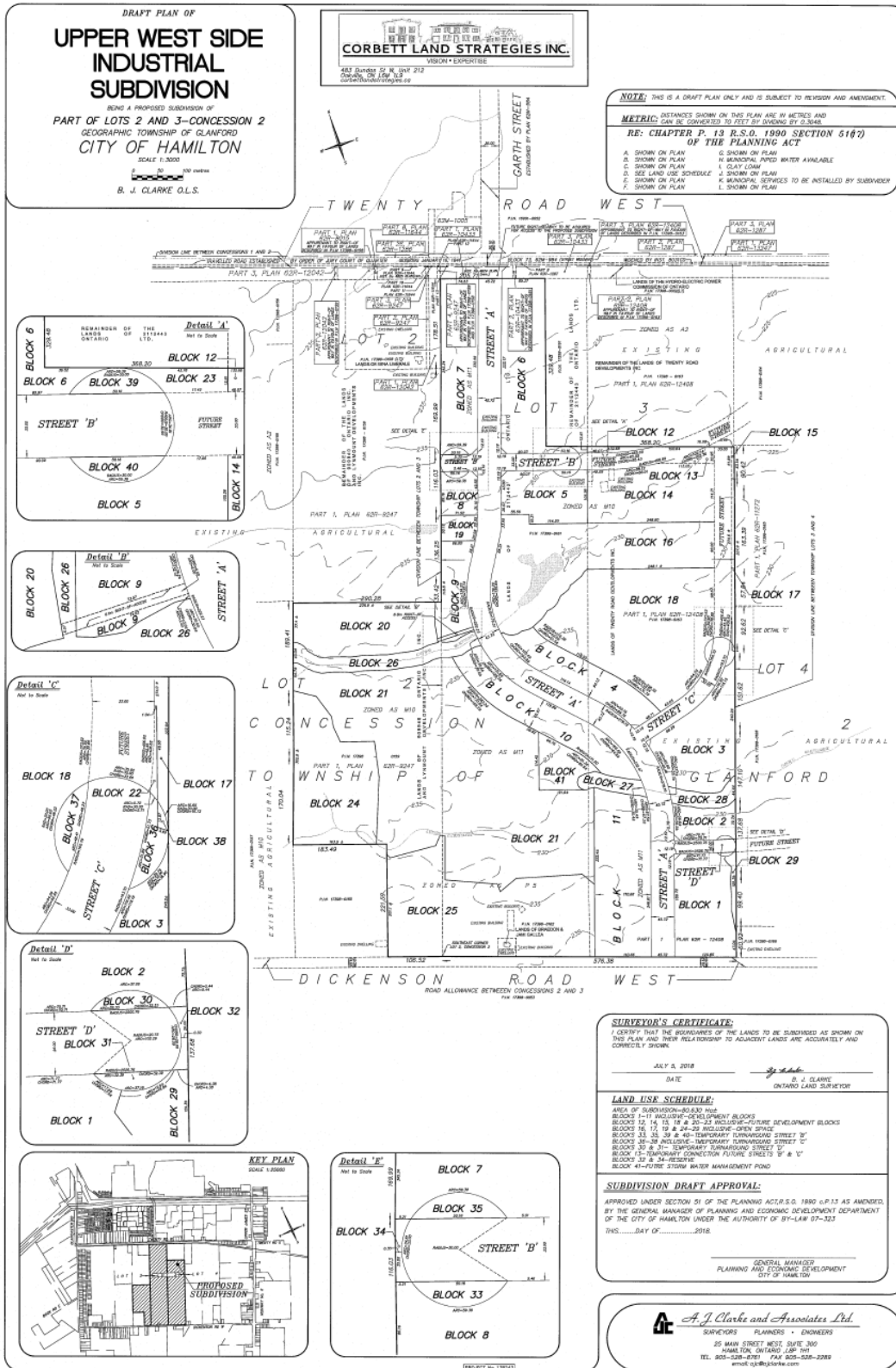
As mentioned, the proposed development will include the extension of Garth Street from Twenty Road West to Dickenson Road. The width of Garth Street will be a 45m right-of-way (ROW) and will support transit, local traffic, and the movement of goods between the AEGD area and the City (see Figure 3). Although the proposed extension is currently shown with the Draft Plan of Subdivision, the final alignment will be subject to further analysis through the undertaking of the Integrated EA.

A greater road network is envisioned for the entire TRW Block, however, at this time only the road network located within the Plan of Subdivision boundary is reflected. As well, only collector roads are illustrated. Please note, the local road network will be designed as part of future work. The entire TRW Block road network will be assessed through the Integrated EA. This will include the analysis of several alternative scenarios with the determination of a preferred design, subject to public consultation and technical investigations as part of a Municipal Class Environmental Assessment.

A Natural Heritage System (NHS) has been proposed which has been subject to considerable analysis. As such, the Draft Plan is proposing a new structure which protects the importance of the Provincially significant features (i.e. Woodlot and Wetland) as well as contemplates opportunities for recreation and active transportation options. In addition, the proposed NHS will also act as open space and parkland, allowing employees to interact with nature while also working. It is important to note that the Draft Plan will be designed according to the Eco-Industrial Design Guidelines to promote sustainable development.

The proposed development has been designed to be compatible with the proposed Draft Plan application. It is believed that the proposed Urban Boundary Expansion will result in a community which will prevent conflict between future residential and employment land uses. Further, the proposed expansion applications are associated with the advancement of the Draft Plan and Integrated EA, as it will result in the transportation corridor which service the expansion lands, airports, AEGD and lands beyond.

Figure 4: Draft plan of Subdivision (Garth Street)



5.0 CONSTRAINTS AND OPPURTUNTIES

5.1 Natural Heritage

The subject lands have several existing natural heritage features which have been assessed through the completion of an Environmental Impact Study as well other technical studies. The following details the existing features of relevance to the proposed development.

5.1.1 Provincially Significant Woodlands

In accordance with the PPS, site alteration is not permitted in areas identified as Significant Woodlands. The AEGD Subwatershed Study (2017) identifies Significant Woodland in the UBE study area, including a feature southeast of the East UBE and another feature occurring within the with the southwest corner of the West UBE (See Figure 5). Other features mapped as Significant Woodlands are present within the overall Upper West Side lands but are not discussed in this EIS since they do not overlap with the defined study area.

5.1.2 Provincially Significant Wetlands

Similar to Significant Woodlands, Significant Wetlands are areas were development is not permitted. A small portion of the Upper Twenty Mile Creek PSW Complex is located adjacent to the East UBE Area subject site, to the east (See Figure 5). The Upper Twenty Mile Creek PSW Complex joins the Lower Twenty Mile Creek PSW Complex (east of Highway 56) to form a protected area along the entire length of Twenty Mile Creek. The locally significant Rymal Road Wetland Complex is also present to the north of the study area.

Several unevaluated wetland features are present in the study area and located intermittently in the southern portion of the West and Central Block subject sites (See Figure 5).

5.1.3 Vegetation

The majority of the study area consists of agricultural fields and hedgerows with several HDFs, meadow marsh wetlands, and naturalizing orchard and golf course areas (See Figure 6). Hedgerows are present throughout the subject site and provide numerous corridors of natural cover between the existing natural features.

5.1.4 Flora and Fauna

NRSI has completed extensive species surveys of the subject lands and determined the following:

- 112 bird species were reported in the vicinity of the study area including Barn swallow, chimney swift, eastern meadowlark, eastern wood-pewee and others.
- 26 herpetofauna species were reported in the study area including snapping turtle, and others.
- 3 anuran (frog and toad species) including spring peeper, green frog and gray treefrog.
- 6 snake species were identified and including the Dekay's Brownsnake, Northern Red-bellied Snake and Eastern Gartersnake.
- 32 mammals were observed near the study area including bats, coyote and white-tailed deer.

- 71 butterfly species were reports in the study area included the monarch.
- 4 odonata (dragonfly and damselfly species were observed.
- A single fish, grass pickerel was report in the Upper Twenty Mile Creek Watershed.

5.1.4.1. Significant Wildlife Habitat

Following field studies, 3 candidate Significant Wildlife Habitats (SWH) types were identified in the study area:

- Marsh Breeding Bird Habitat
 - Candidate Marsh Breeding Bird SWH is present in the all UBE Blocks within identified wetland habitat. Breeding marsh bird species were not observed by NRSI biologists during breeding bird surveys or incidentally during various other field visits in 2018 or 2019. A single marsh breeding bird survey was conducted on June 7, 2019 in the Central Block subject site wetland feature; no marsh bird species were recorded. Additional field studies are scheduled for 2020 in all UBE Blocks to determine if Marsh Breeding Bird SWH is present.
- Reptile Hibernaculum
 - Candidate Reptile Hibernaculum SWH is potentially present in the wetlands throughout the study area, and in areas with significant debris accumulations, old foundations, or capped wells near the abandoned dwellings, outbuildings, and golf course clubhouse. No significant congregations of snake species have been observed by NRSI biologists during targeted cover board surveys in 2018 or 2019. Nonetheless, additional field studies are scheduled for 2020 in all UBE Blocks to determine if Reptile Hibernaculum SWH is present.
- Habitat for Special Concern and Rare Wildlife
 - Candidate habitat for Grass Pickerel may be present off site, along HDF reach TTMC3-2 in the study area containing the Upper Twenty Mile Creek PSW Complex. Aquatic habitat field surveys were conducted in spring and summer 2019 and confirmed that suitable spawning and nursery habitat for this species is present in TTMC3-2. All HDFs in the study area were assessed by NRSI aquatic biologists and no other suitable habitat for Grass Pickerel was observed in the study area.
- Turtle Overwintering Habitat
 - The Floating-leaved Shallow Aquatic (SAF1) pond in the West Block was identified as potentially suitable for turtle overwintering, and NRSI biologists conducted comprehensive emergence and basking surveys in early spring 2020 to determine if this SWH type is present.

5.1.4.2. Habitat of Endangered and Threatened Species

Habitat for species at risk was identified in the study area for the following:

- Butternut Trees
 - Protected habitat for Butternut includes a 50m radius from any individual. More than 150 Butternuts have been identified to date across the wider UWS lands; only some of these are within the UBE areas. Across the subject sites, 9

Butternuts have had health assessments completed and an additional 5 remain to be assessed. A Butternut Health Assessor's Report has not yet been submitted to the MECP, however engagement with the agency on the approach and next steps for SAR, including Butternut, in the overall UWS lands has been initiated.

- **Barn Swallow**
 - Probable Barn Swallow breeding evidence was recorded in the West and East 'B' Blocks. During targeted breeding bird surveys conducted in 2018, Barn Swallow individuals were observed entering and exiting the abandoned residence in the East 'B' Block subject site. This indicates that Barn Swallow is likely breeding in that location. In the early spring of 2020, a Barn Swallow nest cup was observed at the abandoned golf course clubhouse in the West Block; adults carrying nest material were observed in late May, and Barn Swallow breeding is considered Probable in the West Block. Barn Swallows were also regularly observed across the entire study area both during targeted bird surveys and other site visits.

- **Species at Risk Bats**
 - Results of the SAR and SCC Screening indicate that 3 SAR bats may have candidate habitat within the study area. These species include Little Brown Myotis, Northern Myotis, and Tri-colored Bat, all of which are listed as Endangered provincially and are afforded general habitat protection under the ESA (2007). Results of bat habitat assessments conducted during leaf-on and leaf-off conditions indicated that a number of candidate roosting trees are present throughout the Central, East 'A', and East 'B' Blocks that could provide habitat for SAR bats.

Figure 5: Natural Heritage System

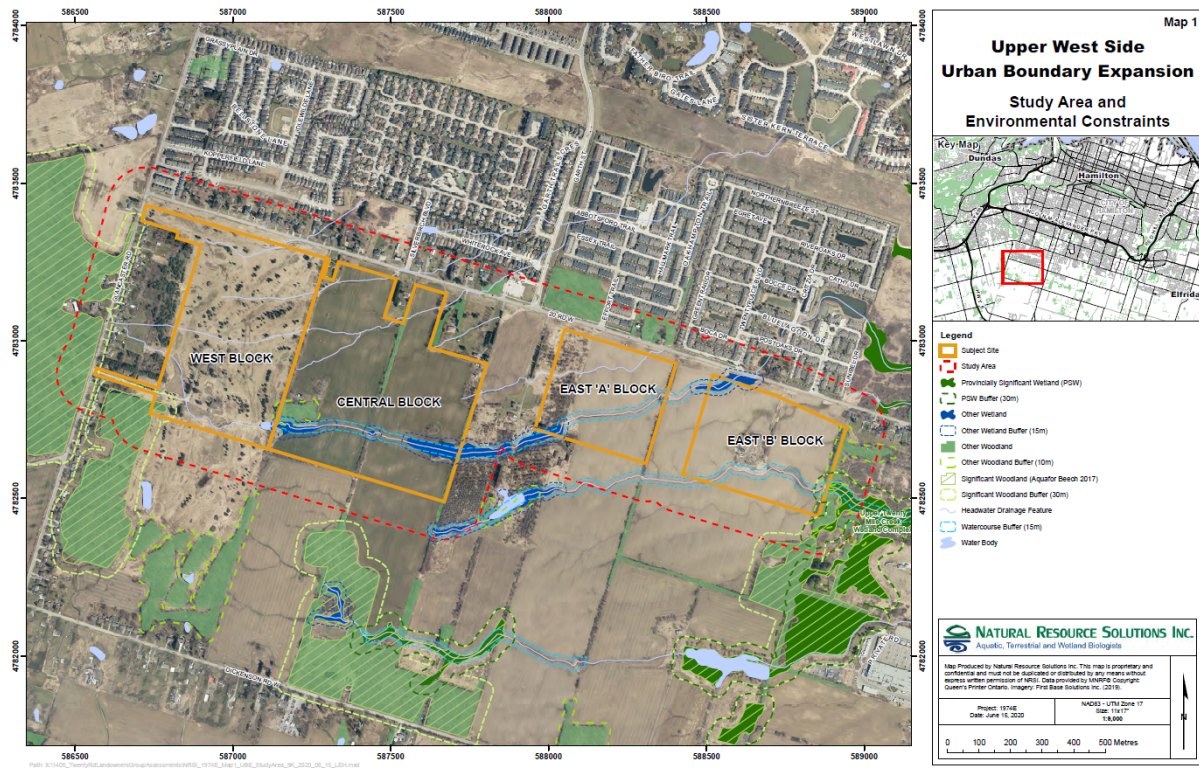
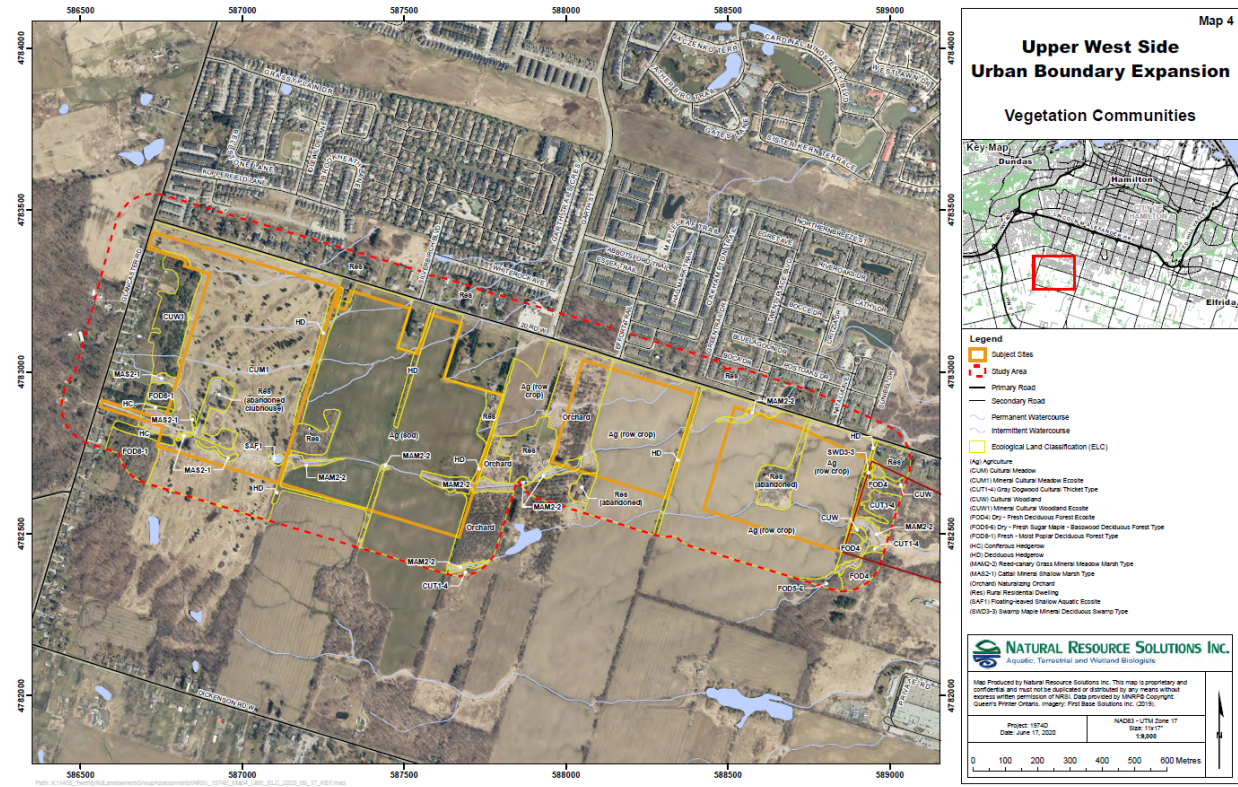


Figure 6: Vegetation and Species



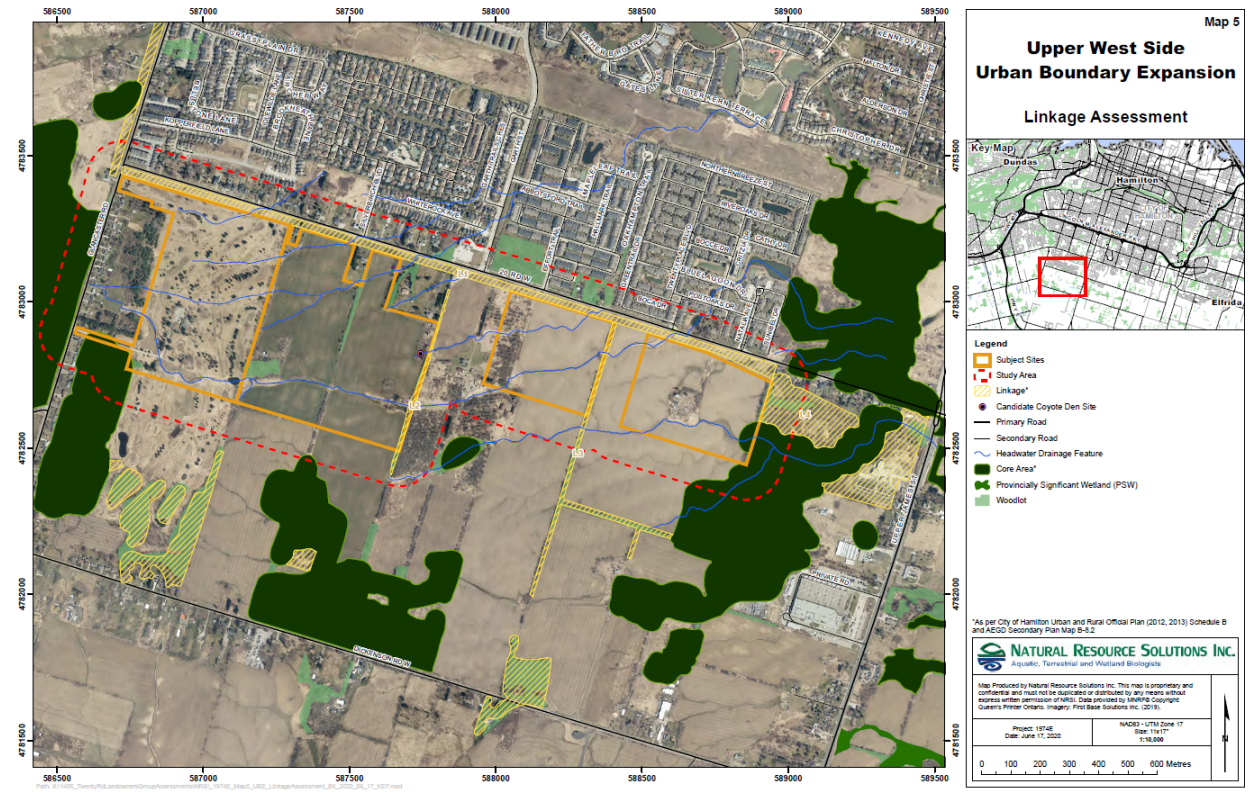
5.1.5 Linkages

The subject lands are identified with several areas which connect or support the functions of Core Areas. These features can be planted wooded areas, meadows, thickets and old fields. Streams and watercourses can function as linkages when they connect Core Area (See Figure 7). Hedgerows can also provide linkage functions.

The AEGD identifies several linkages which overlay with study area including the following:

- Linkage 1
 - Linkage 1 is a hydro transmission corridor running east to west parallel with Twenty Road West. Adjacent lands include road infrastructure, residential subdivisions, rural residences, agricultural fields, the naturalizing golf course lands, and a few small meadow and wetland areas. The corridor is approximately 25m wide and has poor (0-10%) vegetative cover in the study area. The corridor is mowed as part of infrastructure maintenance. This has limited the establishment of trees, and the vegetation community is dominated by grasses and forbs interspersed with a few shrubs. This linkage connects at several area with Core Areas. Signs and direct observations of wildlife by NRSI biologists during field surveys conducted between 2018 and 2020 were very limited.
- Linkage 2
 - Linkage 2 is a mature, mostly deciduous hedgerow that runs north to south along the eastern limit of the Central Block subject site. Lands adjacent include agricultural fields, rural residences and outbuildings, a naturalizing orchard, and a small marsh. The hedgerow itself is approximately 5-10m wide, and is, in general, a single row of trees. Vegetative cover is moderate (30-50%) and is comprised of mainly deciduous trees with an herbaceous understory.
 - L2 connects with the transmission corridor, L1. In the south, L2 connects to a Core Area (Significant Woodland and PSW) via an old field and a wide hedgerow. L2 does not provide a direct connection between Core Areas, but in combination with adjacent naturalizing orchard and meadow areas it has the potential to provide some habitat connectivity on both a local and landscape scale.
 - L2 contains a cluster of Honey-locust, Butternut (a SAR). Wildlife were observed with Coyote movement patterns were generally perpendicular to L2 (e.g. east to west), showing that Coyote cross this Linkage to access other nearby habitats rather than using the hedgerow as a linear corridor to access the Core Area in the south.

Figure 7: Linkages



5.1.6 Headwaters and Channel Design

5.1.6.1. Headwater Features

The study area is in the headwaters of the Twenty Mile Creek Watershed. Several headwater tributaries of Twenty Mile Creek are located in the study area, flowing west to join the main stem of Twenty Mile Creek (See Figure 8). The HDF reaches in the Central and East Blocks were assessed over 3 site visits in 2019. HDF assessments for the reaches in the West Block are scheduled for 2020; while the 1st and 2nd visits were completed by May 31, 2020.

5.1.6.2. Reaches

- Branch TTMC-3
 - Headwater tributary TTMC 3 extends through the central portion of the UWS, south of the East UBE, in a northeast direction. The feature continues east through the PSW and joins the main channel of Twenty Mile Creek. The HDF flows through a meadow marsh wetland before emptying into an online pond under an informal pedestrian crossing. The HDF continues downstream through agricultural fields until it reaches the PSW. Overall, the HDF is degraded due to active agriculture extending up to and through the channel, and anthropogenic influences in the orchard and the online pond. Aquatic habitat was assessed for all reaches of TTMC 3. The lower reaches of this HDF (TTMC 3-3, TTMC 3-4) provide supporting/indirect habitat to downstream reaches through the supply of allochthonous and sediment.
- Branch TTMC-5
 - This HDF originates in a cattail marsh at the western edge of the Glancaster Golf Club, near Glancaster Road. The feature passes through the golf course, and through unmaintained online ponds prior to entering the southwest corner of the Central UBE subject site. The feature extends northeast towards Twenty Road West and exits the study area near the northeast corner of the East UBE. From Twenty Road West, the feature continues into a series of stormwater ponds, through a subdivision, and into a portion of the Twenty Mile Creek PSW Complex. The majority of this HDF provides indirect habitat that supports downstream aquatic habitat. Barriers to fish movement upstream are likely present in the stormwater ponds and through the pipes and culverts that connect them. The upper reaches of this HDF (TTMC5-5, TTMC5-7, and TTMC5-8) provide supporting / indirect habitat to downstream reaches through the supply of allochthonous and sediment.
- Branch TTMC-6
 - This headwater tributary originates in the Central UBE and flows eastward through agricultural fields and an abandoned orchard where it terminates at Twenty Road West north of the East UBE. The entire tributary (HDF) does not provide direct fish habitat. Limited aquatic habitat is present in this reach during the spring, as the flow is generally diffuse. This reach provides a food source and allochthonous to downstream aquatic habitat.
- Branch TTMC-7
 - The tributary originates in the northeastern corner of the Central UBE and flows eastward through a residential property and terminates at Twenty Road West. The downstream end, closer to Twenty Road West, is a grassed swale through the hydro corridor. Similar to TTMC-6, this entire HDF does not provide direct fish

habitat. This reach may provide a food source and allochthonous to downstream aquatic habitat.

- Branch TTMC-8
 - The tributary originates in the golf course to the west of the UBE area and flows through the Central UBE and a residential property, then runs parallel to Twenty Road West for approximately 40m. It then flows under Twenty Road West through a culvert and into a small woodlot and eventually into a residential stormwater pond through underground piping. From the stormwater pond it flows into the large hydro corridor north of the study area. The reaches within the study area provide no direct fish habitat, which is limited by the underground nature of the system downstream (north of Twenty Road West). This branch consists of two reaches (TTMC8-7 and TTMC8-9) within the UBE study area.

5.1.6.3. Conceptual Channel Design

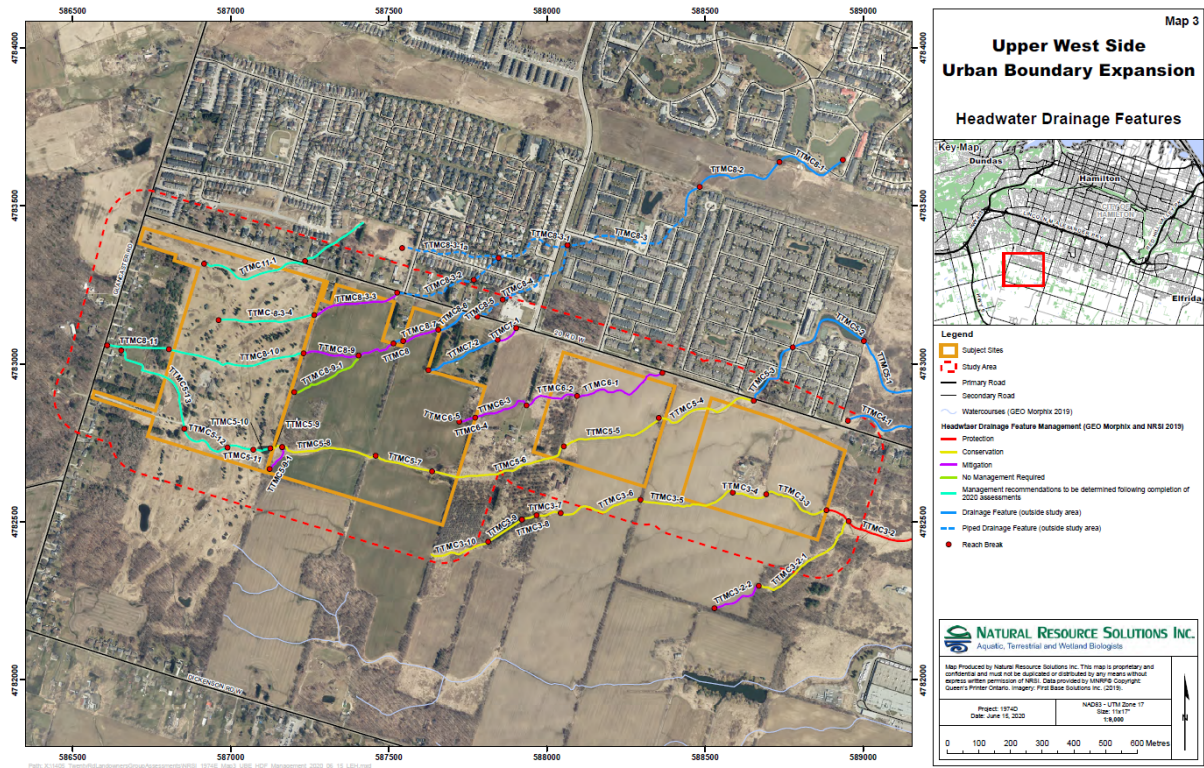
To accommodate the proposed development, TTMC2 and TTMC3 are proposed to be realigned into a common corridor, restored and maintained on the site (See Figure 1). This provides an opportunity to replace the existing channels with a naturalized riffle and pool typology, with cross sectional dimensions closer to that of a naturalized watercourse conveying similar flows. One goal of natural channel design is to replace existing degraded channels, particularly those impacted by past agricultural activities. As such, a naturalized watercourse will offer significant improvements to channel form and function.

The realignment and naturalization of these two branches provide opportunities for improved riparian conditions and well-developed bankfull channels with morphological variability. Improvement in morphology and function would provide additional benefits to sediment balance, floodplain storage, vegetation communities and terrestrial habitat features, edge impacts and restoration requirements, water balance, fish passage and water quality. The proposed future channel designs will provide an overall improvement over existing conditions.

Offline and online wetland features will be constructed in addition to the channel. These features enhance terrestrial habitat by increasing diversity and providing a more natural floodplain form. They also provide functional benefits such as short-term water retention and sediment banking. They will be irregularly shaped to maximize the perimeter for a given area, which increases potential for edge effects. Submerged and dry mounds are proposed within the wetland to provide topographically complex bottom that will increase habitat heterogeneity.

Stone-core wetlands will be installed at SWMP outfalls and serve to accept discharge from the associated outlets. The stone core refers to hydraulically sized rounded stone, which is the subsurface material used to ensure wetland stability. The stone will be hydraulically sized during detailed design. The short-term water retention function of these wetlands also helps to polish the water and moderate the discharge of water into the channel (in addition to the functions provided by the SWMPs). The full channel corridor will be restored using native plant species. This includes appropriate species for the various seed mix as well as woody vegetation. The plantings are intended to enhance the terrestrial habitat through the provision of species and habitat diversity, increase floodplain soil stability, and increase floodplain roughness and sedimentation. The landscaping plan will be prepared by others during detailed design.

Figure 8: Headwater Drainage Features



5.1.7 Vegetation Protection Zones

VPZs are required for natural heritage features such as woodlands, wetlands, SWH, watercourses, and ponds to protect them from indirect and induced impacts resulting from development and land use changes. The VPZs function as an area of physical separation between the development, future residents and land uses, and the natural features. Human activity and interaction with natural areas within the subject sites will be focused at specific locations, such as schools, trails and general open space, so that residents can enjoy natural and open space areas, and sensitive natural features can be protected in the NHS. The NHS includes the VPZs identified in Table 1, which includes other woodlands, HDFs, unevaluated wetlands and PSWs, and the centralized pond. Environmental constraints shown on the submitted Community Plan are consistent with the recommended VPZ widths summarized in Table 1.

Table 1: Vegetation Protection Zones

| Natural Features | Recommended Vegetation Protection Zone Width | UHOP Reference for Buffer Width |
|--|--|---|
| Upper Twenty Mile Creek Provincially Significant Wetland Complex | 30m | UHOP Section C.2.5.10 |
| Unevaluated Wetlands | 15m | UHOP Section C.2.5.10 |
| Aquatic Habitat (Seasonal/Warmwater/Important/Marginal Fish Habitat) | 15m | UHOP Section C.2.5.10 |
| Significant Woodlands | 15m* | UHOP Section C.2.5.10 *AEGD Subwatershed Study (Dillion Consulting Ltd. And Aquafor Beech Ltd. 2011) recommends a 30m buffer for Core Natural Areas identified on Figure 2.15 of that report Significant Woodlands within or adjacent to the UBE Blocks are designated as part of Core Areas, and so a 30m buffer is identified for these features on the constraints mapping of this EIS (Map 1). |
| Other Woodlands | 10m | UHOP Section C.2.5.10 |

5.1.8 Enhanced Natural Heritage System

An Enhanced Natural Heritage System has been prepared and incorporated within the proposed development (See Figure 9). The proposed Natural Heritage System is fully compliant with the Ministry of Natural Resources and Forestry mapping (See Figure 10). The NHS will provide woodlands, HDFs, unevaluated wetlands, the centralized pond, and VPZs. The plan and the proposed enhanced natural heritage system are conceptual and further study will refine the layout including the NHS and tree retention areas. It will incorporate the following:

- Provide important opportunities for mitigating potential impacts to natural features and wildlife, as well as habitat creation and enhancement.
- Will feature a mosaic of meadow, thicket, woodland, wetland, and aquatic habitat focused along a wide, linear east-west corridor.
- It will include existing natural features and their VPZs, including meadow marshes, ponds, successional thickets (i.e. parts of the naturalizing orchard), and small woodlots.
- Many of the existing habitats are of generally poor quality and will be enhanced through native tree, shrub, and herbaceous plantings, invasive species management, soil amendments, and debris removal where needed.
- Several habitats or features are also anticipated to be re-aligned or created within the NHS, including:
 - Meadow marsh wetland features to replace any non-PSW wetlands proposed for removal under future development scenarios and in accordance with NPCA and City policies;
 - Realigned HDFs that will form a generally parallel pair of intermittent watercourses;
 - Riparian habitats associated with the realigned HDFs
 - Upland meadows;
 - Small woodlots or hedgerows; and
 - Habitat features supporting the needs of wildlife such as cover objects and brush piles for snakes and small mammals, snags, and bird nesting structures.
- The NHS will provide a naturalized avenue along which plants and wildlife can forage, disperse, and propagate.
- The NHS will connect the small central Core Area (surrounding the pond in the old orchard) with the Core Area (PSW and Significant Woodland) east of the East 'B' Block.
- The NHS corridor will also provide supporting habitat to the Core Areas and offer "stepping stone" features for mobile wildlife.
- Given the poor condition and lack of landscape-level functionality of the Linkages discussed in the Linkage Assessment, opportunities to replicate, reconfigure, and restore the existing linkages within the block-level NHS are likely to result in a net ecological benefit.

Specifically, the enhanced natural heritage system has been prepared as per the following:

- East UBE
 - Hedgerows
 - Small clusters of trees
 - Old orchard
 - Parts of a Core Area (including a PSW, Significant Woodland, other woodland and HDFs)
- Central
 - Hedgerows

- Small clusters of trees
- Other woodlands
- Unevaluated wetlands
- HDFs
- West
 - Hedgerows
 - A small portion of a significant woodland
 - Unevaluated wetlands
 - HDFs

Storm drainage systems will factor into the overall enhanced natural heritage system and will include:

- Low Impact Development (LID) conveyance controls (minor system). These will be in the form of enhanced grass swales within the right-of-way (ROW) and will remove excess surface runoff produced by more frequent storms from lot level source controls and rows, delivering it to end-of-pipe facilities.
- Overland flow routes, stormwater management (SWM) dry ponds, etc. (major system). Runoff flows in excess of the minor system LID swales will be conveyed via overland flow routes. This major system is largely comprised of roadways as well as swales, ditches, natural channels, drainage easements, and end-of-pip SWM facilities.

Figure 9: Enhanced Natural Heritage System

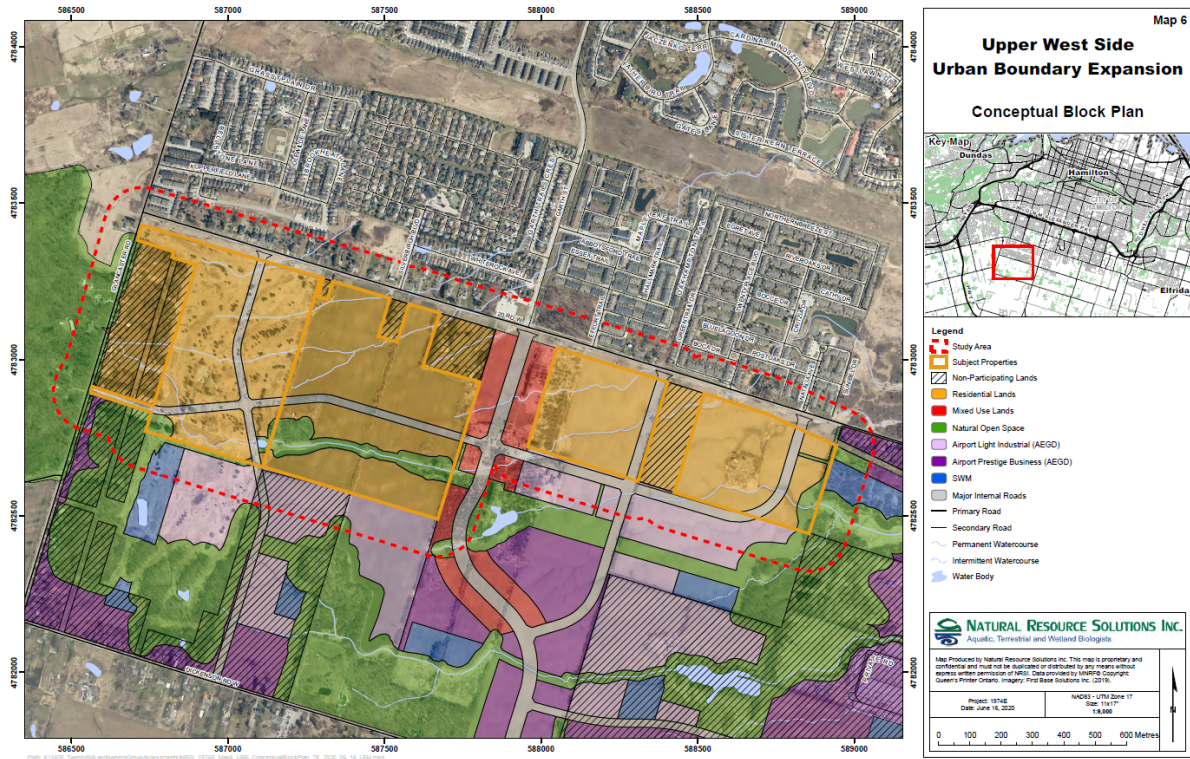
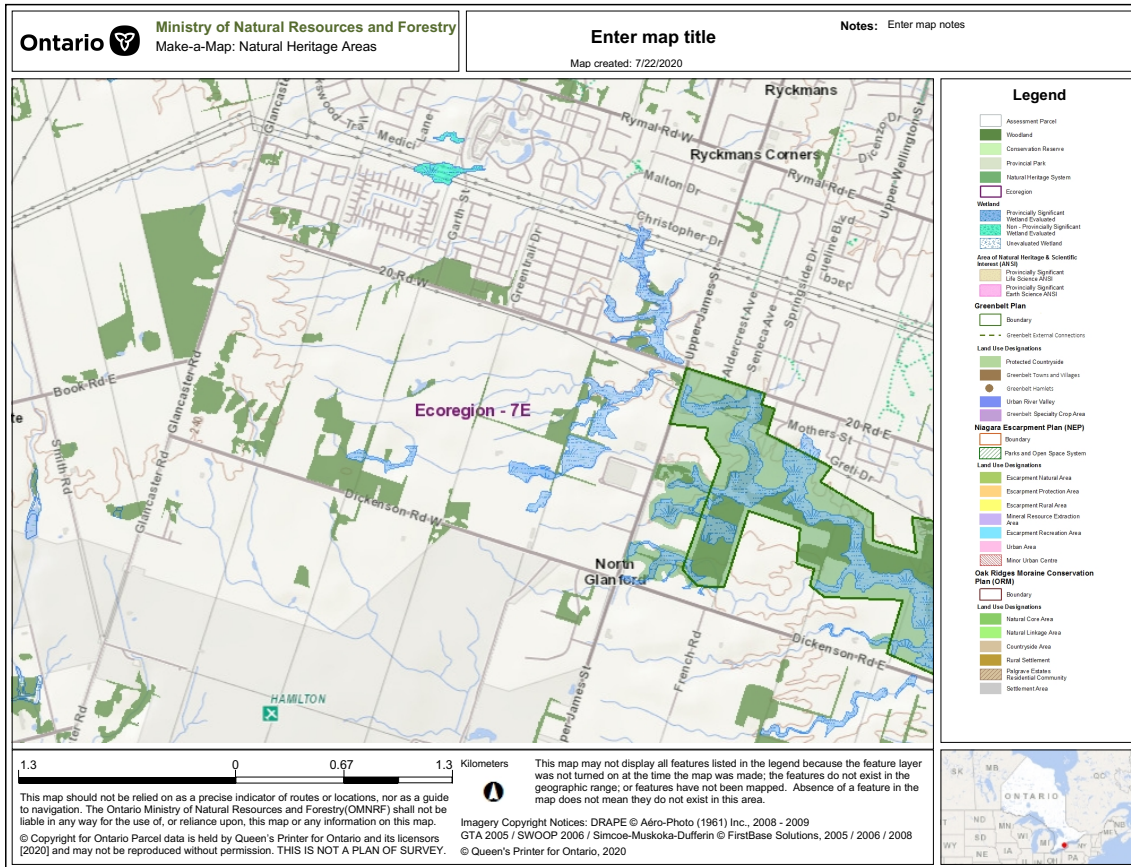


Figure 10: Ministry of Natural Resources and Forestry Mapping



5.2 Noise

5.2.1 Road Traffic

Road traffic information for Twenty Road, Upper James Street, Dickenson Road West, Glancaster Road were obtained from the City of Hamilton. Forecasted road traffic volumes to the year 2031 were provided by R.J. Burnside. Nighttime and daytime sound levels will exceed MECP guideline limits at the bedroom windows and living/dining room windows of dwelling units with exposure to Twenty Road and Street B. Forced air ventilation with ducts sized to accommodate the future installation of central air conditioning will be required for many of the lots/blocks adjacent to Twenty Road and Street B.

The predicted daytime sound levels in the rear yards of the lots with backing exposure to Twenty Road and the hydro right of way will exceed the MECP limits by up to 4 dBA. Since the City of Hamilton requires sound levels to be mitigation to 55 dBA, physical mitigation in the form of noise barriers will be required to address the sound level excesses. The MECP guidelines recommend that warning clauses be used to inform future residents of the traffic noise impacts. When detailed grading, lotting and orientation information is available, the acoustic barrier heights should be refined.

5.2.2 Airport Traffic

The latest noise contours for the John C. Munro Hamilton International Airport were obtained. This data was used to predict future traffic sound levels at the locations of the proposed dwelling facades and in outdoor living areas. The predicted sound levels were compared to the guidelines of the Ministry of Environment, Conservation and Parks (MECP) and the City of Hamilton. Since the residential portion of the site is located between the 25 and 30 NEF/NEP contours of the nearby airport, forced air ventilation systems with ductwork sized for the future installation of central air conditioning system by the occupant will be required for all the residential portions of the site. Noise warning clauses should be used to inform future residents of the road and air traffic sound level excesses.

For residential dwellings located between the NEF 30 and 35, the MECP requires that central air conditioning is mandatory with warning clauses in the property and tenancy agreements. In addition, building components including windows, doors, walls and ceiling/roof must be designed to achieve the indoor sound level criteria in Table II. According to MECP guidelines, redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses may be considered above 30 NEF/NEF if it has been demonstrated that there will be no negative impacts on the long-term function of the airport. This is subject to implementation of appropriate control measures including a Warning Clause.

There are no specific requirements if the dwellings are located in the area where the NEF/NEP contours are less than 25.

In Section 1.6.9.2 of the PPS, airports are to be protected from incompatible land uses and development by prohibiting new residential development and other sensitive land uses in areas near airports above NEF-30. Section 1.6.9.2 allows infilling of residential and other sensitive land uses in areas above 30 NEF only if it has been demonstrated that there will be no negative impacts on the long-term functioning of the airport. As the proposed development is surrounded completely by urban boundary, it is considered infill and therefore conforms to this policy.

5.2.3 Employment Generated Traffic

If large light industrial or prestige business establishments are proposed, particularly those involving significant trucking activity or rooftop mechanical equipment such as refrigeration condensing units or rooftop cooling towers, individual noise studies should be required, when siting information is available, to ensure that the noise emissions from these facilities complies with MECP guideline limits contained in NPC-300 at the closest sensitive receptors.

5.3 Servicing and Stormwater

5.3.1 Drainage

The existing drainage systems along Twenty Road West, Upper James Street and Dickenson Road West provide outlets for the future Upper West Side SWM facilities and corresponding catchment areas (See Figure 11). Under proposed conditions, the lands tributary to the Twenty Mile Creek culvert outlets along Twenty Road West will be consolidated into one major storm outlet (T-29/Pond 8) that will service the north portion of the Upper West Side lands. While consolidation of flows is proposed for the north portion of the site (to T-29/Pond 8), the minor headwater reaches along Twenty Road West will be maintained to continue to provide surface conveyance and riparian rights (although with reduced contributing drainage areas) to the adjacent landowners.

5.3.2 Proposed Stormwater Drainage

The proposed stormwater drainage system for the Upper West Side lands incorporate an innovative dual drainage concept (minor and major systems) as recommended in the AEGD SWMP (See Figure 12). This involves two distinct storm drainage subsystems:

- the design of a minor system (LID conveyance controls) and
- a major system (overland flow routes, stormwater management dry ponds, etc.)

The proposed minor system proposed will consist of Low Impact Development (LID) conveyance systems designed to remove excess surface runoff from lot level source controls and road right of ways (ROWs) that are produced by more frequent storms and deliver it to end-of-pipe facilities. This will take the form of LID swales within the edges of ROWs that are designed to accommodate flow from the 1:5 year storm without surcharging in accordance with the City's standards and IDF parameters. Typical sections of the various size roadways within the draft plan, which indicate the LID swale locations, are indicated in in the submitted Urbantech materials.

The proposed major system will consist of the overland flow route in which the runoff flow in excess of the capacity of the minor system/LID swales will be conveyed. The major system consists of portions of roadways but can also include features such swales, ditches, natural channels, drainage easements and end-of-pipe stormwater management facilities. The subject lands will be graded in such a way to ensure the minor and major systems have adequate conveyance capacity and discharge to a free outlet.

At key locations side swales have been introduced to convey road drainage from the LIDs into the NHS, this will avoid the major system and road LID swales from exceeding their conveyance capacities.

It should be noted that major overland flows cannot exceed 0 mm depth above crown of the road for Arterial and Emergency Routes, nor can major overland flows cross an arterial road (i.e. must be captured and conveyed either through a culvert or storm sewer to an approved outlet location) in accordance with City policies. The Dual Drainage Concept (Minor and Major Systems) approach is consistent with the City of Hamilton Criteria and Guidelines for Stormwater Infrastructure Design, (Philips Engineering, 2007). The major and minor drainage systems for the subject lands have been designed to convey storm runoff to the proposed flood control/dry SWM facilities prior to discharge to the various Twenty Mile Creek outlets. Figure 500 illustrates the drainage for the UBE lands and receiving SWM facility.

5.3.3 Proposed Stormwater Management

The Upper West Side development will prioritize well-distributed source controls in order to provide treatment of rainfall wherever it lands. LID BMP source controls will be allocated as site conditions allow. The following suite of LID source control measures from the AEGD SWMP will be evaluated for site feasibility.

- Rainwater Harvesting
- Green Rooftops
- Downspout Disconnection
- Soakaway Pits
- Bioretention and Special Bioretention
- Soil Compost Amendments
- Tree Clusters
- Filter Strips
- Permeable Pavement

LID BMP conveyance features, such as bio-filters, bio-retention swales, grassed channels, and subsurface perforated pipe systems, will provide quality and infiltration improvements to runoff across the site before it is discharged into the proposed end-of-pipe facilities. LID BMP conveyance features will be designed to function as the minor system for the AEGD wherever possible.

Figure 11: Pre-Development Storm Drainage

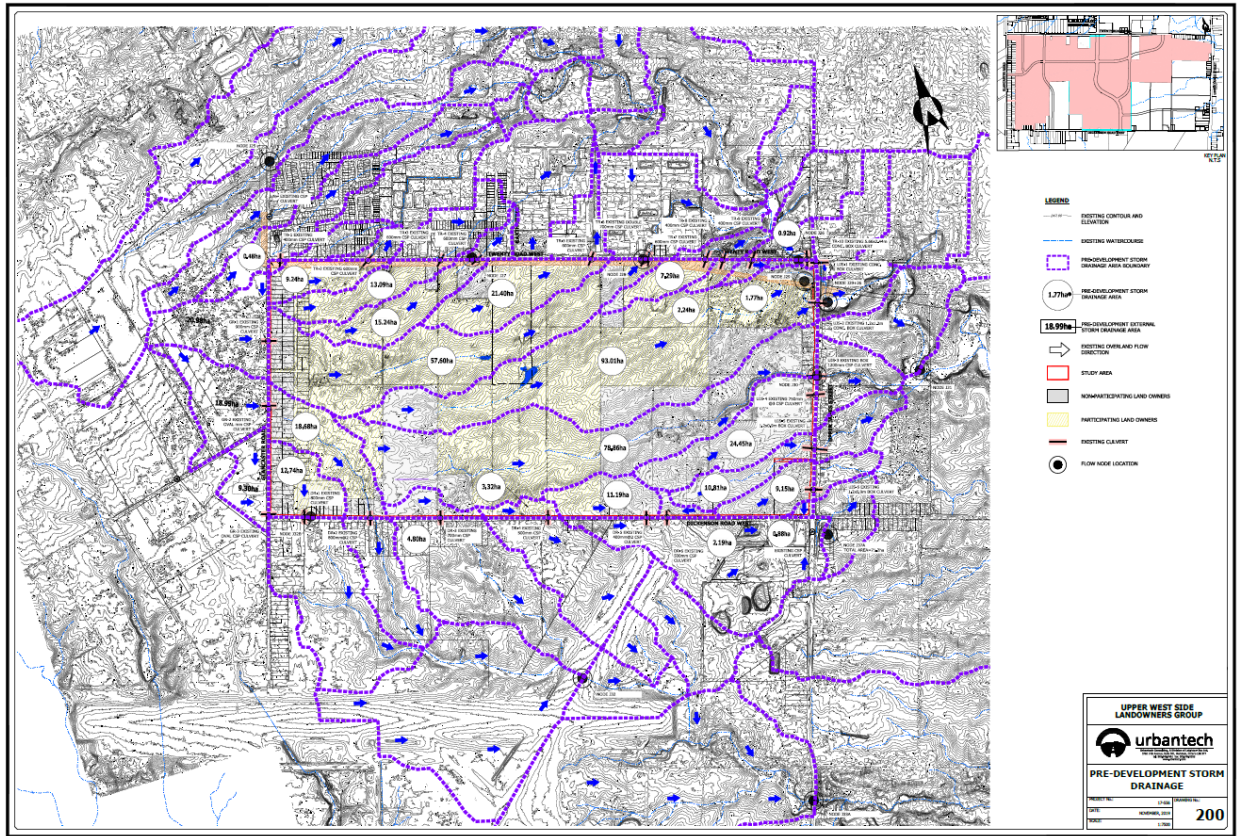
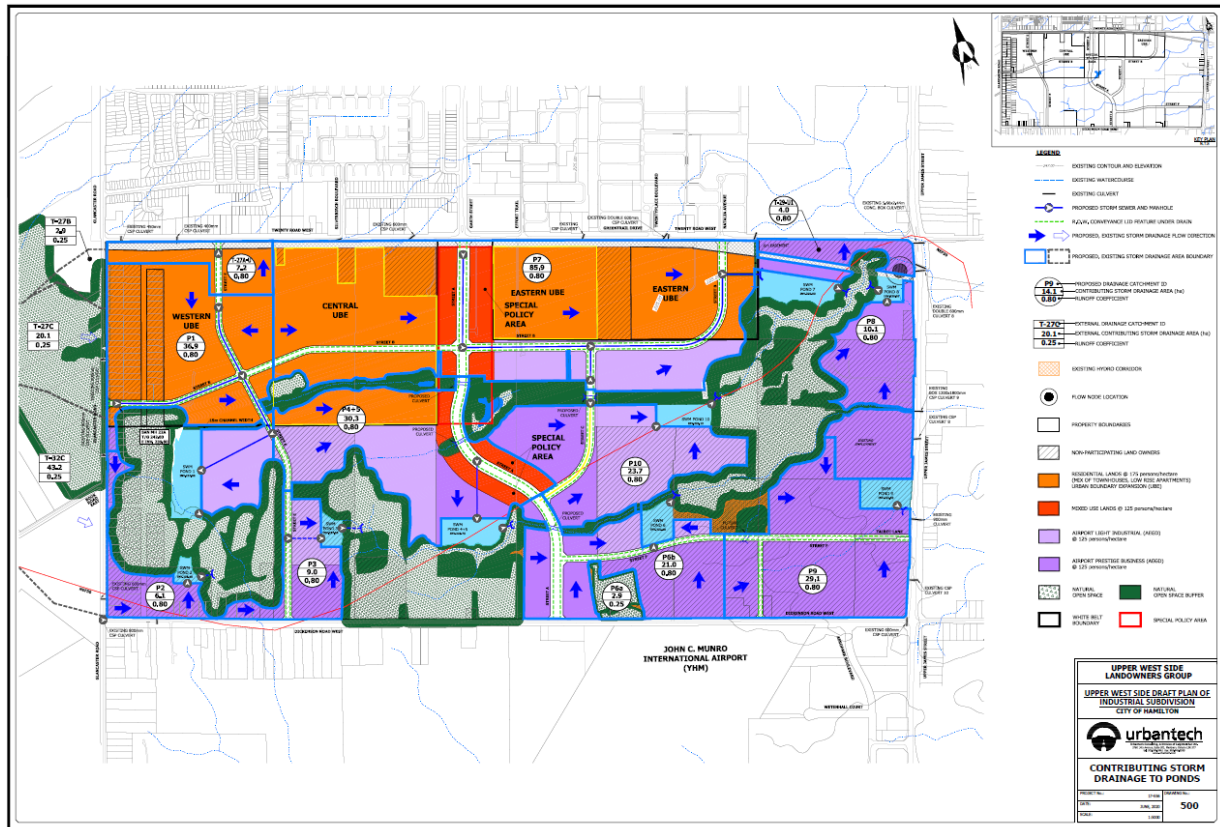


Figure 12: Contributing Storm Drainage to Ponds



5.3.4 Existing Sanitary and Water Facilities

5.3.4.1. Sanitary

Existing sanitary infrastructure available to service the Upper West Side Lands includes:

- Twenty Road SPS (HC018) located at the northwest corner of Twenty Road West and Upper James Street – The existing Twenty Road Sewage Pumping Station (SPS) was upgraded in 2015 to increase the firm capacity from 88 l/s to 590 l/s in order to provide additional capacity for lands in the northeast corner of the AEGD Secondary Plan area, including portions of the Upper West Side Lands. The limits of the area that can be serviced by this pumping station in accordance with the AEGD Phase 2 Water and Wastewater Master Plan Update (December 2016) and are shown on Figure 800. The service area within the Upper West Side lands is approximately 130 hectares.
- Existing 750mm diameter sanitary trunk sewer on Upper James St. between Twenty Road West and Dickenson Road – This sewer discharges into the Twenty Road SPS, and has available capacity to service additional lands, including the Twenty West lands with frontage along Upper James Street.

5.3.4.2. Water

The existing water infrastructure available to service the UBE area includes:

- 600mm watermain on Glancaster Road from Dickenson Road to Twenty Road West.
- 600mm, 400mm and 300mm watermains on Twenty Road West between Glancaster Road and Upper James Street.
- 400mm watermain on Upper James Street from Twenty Road West to Dickenson Road.
- E300mm watermain on Dickenson Road from Upper James Street to approximately 1100m west.

5.3.5 Proposed Sanitary and Water Facilities

5.3.5.1. Sanitary

The following facilities have been identified under the DC-Bylaw and will be necessary to support the proposed development (See Figure 13):

- Proposed 600mm & 750 mm diameter Dickenson Trunk Sewer (MH11-S-14 & MH10-S-14) and Pumping Station – This sewer will be ultimately be extended from the Centennial Trunk Sewer in Binbrook westerly to Glancaster Road, and will provide wastewater collection capacity for the AEGD Secondary Plan Area including portions of the Upper West Side Lands. Currently, the City is proceeding with a Class EA for the widening of Dickenson Road from Upper James Street to Book Road in 2018. The City is proceeding with the detail design and construction of the Dickenson Road Trunk Sewer and Pumping Station between Binbrook and Glancaster Road, with construction starting in 2020. It will likely take 3 or 4 years to complete construction all the way to Glancaster Road. The proposed 600 mm (MH11-S-14) and 750 mm (MH10-S-14) trunk

sewers along Dickenson Road, between Glancaster Road and Upper James Street will service the Upper West Side lands as shown on Figure 900.

- Proposed 375 mm diameter Twenty Road West sewer (MH1-S-14) This sewer will be extended westerly from the existing 750 mm diameter sewer on Upper James Street to future Street B along Twenty Road West. This sewer will service the lands between Twenty Road West, Glancaster, Upper James and the east-west NHS, as shown on Figure 900.
- Proposed 375 mm diameter Glancaster Road sewer (MH16-S-14) This proposed sewer will be extended northerly along Glancaster Road from the Dickenson Road West sanitary trunk sewer. The requirement of this sewer should be reviewed to determine if the service area can be accommodated by the Dickenson Road West sanitary sewers.

5.3.5.2. Water

The AEGD Phase 2 Water and Wastewater Master Plan Update (December 2016) confirms that the Upper West lands can be serviced by connections to the existing watermains on the perimeter roads (See Figure 14).

Construction of a new 400mm watermain from Twenty Road West to Dickenson Road West in conjunction with the Garth Street Extension, and extension of the existing watermain on Dickenson Road to the Garth Street Extension, will provide adequate water supply for the initial stages of development for the Upper West lands. Subsequent development is easily serviced from the existing perimeter watermains. This is consistent with the phased servicing strategy shown in the AEGD Phase 2 Water and Wastewater Master Plan Update (December 2016).

Figure 13: Sanitary Drainage Plan

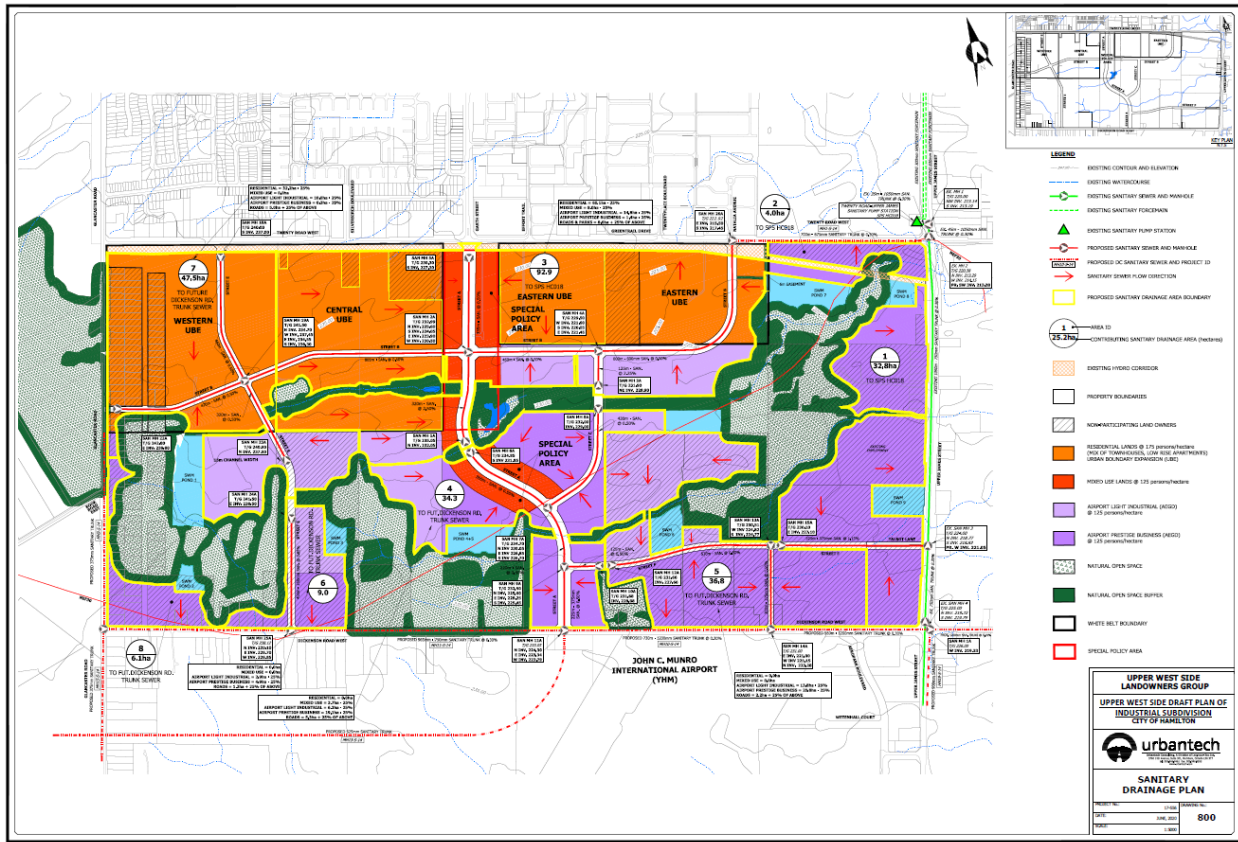
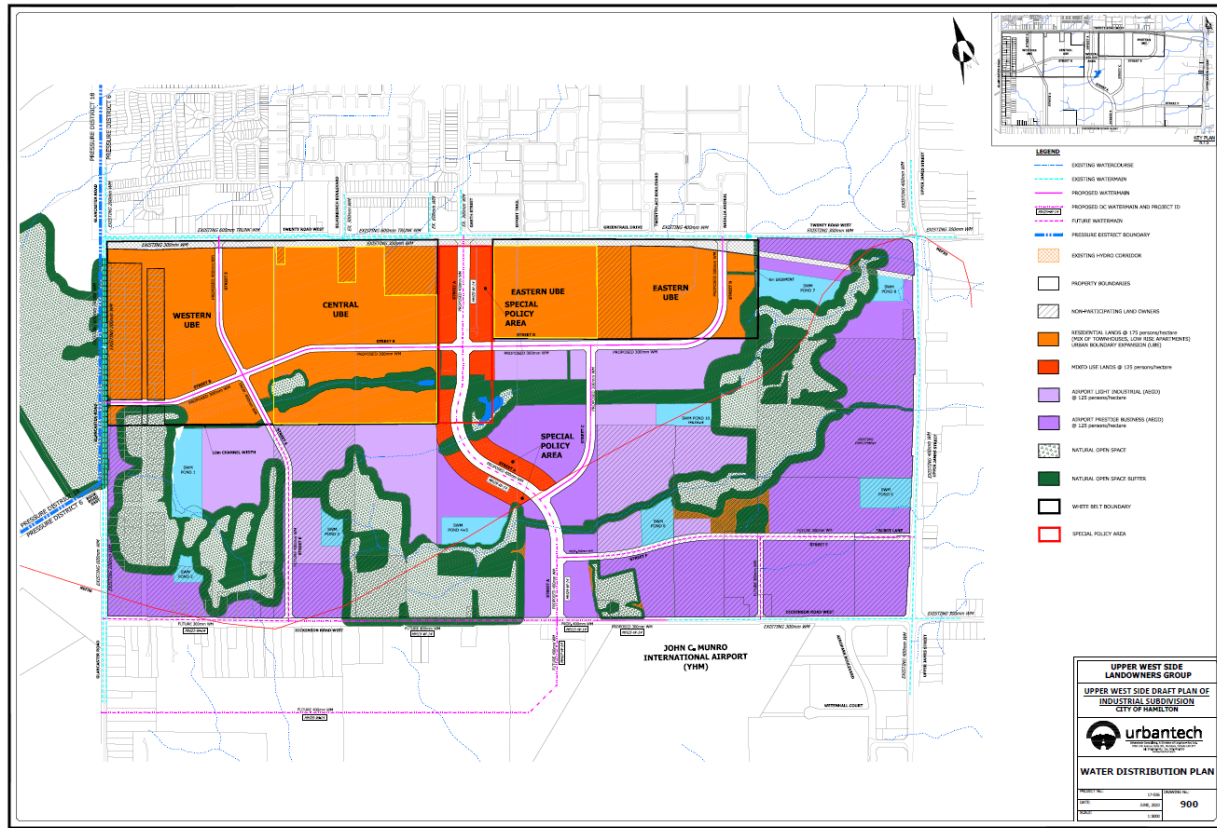


Figure 14: Water Distribution Plan



5.4 Transportation

5.4.1 Boundary Road Constraints

The subject lands are located within a larger block, which is bound by Twenty Road West, Upper James Street, Dickenson Road and Glancaster Road. Twenty Road is currently an east-west minor arterial road, under the jurisdiction of the City of Hamilton. The roadway consists of a 2-lane rural cross section with a posted limit of 60 km/h. A sidewalk is provided on the northside of the road and terminates 100 m west of Garth Street and 100 m east of Effort Trail. Stopping is prohibited on the south side of Twenty Road.

Under future conditions, the 2016 TMP recommends that Twenty Road be widened from 2-lanes to 4 lanes between Glancaster Road to Upper James Street, which is consistent with the 2011 TMP. Peak traffic volume projections on Twenty Road during the AM peak hour for the 2031 was 1530 vehicles in the 2011 TMP and 1100 vehicles in the 2016 TMP. There was a reduction in traffic in the 2016 TMP, which would make sense as two urban areas were excluded.

Within the Official Plan, Twenty Road West, Glancaster Road and Dickenson Road West are identified as Minor Arterial. Upper James Street is identified as a Major Arterial. The Official Plan identifies the proposed extension of Garth Street, from Twenty Road West to Dickenson Road to be an eventual Minor Arterial.

5.4.2 Airport Road Network (AEGD)

In accordance with Airport Employment Growth District Transportation Master Plan, the subject lands are located adjacent and in close proximity to numerous consequential roads. The following table provides details on the planned function of the roads of greatest relevance to the subject lands:

Table 2: (Table 5, Road Improvement Plan, AEGD TMP, 2016)

| Road | From | To | Description | Total Road Cost (\$M) | Anticipated Timing | EA Schedule |
|--------------------|-----------------|--|-------------------------|-----------------------|--------------------|-------------|
| Glancaster Road | Garner Road | Dickenson Road | Widening 2 to 4 lanes | 12.90 | Medium Term | C |
| Upper James Street | Alderlea Avenue | Homestead Drive | Widening 4 to 6 lanes | 9.78 | Long Term | C |
| Garth Street | Twenty Road | Dickenson Road | New 4 lane construction | 11.28 | Medium Term | C |
| Dickenson Road | Glancaster Road | Upper James Street | Widening 2 to 4 lanes | 12.95 | Medium Term | C |
| Twenty Road | Glancaster Road | Aldercrest Avenue (Upper James Street) | Widening 2 to 4 lanes | 13.31 | Medium Term | C |

| | | | | | | |
|---------------------------------------|-----------------|--------------------|--------------------------|------|------------|---|
| Collector 6N (Internal Block Road) | Glancaster Road | Collector 6E | New 4 lane construction. | 3.78 | Short Term | C |
| Collector 6E | Collector 6N | Dickenson Road | New 2 lane construction | 5.25 | Short Term | C |
| Collector 7E | Dickenson Road | Collector 6N | New 2 lane construction | 3.12 | Short Term | C |
| Collector 7E | Collector 6N | Upper James Street | New 4 lane construction | 2.84 | Short Term | C |

5.4.3 Proposed Road Network

The proposed development has been prepared in conjunction to a proposed arterial and collector road network (See Figure 1). This network is subject to an ongoing Integrated EA which will assess and result in a network which best accommodates the development of the subject lands and greater Twenty Road West block. Please note, all local roads will be determined following the completion of the EA and during the Secondary Plan process.

The proposed network includes a continuous north-south collector was provided between the West and Central Expansion Areas and another continuous north-south collector was provided through the East Expansion Area. With the 2016 TMP, these collectors were removed through the lands. Essentially under the approved AEGDSP, the collector road is brought to the south limit of each Expansion Area. As such these roads serves no purpose within each Expansion Area.

By including the West, Central and East Expansion Areas within the Block, it is possible to make both connections to Twenty Road as collector roads. In addition, a roadway connection is extended through the West Expansion Area, but this road could just as easily be through the Central Expansion Area. Also, a roadway connection is extended through the East Expansion Area.

Garth Street is proposed to be extended from its existing terminus to the north and swing to the west south of Dickenson Road. Through the Block, Garth Street Extension would be an arterial road. The inclusion of the West, Central and East Expansion Areas would not affect this.

The 2011 TMP and 2016 TMP had a collector road extend from Glancaster Road to Upper James Street. However, there are environmentally sensitive lands on the east side of the Block. The proposal for the Block would result in the east-west collector road not crossing the environmentally sensitive lands but swinging to the north within the East Expansion Area and connecting to Twenty Road opposite Natalia Avenue. Also, within the West and Central Expansion Areas, it is possible to shift the east-west collector road north and provide for development on both sides to make best use of resources. The 2016 TMP only provides for development south of the collector road.

5.5 Hydro One Corridor

The subject property is abutting a HONI high voltage transmission corridor (the “transmission corridor”). The width of this corridor is approximately 25 m. Amongst other items, comments have been received from Hydro One which set out the following:

- A secondary land use application would be required to assess any proposed works on the transmission corridor.
- Any development must not block vehicular access to any HONI facilities located on the transmission corridor.
- The transmission lines abutting the subject lands operate at either 500,000, 230,000 or 115,000 volts. No object be brought closer than 6 metres (20 feet) to an energized 500 kV conductor. The distance for 230 kV conductors is 4.5 metres (15 feet), and for 115 kV conductors it is 3 metres (10 feet).

5.6 Prime Agricultural Lands

5.6.1 Soils

The soil map of Wentworth County, Soil Survey Report No. 32 (1965) and the OMAFRA AgMap data base confirm the soils in the UWSC agricultural areas are predominately well drained Brantford and Brant silt loam. The western portion of the area dominated by the golf course is poorly drained Toledo silty clay loam.

5.6.2 Existing Agricultural Land Uses

In the completion of the Agricultural Impact Assessment, the existing agricultural land uses were assessed. Based on the field conditions in March 2018 the agricultural lands within the UWSC lands are predominately cultivated lands in cash crops such as corn and soybeans. There are no active livestock operations or structurally sound barns observed. No farmsteads were observed with cash crop equipment or large drive sheds that could house this equipment which would indicate the lands are probably rented or leased to area farmers living outside the study area. An inactive orchard approximately 15ha in size is located in the centre of the study area. Based on Google mapping there appears to be no activity or maintenance of the orchard and no signage is evident at the entrance on Twenty Road West.

The agricultural land use of the area indicates the lands are probably not operated by the owner. The rental of agricultural land with no active livestock operations or structurally sound barns represents the decline of on-site full-time farmers due to the pressures of urban development and associated land values being elevated above agricultural land values. Although the lands are being cultivated the designation of the lands for urban development appears to have resulted in the elimination of full-time owner operated agricultural operation.

5.6.3 Agricultural Potential

Through the analysis of the Agricultural Impact Assessment, the lack of owner operated farm operations, livestock operations, the approval of Airport Employment Growth District Secondary Plan and the elimination of the lands from the GGHA agricultural land base has eliminated these lands from incorporation into an existing farm operation as farmer owned land. Land prices would reflect land development values and not those of agriculture. Based on these facts the removal of the Rural lands from agriculture will not have a significant adverse impact on the agricultural land base with the City of Hamilton or the GGHA.

In the review of the subject lands from an agricultural perspective, it was not identified that any existing resources warrant their retention as a potential rural agricultural land use. The parcels are small in size. Individually they are too small to represent economically viable cash crop operations.

The lands could be converted to a specialty crop land use but the value of the land because they are to be encompassed by urban development would make it cost prohibitive for a farmer to purchase the property and invest the monies to establish a specialty crop operation such as an orchard.

Neither of the parcels have any structurally sound barns that could be utilized to reduce start-up costs. The proximity of the surrounding urban area would restrict the potential for a livestock operation due to MDS limitations and the limited land base for crop production would increase production costs for livestock. It is unlikely the lands could be purchased for crop production by a farmer in the adjacent lands due to the value of the property and the limited acreage to produce crops to make it economic. As the adjacent lands are developed over time it will become increasing more difficult to access the area with farm equipment safety due to conflicts with urban traffic.

The Agricultural Impact Assessment determined, that these two Rural parcels have no long-term agricultural value and should be used for development to help reduce development pressures on the adjacent rural agricultural lands.

The Agricultural Impact Assessment also included an Alternative Site Analysis which examined the four growth areas: lands on Garner Road adjacent to the AEGD (Silvestri), UWS, Twenty Road East and Elfrida. The analysis identified the following conclusions:

- The City of Hamilton Rural OP, Elfrida Growth Area Study and OMAFRA has designated the majority of Growth Areas 3 (TRW) and 4 (Elfrida) as prime agricultural lands and fully recognize the importance of maintaining a viable agricultural industry. Given the extensive and ongoing agricultural land use within these areas they should be retained in agricultural and should not be considered for development until the smaller designated Rural areas in Growth Areas 1 (Silvestri) and 2 (UWS) are utilized to meet growth demands in the City.
- Growth Areas 1 (Silvestri) and 2 (UWS) are completely encompassed by lands approved for development and represent small acreages already impacted by urban development. The development of these lands would have a much less impact on the agri-food sector in the region.
- Growth Areas 1 (Silvestri) and 2 (UWS) will be already experiencing the direct and indirect impacts of the adjacent urban development such as inflated land

prices and farm-equipment/traffic conflicts and the termination of livestock operations. Development of these lands should occur first in recognition of these existing impacts and the large area of adjacent agricultural land already approved for development.

5.7 Cultural Heritage

The cultural heritage has been examined through the completion of a Cultural Heritage Impact Assessment (CHIA) for the subject lands through two reports. The first CHIA, dated July 2018, was completed for the properties located at 9511 and 9445 Twenty Road West and was prepared in support of the Draft Plan of Subdivision for Garth Street. The second CHIA, prepared July 2020, has been completed for the properties located at 9751 Twenty Road, 9285 Twenty Road and 555 Glancaster Road. No non-participating lands have been assessed through the submitted.

Please note, a Screening Report was completed prior to the CHIA, for all lands within the block of Twenty Road West, Upper James Street, Dickenson Road and Glancaster Road block. The report determined that the other parcel within the Central UBE Area, municipally known as 9625 Twenty Road West, was a property with no cultural heritage value.

5.7.1 East UBE Areas

The subject lands are located at 9511, 9445 and 9751 Twenty Road West and have been identified with the following:

- 9511 Twenty Road West – A two and a half storey brick dwelling which is of cultural heritage value or interest as a rare or unusual example of a late 19th century brick farmhouse built in the Italianate-style.
- 9445 Twenty Road West – A one and a half storey brick dwelling and an outbuilding were identified. The brick dwelling is of cultural heritage value or interest as a representative example of a side-hall or gabled ell Gothic Revival farmhouse.
- 9751 Twenty Road West - A two and a half storey brick dwelling which through the assessment of the cultural value of these features, the identified building is of cultural heritage value or interest as an early example of a mid-19th century brick farmhouse built in the Gothic Revival style.

Please note, the feature identified for the property located at 9511 Twenty Road West is located outside of the subject lands but has been incorporated in this report for reference purposes.

5.7.2 Central UBE Area

Portions of the subject lands are located at 9285 Twenty Road West and have been identified with the following:

- A two and half-storey brick building which through the assessment of the cultural value of these features, the identified building is of cultural heritage value or interest as an early example of a mid-19th century brick farmhouse built in the Gothic Revival style, for its high degree of craftsmanship and association with the Marshall family, and for its contextual value.

5.7.3 West UBE Area

The subject lands are located at 555 Glancaster and have been identified with the following features:

- Former golf course and clubhouse,
- Outbuilding

Through the assessment of the cultural value of these features, it was determined that this property is not of cultural heritage value or interest as a golf course established circa 1998.

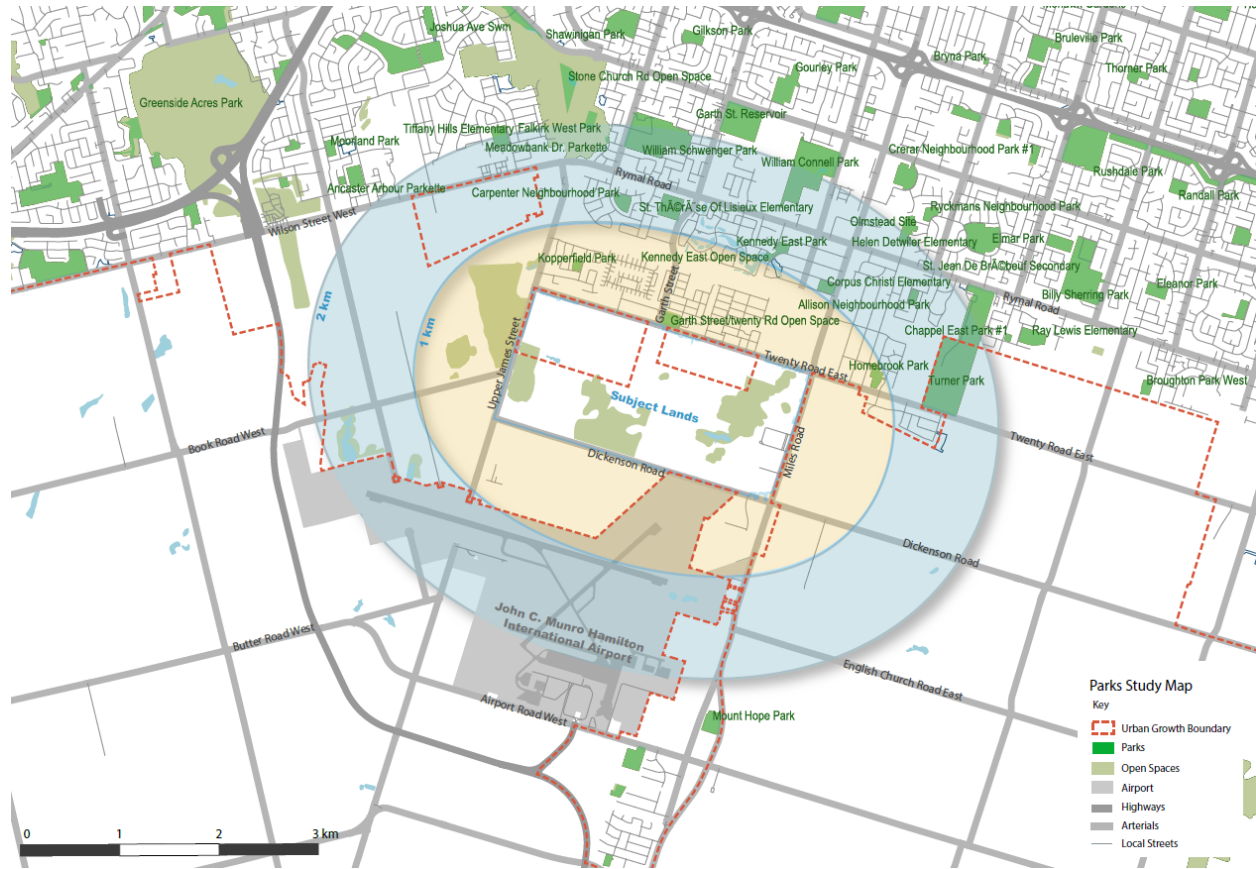
5.8 Surrounding Community and Park Facilities

The subject lands are located immediately south of an existing and mature community with many community and park facilities (See Figure 15). The following identifies the existing community amenities related to educational, library, healthcare, cultural and emergency medical, fire, and police services:

- Libraries
 - Hamilton Public Library - Mount Hope Branch located on Upper James St. across the John C. Munro Hamilton International Airport on the edge of the study area.
- Schools
 - Corpus Christi Elementary;
 - St. Therese of Lisieux Elementary;
 - St. Thomas More Catholic Secondary School;
 - Hamilton District Christian High School; and,
 - Christadelphian Heritage College.
- Healthcare Facilities
 - Westmount Community Health Centre;
 - West Mountain Eye Clinic;
 - The Hamilton Foot Clinic;
 - Dr. H Issa Dental Office; and,
 - Aceti Dental.
- Emergency Medical, Fire and Police
 - Hamilton Police Service station located close to the intersection on Rymal Road E and Upper Wentworth.
 - Hamilton Fire Department - Station 2 located close to the intersection of Stone Church Road East and Upper Wellington Street)
 - Hamilton Fire Department - Station 19 located close to the intersection of Upper James Street and Airport Road
 - Hamilton Fire Department - Station 20 located close to the intersection of Garner Road East and Southcote Road.
 - Limeridge Health Centre located near the intersection of Garth St. and the Lincoln M. Alexander Pkwy.
- Cultural/Recreational Facilities
 - YMCA – Les Chater Family located close to the intersection on Rymal Road E and Upper Wentworth;

- Redeemer Sports Complex located close to the intersection of Garner Road East and Southcote Road; and,
- Mount Hope Community Center located close to the intersection of Upper James Street and Airport Road West.

Figure 15: Existing Community and Park Facilities



6.0 PROPOSED COMMUNITY CONCEPT

6.1 General Community Description

The proposed development is seeking the expansion of the Urban Boundary for three separate parcels. These parcels, following the proposed expansion, have been designed to interact with the surrounding and future employment uses of the AEGD. Upon expansion, this community will comprise of a variety of land uses including residential, mixed-use, prestige employment and industrial employment. These land uses will be supported by a comprehensive road network, stormwater management facilities and an enhanced natural heritage system.

As illustrated in the submitted Community Plan (See Figure 1), the areas subject to expansion are identified for residential. These lands are intended to support compact residential uses including townhouses, low-rise apartments and others. The areas abutting the proposed Garth Street extension, are proposed to be mixed-use and will feature a range of residential, commercial and offices uses which seek to attract and provide services to the surrounding residential and employment areas.

To ensure compatibility with the planned employment of the AEGD, the community has been designed to avoid conflicts while still creating an attractive, pedestrian scaled environment. This will also be achieved through streetscape design, block edges, site planning and the building form of future buildings. As well the community has been designed to incorporate parkettes and Neighbourhood Parks, which will include both passive and active recreation opportunities.

Further details concerning the envisioned land uses have been included in the following sections. Please note, the lands proposed for mixed use and employment areas are not subject to these applications.

6.1.1 Proposed Unit Mix and Density

As much of the lands proposed to be expanded into the Urban Boundary are envisioned for residential uses, the proposed development has been developed to achieve the stated density target from the City of Hamilton requirement for Urban Boundary Expansion requests of 70 people and jobs per hectare. In consideration of the proposed expansion lands, the unit type, mix, persons per unit as well as densities have been calculated. For the purposes of providing a more fulsome representation of the UWS community unit breakdown, “Central”, “Eastern” and “West” UBE areas have been combined.

As much of the lands proposed to be expanded into the Urban Boundary are predominantly proposed for residential uses the mix of housing types is to include 196 singles/semis, 1,715 townhomes, and 539 apartment units, which will accommodate approximately 5,748 persons when completed. In addition, the non-residential component of the proposed development will accommodate approximately 7,781 jobs (in the non-white-belt lands).

The projected residential unit mix and population is as follows:

| Unit Type | Unit Mix | Unit | Persons Per Unit (PPU) | Population |
|-------------------------------------|-------------|--------------|------------------------|--------------|
| Single/Semi | 8% | 196 | 3.41 | 668 |
| Townhomes | 70% | 1,715 | 2.44 | 4,185 |
| Apartments | 22% | 539 | 1.66 | 895 |
| Total | 100% | 2,450 | 2.35 | 5,748 |
| Population (with Undercount) – 3.7% | | | | 5,969 |
| Work from Home (2.6%) | | | | 6,128 |
| Whitebelt Area | | | | 87 |
| Density (P&J/ha) | | | | 71 |

The proposed development has been designed to accommodate a density of 71 people and jobs per hectare.

Please note, the proposed land areas and unit breakdowns are subject to change, as we move forward in the development approval process including through the submission of a secondary plan and draft plans of subdivisions.

6.2 Proposed Land Budget

The proposed land areas (budget) are as follows:

Table 3: Proposed Land Budget

| Use: | Eastern | | Central | | Western | |
|--------------------|--------------|-------------|--------------|-------------|--------------|-------------|
| | Area (ha) | Percent (%) | Area (ha) | Percent (%) | Area (ha) | Percent (%) |
| Residential | 24.41 | 91.7 | 27.41 | 84.2 | 23.19 | 84.7 |
| Roads | 1.12 | 4.3 | 1.54 | 4.7 | 3.21 | 11.7 |
| NHS | 1.04 | 3.9 | 3.62 | 11.1 | 0.98 | 3.6 |
| SWM | 0.04 | 0.1 | 0.00 | 0 | 0.00 | 0 |
| Total | 26.61 | 100 | 32.57 | 100 | 27.38 | 100 |

6.3 Residential Land Use Description

As mentioned above, much of the lands proposed for expansion are identified as residential which is anticipated to feature compact residential uses. This designation is intended to permit a housing unit mix and densities that are Growth Plan compliant and is envisioned to permit predominately medium density residential developments. This is to include a variety of townhouse forms such as street/block townhouses; stacked townhouses and low rise apartment forms.

These lands will also feature low-rise apartment dwellings subject to the height requirements of the John C. Munroe Airport and to be addressed during the secondary plan process. Additionally, these lands are to be accessed by local roads, laneways, window streets (along portions of the hydro corridor).

The portion of the plan designated for residential is approximately 24.41 ha (east), 27.41 ha (central) and 23.9 (west). This equates to approximately 91.7% (east), 84.2% (central) and 84.7% (west).

6.4 Mixed Use Corridor Land Use Description

The Mixed-Use Area is proposed to be located along the north portion of Garth Street. It shall contain mixed-use low and mid-rise buildings, comprising retail/commercial, office, live/work, and residential apartments. This corridor is planned to follow the proposed major arterial / spine road (Garth Street) from Twenty Road West to Dickenson Road. It is believed that this corridor will provide residents and employees useful goods and services as well as establish a central airport hub which in the future could incorporate hotel and convention centre opportunities, towards the connection at Dickenson Road.

The delivery of this essential spine road extension also offers a structural land use opportunity to create a distinctive gateway feature into the business park and the airport precinct. In this regard, the prevailing AEGD Secondary Plan designates the Garth Street Corridor primarily as "Airport Related Business" which permits land uses such as labour association halls; trade schools, motor vehicles, sales, service/washing establishments, taxi terminals and financial institutions. This land use typology will ultimately deliver a typical "highway commercial" district. However, the proposed Community Plan suggests a higher order land use and economic development function for the Garth Street extension could be realized given the connectivity to be established with the inter-regional network as previously described and the association with the airport.

The proposed development is looking to achieve a dynamic mixed use corridor that will not only deliver employment related uses but also a range of symbiotic mixed uses including retail/commercial, office, live/work and compact residential uses. The envisioned gateway design would incorporate a strong street edge with pedestrian orientation with some vertical definition in appropriate locations. The spine road would provide a high level of characterization to the community and the airport precinct. To accomplish the desired civic design concept land use adjustments to the prevailing secondary plan would be required. In addition, the new role and function of the Garth Street mixed use corridor would contribute to a small proportion of requested employment land conversion. It is suggested that the significant economic and

community development return for this minor conversion is strongly defensible from a planning perspective.

Please note, the envisioned corridor and associated uses are proposed on lands outside of the lands proposed for expansion. The permission of residential and non-employment uses on these lands are subject to a separate employment conversion request currently being considered as part of the City's Municipal Comprehensive Review.

6.5 Employment Land Use Description

The proposed Employment Area is located throughout much of the community, south of the proposed Urban Boundary Expansion areas and extending to Dickenson Road West. It shall contain a full range of employment uses, including office, industrial, logistics/distribution, and service-related functions. The proposed road network has been designed with an arterial and collector road network consisting of Major Arterial / Spine Road (Garth Street), and Collector Roads, which all for all employment uses to operate with limited conflict from the proposed residential uses.

Please note, the lands identified as employment are located outside the proposed expansion area but have been addressed to demonstrate their function in the design of the community.

6.6 Enhanced Natural Heritage System

The enhanced NHS has been proposed to ensure an ecologically diverse, healthy, and sustainable NHS in an urbanized setting (See Figure 9). It will incorporate the following:

- Provide important opportunities for mitigating potential impacts to natural features and wildlife, as well as habitat creation and enhancement.
- Will feature a mosaic of meadow, thicket, woodland, wetland, and aquatic habitat focused along a wide, linear east-west corridor.
- It will include existing natural features and their VPZs, including meadow marshes, ponds, successional thickets (i.e. parts of the naturalizing orchard), and small woodlots.
- Many of the existing habitats are of generally poor quality and will be enhanced through native tree, shrub, and herbaceous plantings, invasive species management, soil amendments, and debris removal where needed.
- Several habitats or features are also anticipated to be re-aligned or created within the NHS, including:
 - Meadow marsh wetland features to replace any non-PSW wetlands proposed for removal under future development scenarios and in accordance with NPCA and City policies;
 - Realigned HDFs that will form a generally parallel pair of intermittent watercourses;
 - Riparian habitats associated with the realigned HDFs
 - Upland meadows;
 - Small woodlots or hedgerows; and
 - Habitat features supporting the needs of wildlife such as cover objects and brush piles for snakes and small mammals, snags, and bird nesting structures.
- The NHS will provide a naturalized avenue along which plants and wildlife can forage, disperse, and propagate.

- The NHS will connect the small central Core Area (surrounding the pond in the old orchard) with the Core Area (PSW and Significant Woodland) east of the East 'B' Block.
- The NHS corridor will also provide supporting habitat to the Core Areas and offer "stepping stone" features for mobile wildlife.
- Given the poor condition and lack of landscape-level functionality of the Linkages discussed in the Linkage Assessment, opportunities to replicate, reconfigure, and restore the existing linkages within the block-level NHS are likely to result in a net ecological benefit.

The enhanced NHS will also feature the channelization of reaches TTMC2 and TTMC3. These are proposed to be realigned into a common corridor, restored and maintained on the site. This provides an opportunity to replace the existing morphologically-limited channels with a naturalized riffle and pool typology, with cross sectional dimensions closer to that of a naturalized watercourse conveying similar flows. The realignment and naturalization of these two branches provide opportunities for improved riparian conditions and well-developed bankfull channels with morphological variability. Improvement in morphology and function would provide additional benefits to sediment balance, floodplain storage, vegetation communities and terrestrial habitat features, edge impacts and restoration requirements, water balance, fish passage and water quality. The proposed future channel designs will provide an overall improvement over existing conditions.

6.7 Road Network

The overall framework for the development area is defined by the existing arterial road network consisting of Twenty Road West to the north, Dickenson Road West to the south, Glancaster Road to the west, and Upper James Street to the east. Garth Street is classified as a minor arterial road until Rymal Road West and continues as a collector road south to Twenty Road West. As a significant element of the AEGD, an extension of Garth Street (Street "A") is proposed from Twenty Road West to Dickenson Road West and will be classified as a minor arterial road through the community. Garth Street will serve as the central spine of the Upper West side development, as well as for the Village of Glanbrook, connecting the community to the rest of the City. Please note, the proposed extension and adjacent land uses to Garth Street are subject to an ongoing Integrated EA and Draft Plan of Subdivision.

The proposed road hierarchy will consist of the following street types (refer to Fig. 3.2.1):

- Garth Street (Street "A")
 - Minor Arterial/Character/Spine Road
 - 45.72m R.O.W.
 - connects Mixed-Use Area to Employment Area
 - 6 travel lanes
 - 2 on-street bike lanes
 - Bio-swales,
 - urban or grass boulevard condition;
- Collector Roads (Street "B", "C", "E" & Street "F")
 - 33.0m R.O.W. (Street "B" & "C")
 - 26.0m R.O.W (Street "B" and "E")
 - Serves to disperse traffic away from local streets
 - Connects to residential and employments area
 - 4 travel lanes
 - 2 on-street bike lanes
 - 7.5m boulevard
 - sidewalks on both sides;
 - 26.0m R.O.W. (Street "F")
 - Potential connector for BRT to Upper James Street
 - Connects Upper West Side community to major transportation nodes throughout the City (West Harbour Go Station, John C. Munro Hamilton International Airport, etc.)
 - 2 travel lanes
 - 2 on-street bike lanes
 - 7.5m boulevard/ sidewalks on both sides;
- Local Roads (to be established through a future Secondary Plan process)
 - 18.0m R.O.W.
 - neighbourhood social focus
 - 2 travel lanes
 - 4.5m boulevard
 - sidewalks on both sides;
- Laneways (to be established through a future Secondary Plan process)
 - 8.0m R.O.W.
 - 2 travel lanes
 - sidewalks on both sides
 - access to rear or flankage garage parking.

6.8 Community Gateways

Gateway features can help identify the Upper West Side community by placemaking and enhancing the visual quality of the public street. Together with the proposed built form, a gateway can largely define the character of the development from the surrounding context. Two potential gateways have been identified for the Upper West Side community at the following locations:

- Intersection of Garth Street with Twenty Road West; and,
- Intersection of Garth Street with Dickenson Road West.

The northern gateway location at Garth Street and Twenty Road West will reflect the scale and character of the mixed-use corridor, while the southern gateway location, associated with employment lands, will reflect a scale appropriate to the larger built form massing typical of office, institutional, commercial, or light industrial use.

6.9 Stormwater Management

Stormwater management (SWM) facilities have been incorporated to ensure water quality and control functions as well as to maintain the environmental and ecological integrity of the adjacent NHS and to provide a net benefit to the environmental health of the development area, to the extent practical (See Figure 12). End-of-pipe stormwater management facilities (dry pond) are proposed to treat the post development drainage.

The use of open water facilities such as wet ponds and constructed wetlands were not possible in order to comply with Transport Canada restrictions related to airport safety (avoidance of bird strikes). In addition to the end-of-pipe SWM facilities used for quantity control, LID BMP features will be utilized throughout the site in order to satisfy requirements listed in the Stormwater Master Plan and the Eco-Industrial Design Guidelines (EIDG) related to pre-development water balance and water quality. LID BMPs will be designed to match pre-development infiltration, evapotranspiration, and runoff wherever possible. Detailed information related to locations and sizing of LID BMP features will be provided at the detailed design stage.

The proposed SWM pond facilities are located throughout the Upper West Side community and have been situated in relation to existing drainage patterns of the development lands. These facilities shall be designed in accordance to the following:

- Naturalized planting throughout shall consist of whips, multi-stem shrubs, ornamental grasses, and riparian, aquatic, and upland species appropriate for the pond (dry) condition, with an emphasis on native species.
- Should pedestrian access into the pond areas be desirable and appropriate to the surrounding residential or employment land uses, the maintenance/access roads may facilitate these connections.
- Fencing requirements for the ponds will be determined, in part, by the interface condition with the surrounding residential and employment lands, as well as the type of employment use (industrial, office, etc.).
- Utility structures are to be screened from public view with planting and fencing or other built features, as necessary.
- Dense planting should be used to discourage access to sensitive landscape areas or those inappropriate for public use.
- Information signage shall be provided within areas of high visibility.

6.10 Communities Facilities

6.10.1 Parks and Open Space

An interconnected system of parks and open spaces are planned to provide passive and active recreation opportunities within walking distance of all neighbourhoods within the proposed development. The proposed development has been designed to include two (2) Neighbourhood Parks, strategically placed to provide a central focus for individual neighbourhoods as well as service the employment lands (see Figure 16). While these parks are likely to change in shape, size and potential location, some features may include:

- Formal entries, shade structures, seating, and decorative paving;
- Open grass areas with opportunities for unstructured play and flexible programming;
- Multi-use path(s) with direct connections to the street and pedestrian networks;
- Active sports facilities (e.g., tennis courts, basketball courts, etc.);
- Spray pad or hardcourt play;
- Playground facilities (e.g., swings, junior/senior play structures, spring/spinning toys, etc.); and
- Formal planting layout.

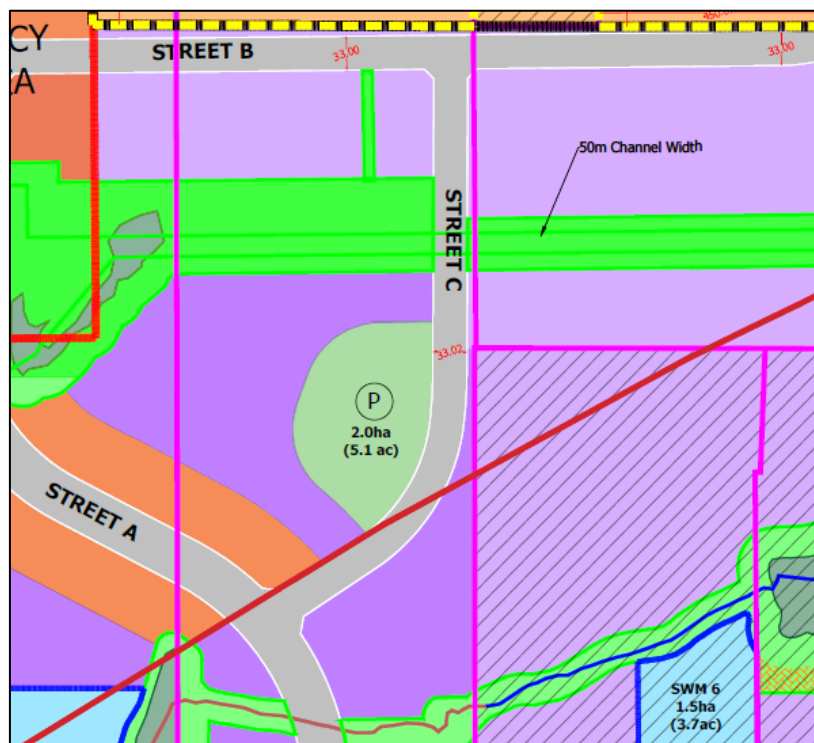
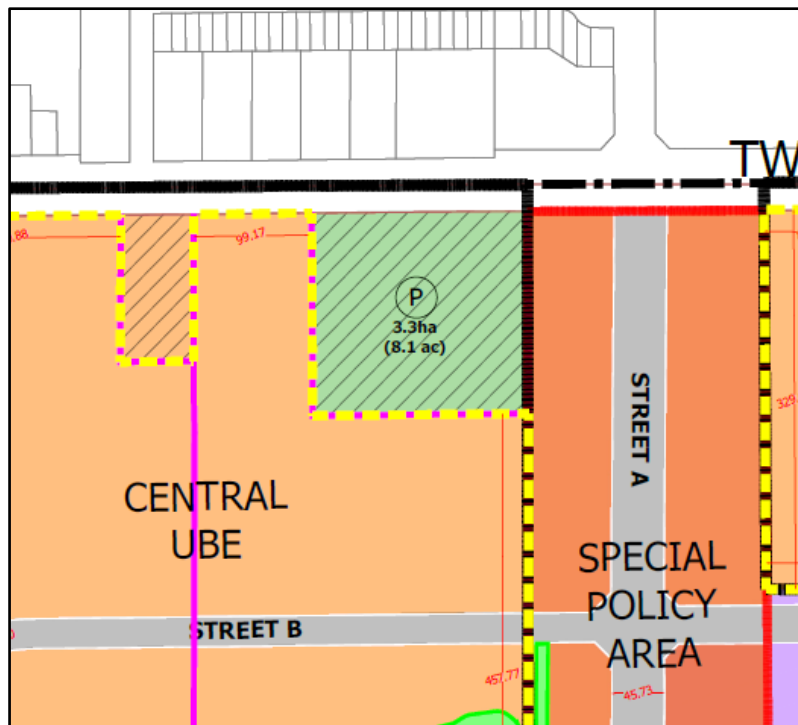
In addition, the proposed development will look for opportunities to incorporate parkettes which could provide for community open spaces that encourage public gatherings, are more passive-use oriented and are largely characterized by an urban form and structure. These open spaces have the flexibility to adapt to, both, traditional residential and more urban, mixed use settings and will function as a supplement to the proposed Neighbourhood Parks, while reinforcing an identifiable focus for smaller grain neighbourhoods.

The proposed development is seeking to achieve the following two neighbourhood parks:

- Park 1 – 3.3 ha, located southwest of Street A (Garth Street) and Twenty Road West.
- Park 2 – 2.0 ha, located northeast of Street A (Garth Street) and Street C.
-

Please note, further detail regarding the design, shape and functions will be addressed at the time of Secondary Plan.

Figure 16: Proposed Neighbourhood Parks



6.10.2 Schools

The subject lands include several properties owned by various school boards. As a result of the proposed residential population as well as the existing number of schools, it is anticipated that multiple schools at the elementary and secondary levels will be required for the subject lands. It will be during the Secondary Plan stage that the preferred locations and sizes are determined, with direction and consultation with the various school boards.

6.10.3 Transit and Active Transportation Infrastructure

The proposed development will be looking to achieve a high level of interconnectivity between transit, cycling, and walking networks. The community has been designed with consideration of facilities which will offer residents and employees the opportunity to conveniently and safely walk or bike to local services, parks, and shops, through sidewalks, on- and off-road bike routes, pedestrian trails, and bus routes for the Hamilton Street Railway Company (HSR). Locations for sidewalks and cycling lanes are proposed along all proposed arterial and collector roads. Sidewalks will be implemented according to City standards for all future local roads. Pedestrian trails are also contemplated for certain locations within the NHS system, particularly for the proposed channel which travels east-west, as this could function as a useful corridor for active transportation, within the interior of the overall development block.

The proposed development will look for ways in which transit stops can be effective, provide convenient locations which allow for frequent usage and which are integrated within the overall transit system so as to promote transit ridership. Locations for transit stops will be determined during the Secondary Plan stages but could be located dispersed amongst the development area including key intersections, such as the following:

- Street A/Twenty Road West
- Street A/Street B
- Street A/Street C
- Street A/Street F
- Street A/Dickenson Road
- Street B/Glancaaster Road
- Street B/Street E
- Street B/Street C
- Street B/Twenty Road West
- Street F/Upper James Street

6.10.4 Recreational Facilities

While further details are to be confirmed as to the type of facilities envisioned for this community in the Parks and Recreation Master Plan, it is contemplated that at or near the locations of the proposed neighbourhood parks and future school sites, opportunities exist for recreational facilities. Determination of these locations will occur at the Secondary Plan stage and can be easily accommodated within the subject lands.

7.0 MUNICIPAL FINANCIAL IMPACT

MGP completed a Financial Impact Analysis in June 2020 to determine the financial impact if the urban boundary expansions were to be permitted and the proposed residential developments were to be constructed. The assessment was conducted based on the following:

- 196 singles/semi's;
- 1,715 townhomes;
- 539 apartments;
- 5,578 persons; and,
- 7,781 jobs.

The assessments determined that based on current development charge rates, the proposed development would result in \$175.5 million dollars in DC revenues for the City and \$10.3 million for school boards and GO Transit. Please note, the actual DC revenues will be higher as development charge rates will be adjusted in the future to account for inflation.

The assessment determined that based on current building permit fees, the proposed development would result in \$15.4 million in building permit revenues for the City. Please note, the actual building permit revenues will be higher as they will be charged in the future, when the fees will likely be higher.

The assessment determined that the development will generate the following on-going revenues for the City:

- \$33.5 million in property taxes;
- \$17.7 million in water and wastewater/storm revenues; and,
- \$4.5 million in non-tax revenues.

The assessment determined that when the estimated 2018 population and employment numbers for Hamilton are applied, the proposed development would result in the following:

- \$17.7 million to the City's annual operating expenditures;
 - Equating to approximately \$1,911 per person and \$859 per employee;
- Annual lifecycle costs to replace the following features:
 - Roads - \$260,000
 - Stormwater Services - \$330,000
 - Sanitary Services - \$1.1 million
 - Water services - \$1.4 million

The assessment determined that the proposed development will generate approximately \$55.7 million in ongoing revenues which is greater than the approximate \$20.7 million in expenditures the City is expected to incur. Based on this, the proposed development will have an annual net fiscal impact of approximately \$35 million.

8.0 PLANNING POLICY

8.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) 2020 came into effect on May 1st, 2020 and is the primary provincial land use document which guides municipal decision making. The PPS provides policy direction on matters of provincial interest related to land use planning and development. In particular, the PPS provides long-term guidance for the development of healthy, livable and safe communities, a clean and healthy environment, and a strong economy. To achieve this, the PPS provides direction for focusing development in existing settlement areas and away from sensitive environments and natural or human-made hazards.

The PPS goes to significant lengths to encourage the permission and facilitation of a range of housing options, needed to respond to current and future needs. The PPS directs that municipalities are to make available sufficient land to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines (Sec. 1.1.2).

The PPS sets out that planning authorities are to identify appropriate locations and opportunities for transit-supportive development, accommodating significant supply and range of housing options through intensification and redevelopment (Sec. 1.1.3.3).

In Section 1.1.3.9, the PPS sets out that municipalities may allow adjustments to settlement area boundaries outside a municipal comprehensive review, so long as:

- a) There would be no net increase in land within the settlement areas;
- b) The adjustment would support the municipality's ability to meet intensification and redevelopment targets established by the municipality;
- c) Prime agricultural areas are addressed (the lands do not comprise of specialty crop areas, alternative locations have been evaluated (no reasonable alternatives have been identified, no reasonable alternatives on lower priority agricultural lands in prime agricultural areas), is in compliance with minimum distance separation formulae and impacts on existing agricultural operation are mitigated); and,
- d) The settlement area to which land would be added is appropriately serviced and there is sufficient reserve infrastructure to service the lands.

The PPS establishes housing as an item of provincial interest, it requires that an appropriate range and mix of housing options and densities be provided by municipalities to meet the requirements of current and future residents. Municipalities are to maintain at all times a minimum 15 years of land to accommodate residential growth through residential intensification and redevelopment. Municipalities are to ensure a minimum 3-year supply of serviced land for residential units (Sec. 1.4.1).

The infrastructure and public service facility policies of the PPS direct that infrastructure should be provided in a coordinated, efficient and cost-effective manner that will meet current and projected needs of the municipalities and will be financially viable over the life-cycle of the facilities (Sec. 1.6.1). Furthermore, municipal servicing is the preferred form of servicing for settlement areas (Sec. 1.6.6.2). Infrastructure includes sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems,

communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.

To ensure the protection of airports, the PPS sets out that new residential development and other sensitive land uses are prohibited in airports above 30 NEF/NEP (Sec. 1.6.9.2).

The proposed development is seeking the expansion of the Urban Boundary, outside of a municipal comprehensive review. The proposed expansion will result in an expansion to lands currently surrounded by the existing urban boundary and which avoids prime agricultural lands. The proposed expansion will provide an opportunity to add lands which can be serviced to the municipalities 3-year supply of serviceable residential land and 15-year supply of land required to accommodate current and forecasted population growth. The servicing for this area has been assessed through the Airport Employment Growth District Secondary Plan and is currently being planned. Analysis on the proposed infrastructure for the expansion lands has determined that it will be financially viable over the life-cycle of the facilities. Finally, the proposed expansion area is looking to achieve residential and sensitive uses outside of the 30 NEF/NEP. The proposed urban boundary expansion is therefore in keeping with the Provincial Policy Statement.

8.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

The Province implemented the *A Place to Grow: Growth Plan for the Greater Golden Horseshoe* (Growth Plan) in May 2019, for the areas within the Greater Golden Horseshoe. These areas are generally bounded by the Region of Niagara, Region of Waterloo, County of Simcoe, County of Peterborough and parts of Lake Ontario and Simcoe Lake. The Growth Plan provides direction on land use and the development of complete communities, a thriving economy, a healthy environment, and social equity. The Growth Plan prioritizes intensification and higher densities and seeks to improve the integration of land use planning with infrastructure and public service facilities.

The Growth Plan identifies that the City of Hamilton is forecasted to grow as per the following distribution of population and employment numbers (Schedule 3, Growth Plan):

| Distribution of Population and Employment for the Greater Golden Horseshoe to 2041 (figures in 000s) | | | | | | |
|--|-------------------|---------------|---------------|-------------------|--------------|--------------|
| | Population | | | Employment | | |
| | 2031 | 2036 | 2041 | 2031 | 2036 | 2041 |
| City of Hamilton | 680 | 730 | 780 | 310 | 330 | 350 |
| GTAH Total* | 9,010 | 9,590 | 10,130 | 4,380 | 4,580 | 4,820 |
| Total GGH* | 11,950 | 12,740 | 13,480 | 5,650 | 5,930 | 6,270 |

* Total may not add up due to rounding.

The Growth Plan establishes policies which encourage municipalities achieve a diverse range and mix of housing options and densities, including second units and affordable housing. To achieve this municipalities are to meet minimum intensification and density targets (Sec. 2.2.6).

In accordance with Schedule 2 of the Growth Plan, the subject lands are identified within or near the Designated Greenfield Area (see Figure 17). This classification is intended to absorb new

development which will be planned, designated and designed to support complete communities, facilitates active transportation and encourages the integration and sustainability of transit services (Sec. 2.2.7.1). The Growth Plan identifies that the Designated Greenfield Area in the City of Hamilton will be planned to achieve a minimum density target of 50 residents and jobs per hectare to the planning horizon of the Growth Plan (2041) (Sec. 2.2.7.2).

The Growth Plan provides policy which allows the expansion of settlement area boundaries in advance of a municipal comprehensive review provided the following is demonstrated (Sec. 2.2.8.5):

- a) The lands that are added will be planned to achieve at least the minimum density target in policy 2.2.7.2 (Hamilton – 50 residents and jobs) or 2.2.5.13 (municipal established density target for employment areas);
- b) The location of any lands added to a settlement area will satisfy the applicable requirements of policy 2.2.8.3
 - a. Sufficient capacity in existing or planned infrastructure
 - b. Infrastructure would be financially viable over the full life cycle
 - c. Expansion is informed by water, wastewater and stormwater master plans
 - d. Proposed expansion, including infrastructure avoids negative impacts on watersheds and water resource systems
 - e. Key hydrologic areas are avoided where possible
 - f. Prime Agricultural areas are avoided
 - g. Expansion area is in compliance with minimum distance separation formulae
 - h. Any adverse impacts to the agri-food network are minimized or mitigated
 - i. Sections 2 and 3 of the PPS are applied;
 - j. Expansion meets requirements of Greenbelt, Oak Ridges Moraine and Niagara Escarpment and other provincial plans
 - k. Subject to criteria if within the Protected Countryside in the Greenbelt Area
- c) The expansion area is not a rural settlement or in the Greenbelt
- d) The settlement area is serviced by municipal water and wastewater systems and there is sufficient reserve infrastructure capacity
- e) The expansions lands will be fully accounted for in the land needs assessment with the next municipal comprehensive review.

The growth plan advises that a settlement area expansion undertaken in accordance with 2.2.8.5 can be no larger than 40 hectares (Sec. 2.2.8.6).

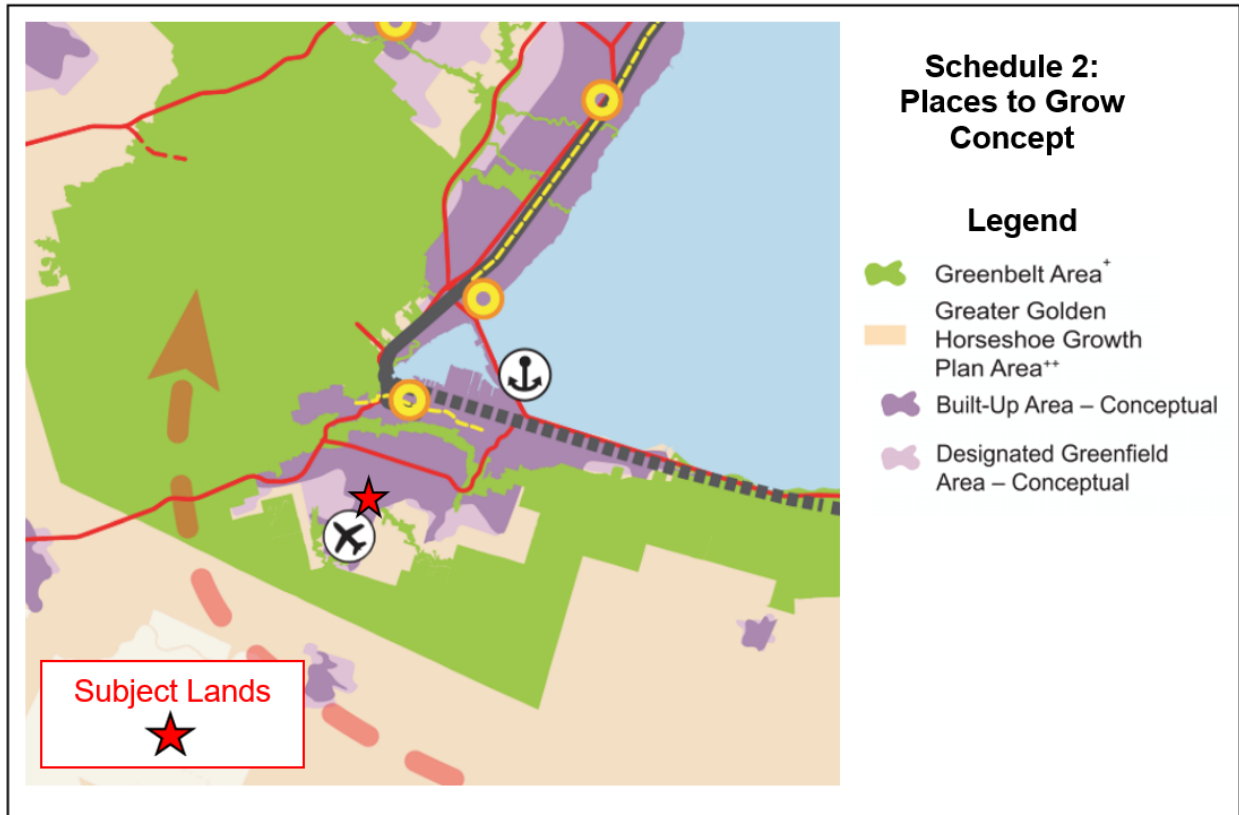
The Growth Plan set outs transportation policies which look to provide connectivity among transportation modes, offers a balance of transportation choices, offer multimodal access to jobs and housing and others (Sec. 3.2.2). As well, municipalities are to encourage public transit usage by increasing the capacity of existing transit systems to strategic growth areas which achieve transit-supportive densities. Active transportation is also to be integrated into transportation planning which ensures safe and comfortable travels for pedestrians and cyclists and continuous linkages between strategic areas.

The Growth Plan advises that municipalities should generate sufficient revenue to recover the full cost of providing and maintaining municipal water and wastewater systems. These systems are to be planned, designed and constructed to optimize existing systems while strategizing energy and water conservation, achieve minimum intensification and density targets, be informed by watershed planning, and others (Sec. 3.2.6.2).

The Growth Plan also includes a Natural Heritage System (NHS) that extends the Greenbelt NHS to all areas encompassed by the Growth Plan. Growth Plan NHS mapping is made up of natural heritage features and areas (core areas) connected by natural corridors (linkages). The Growth Plan NHS was identified so that biological and geological diversity, natural functions, and ecosystems will be maintained. New development will be required to demonstrate that there is no negative impact on key natural heritage features or key hydrologic features, ensures connectivity between key natural heritage features and key hydrologic features located within 240 m, removal of features not identified as key natural heritage features and key hydrologic features is avoided, and that impervious surfaces are minimized to certain percentages of the total developable area (Sec. 4.2.2.3).

The proposed development will assist the City in achieving the forecasted growth to 2031 and 2041 as well as achieve the Provincial goal of achieving housing which has a range of types and forms. It will achieve a proposed density of 71 people and jobs per hectare, which satisfies the targets of the Province and has been designed in a manner which can be serviced by existing water and wastewater infrastructure and can be financially viable over the life-cycle of the infrastructure. In addition, the proposed development has been designed with stormwater management facilities which achieve provincial objectives as well as the objectives set out in the Airport Growth Employment District Secondary Plan. The proposed development has been designed with a transportation network that can connect with existing and future transit routes as well as provide a safe environment for active transportation. An enhanced natural heritage system has been designed which protects key natural heritage features and offers expanded opportunities for linkages between features. The proposed urban boundary expansion is in keeping with the Growth Plan.

Figure 17: Growth Plan - Schedule 2



8.2.1 Growth Plan Amendment #1

On June 16, 2020, the Province released the Proposed Amendment 1 to A Place to Growth: Growth Plan for the Greater Golden Horseshoe. The amendment includes updates to population and employment forecasts, a new horizon year for planning and other policies to increase housing supply. The proposed amendment is currently in the commenting period with commenting to close by July 31, 2020.

The proposed amendment is looking to extend the Growth Plan planning horizon from 2041 to 2051 to allow municipalities to supply sufficient land for growth. Schedule 3 of the Growth Plan is proposed to be amended through by the inclusion of new forecasts for 2051 only. The proposed targets for 2041 are proposed to be maintained.

The proposed amendment is also contemplating the inclusion of growth scenarios which include the Reference Growth Forecast, High Growth Scenario or Low Growth Scenarios. The Reference Growth Forecast is to represent the likeliest growth outlook whereas the high and low scenarios allow for considerations on economic outlook changes.

The proposed scenarios are as follows:

| Reference Forecast | | | | | | |
|--------------------|------------|------------|------------|------------|-----------|-----------|
| | Population | | | Employment | | |
| | 2031 | 2041 | 2051 | 2031 | 2041 | 2051 |
| Hamilton | 680,000 | 780,000 | 820,000 | 310,000 | 350,000 | 360,000 |
| GTHA Total | 9,010,000 | 10,130,000 | 11,170,000 | 4,380,000 | 4,820,000 | 5,360,000 |
| Total GGH | 11,950,000 | 13,480,000 | 14,870,000 | 5,650,000 | 6,270,000 | 7,010,000 |

| Low Scenario | | | | | | |
|--------------|------------|------------|------------|------------|-----------|-----------|
| | Population | | | Employment | | |
| | 2031 | 2041 | 2051 | 2031 | 2041 | 2051 |
| Hamilton | 680,000 | 780,000 | 790,000 | 310,000 | 350,000 | 340,000 |
| GTHA Total | 9,010,000 | 10,130,000 | 10,610,000 | 4,380,000 | 4,820,000 | 5,070,000 |
| Total GGH | 11,950,000 | 13,480,000 | 14,210,000 | 5,650,000 | 6,270,000 | 6,670,000 |

| High Scenario | | | | | | |
|---------------|------------|------------|------------|------------|-----------|-----------|
| | Population | | | Employment | | |
| | 2031 | 2041 | 2051 | 2031 | 2041 | 2051 |
| Hamilton | 680,000 | 780,000 | 850,000 | 310,000 | 350,000 | 370,000 |
| GTHA Total | 9,010,000 | 10,130,000 | 11,650,000 | 4,380,000 | 4,820,000 | 5,610,000 |
| Total GGH | 11,950,000 | 13,480,000 | 15,510,000 | 5,650,000 | 6,270,000 | 7,330,000 |

The proposed development would allow the City an opportunity to achieve the proposed residential and employment targets.

8.3 Urban Hamilton Official Plan

The Urban Hamilton Official Plan (UHOP) came into effect in August 2013 (except for policies, schedules, maps and appendices still under appeal by the OMB). This Official Plan is the planning document for the amalgamated communities of Ancaster, Dundas, Flamborough, Glanbrook, Hamilton and Stoney Creek. It also applies over-arching policy found in documents such as *Vision 2020* and the City's Strategic Plan (2008) to help improve the City.

The Official Plan establishes that the City will grow to 660,000 people and 300,000 jobs by 2031 (please note, this is not reflective of the 2019 Growth Plan or 2041 targets) (Sec. 2.3.1). To achieve these targets in a meaningful manner, the Official Plan includes policies addressing land use and development as well as community management. These are supported by several principles including (Sec. 1.4):

- Compact and healthy urban communities that provide opportunities to live, work, play and learn;
- a strong rural community protected by firm urban boundaries;
- environmental systems – land, air and water – that are protected and enhanced;
- balanced transportation networks that offer choice so people can walk, cycle, take transit, or drive, and recognize the importance of goods movement to our economy;
- a growing, strong, prosperous and diverse economy;
- financial stability; and,
- strategic and wise use of infrastructure services and existing built environment.

The Official plan sets out that greenfield areas are to achieve an overall minimum density of 50 people and jobs per hectare. This is to be measured across the greenfield area, excluding natural heritage features. The greenfield area density target for employment areas is 37 persons and jobs per hectare. On non-employment lands, densities are to achieve a minimum 70 persons and jobs per hectare to meet the overall density target (Chapter A, Sec. 2.3.3.3).

The proposed development has been designed to achieve a density of 71 persons and jobs per hectare. The breakdown has been provided in the sections above.

8.3.1 Urban Boundary Expansions

The Official Plan provides direction on policies concerning Urban Boundary Expansions. Please note, these policies are currently under appeal however have been incorporated for reference purposes.

The Official plan advises that lands to be included as part of an urban boundary expansion are to be determined as part of a municipally initiated comprehensive review (MCR) and that no urban boundary expansion shall occur until an MCR is completed. The MCR shall be completed with background studies and consultation processes which ultimately set out future land uses, land supply and infrastructure requirements as well as the following (Chapter B, Sec. 2.2.3):

- a) Comprehensive review and land budget analysis
- b) Subwatershed plan to address stormwater and natural heritage impacts
- c) EIS
- d) Ensure that lands in prime agricultural areas, do not comprise of specialty crop areas and that no reasonable alternatives exist outside prime agricultural areas
- e) Impacts from new or expanding urban areas on agricultural operations are mitigated

- f) Completion of a financing policy
- g) Completion of other studies and policies

Although these policies are currently under appeal, with the introduction of the Growth Plan policies which now allow urban boundary expansions to occur outside of an MCR, the proposed development satisfies these requirements as per the following:

- a) *A comprehensive land review and budget has been completed by MGP which determined the land need for residential and employment lands. MGP identified that the total new greenfield land required to accommodate growth to 2041 is approximately 1,210 hectares. MGP also identified that there is an oversupply of employment land of approximately 245 hectares to 2041. Finally, MGP determined that up to 1,710 ha of settlement area expansion would be required to meet the growth targets to 2041. Please note, the MGP analysis does not take into consideration the land needs for the planning horizon of 2051.*
- b) *A subwatershed study has been completed for the area through the Airport Employment Secondary Plan. This information, in addition to the technical studies completed by the consultant team in support of the proposed development, demonstrate that the natural heritage impacts are mitigated through appropriate stormwater infrastructure and an enhanced natural heritage system.*
- c) *An Environmental Impact Study has been completed and summarized in the sections below.*
- d) *The subject lands do not contain prime agricultural lands.*
- e) *An Agricultural Impact Assessment has been completed which demonstrates that as the proposed expansion lands are already surrounded by Urban Boundary, that all impacts which may arise from the expansion on agricultural operations area mitigated. In response to the sub-criteria, the following is provided:*
 - a. *The designation of the lands are proposed to be residential. The proposed development has been designed to be compatible with surrounding uses including the AEGD.*
 - b. *An Integrated EA is currently being prepared to address servicing and the proposed road network.*
 - c. *The proposed development has been prepared with a phasing strategy which is in keeping with the City's master plans.*
 - d. *The development will not interfere with the City's ability of achieving the residential intensification target or greenfield density targets as the City requires a significant amount of residential growth to accommodate both the current horizon of 2041 and the proposed horizon of 2051.*
 - e. *A financial impact assessment has been completed and demonstrates the viability of the proposed expansion.*
 - f. *A plethora of technical and background studies have been completed to demonstrate the appropriateness as being a sustainable transit oriented urban community.*
 - g. *The expansion will utilize lands which can be development before the 20 year time horizon.*

8.3.2 Urban Housing

The Official Plan provides direction on the importance of creating a variety of housing types and forms and densities to meet the social health and wellbeing of all residents. This includes

providing complete communities, increasing affordable housing stock, maintaining a balance of rental and ownership housing and increasing the mix of housing forms (Chapter B, Sec. 3.2.1).

The Official Plan includes housing targets for ownership and rental, based on future population growth forecasts. Currently, the City has a shortage of affordable rental housing which is to be addressed through 1,265 new annual rent supplement/housing allowance over a ten year period.

The proposed development will be looking to achieve both affordable housing and rental housing opportunities within the community. Discussions have already occurred with organizations such as the YMCA and Hamilton Housing.

8.3.3 Urban Design

The Official Plan maintains the importance of a strong, physical form for the urban areas of the City. To ensure that new development supports this objective, several urban design goals have been identified (Sec. 3.3.1):

- Enhance the sense of community pride and identification by creating and maintaining unique places.

The proposed development has been prepared with an appreciation of the existing character and development patterns of the existing residential community to the north of Twenty Road West and along the boundary roads. In addition, the proposed development will incorporate design principles which are reflective of the adjacent AEGD and John C. Munroe Airport.

- Provide and create quality spaces in all public and private development.
- Create pedestrian oriented places that are safe, accessible, connected and easy to navigate for people of all abilities.
- Create communities that are transit supportive and promote active transportation.

The proposed development has been designed to produce a quality public environment. This has been achieved by integrating a natural heritage system in a manner which acts both to protect environmental features as well as encourages active transportation modes. The road network has also been designed to support the public environment by encouraging active transportation and by providing for a safe pedestrian experience through the use of different views. The proposed road network can also be supportive of rapid transit opportunities, particularly the proposed Street F, which could allow for direct connection and support stations for the Upper James BRT.

Public spaces and parks have been developed in accordance with Official plan policies. Two neighbourhood parks have been proposed for lands located adjacent to the subject lands but will service both the proposed residential as well as employment areas.

- Ensure that new development is compatible with and enhances the character of the existing environment and locale.
- Create places that are adaptable and flexible to accommodate future demographic and environmental changes.

The proposed development is considerate of the existing residential neighbourhoods, through a design that respects the sensitive nature of residential communities. This is achieved through the expansion as the proposed residential uses will function as a land use buffer to the future employment uses which produce sounds, smells or sights.

- Promote development and spaces that respect natural processes and features and contribute to environmental sustainability.
- Promote intensification and makes appropriate and innovative use of buildings and sites and is compatible in form and function to the character of existing communities and neighbourhoods.
- Encourage innovative community design and technologies.

The proposed development has been designed with an enhanced natural heritage system which creates improve conditions for flora and fauna including increasing the size of some natural heritage features, implementing vegetation protection zones and creating more formal linkages. The proposed development is to be created as a new development but will be designed to avoid conflict with the future employment and airport. The proposed development is also looking to incorporate new sustainable technologies and designs. As part of the future Secondary Plan process, the Sustainable Developments Guidelines are to be incorporated within the applicable policy.

The Official Plan provides general design principles and direction for new development within the Urban Area. Particularly, new development shall respect existing characters, development patterns, be consistent with the surrounding environment, recognizing cultural history, respecting built heritage, conserving natural heritage, demonstrating sensitive of community identity, contribute to the character of the community, respect sites, views and vistas and incorporate public area (Chapter B, Sec. 3.3.2.3).

Although most of this will be achieved at the Secondary Plan stage, the proposed expansion has been designed to be consistent with the existing residential community to the north and the planned employment to the south. The subject lands are believed to be opportunities to act as land use buffers which prevent conflicts between the existing and planned areas. To achieve this, the proposed development will be developed in a way which increases density minimally in a manner which recognizes the built form of the community. In addition, the proposed garth street extension has been designed to improve views towards the airport and at several locations act as gateways into and out of the overall block. The proposed development has been prepared in a manner which enhances the surrounding natural heritage system as well as acknowledges the built heritage. In addition, the implementation of comprehensive cost sharing policies will facilitate enhanced civic design above and beyond which could be normally afforded by traditional development financing regimes.

8.3.4 Natural Heritage System

General NHS Policies for urban areas are provided in Section C.2.2 of the UHOP. As the proposed expansion subject sites are currently in areas regulated by the RHOP, the NHS outlined in the UHOP does not include the subject sites.

In accordance with Schedule B of the UHOP, the proposed expansion areas are not identified with Core Areas but rather, linkages and Key Hydrologic Features (See Figure 18). As per Section C.2.2.2 of the UHOP, minor refinements to boundaries of Core Areas and Linkages may

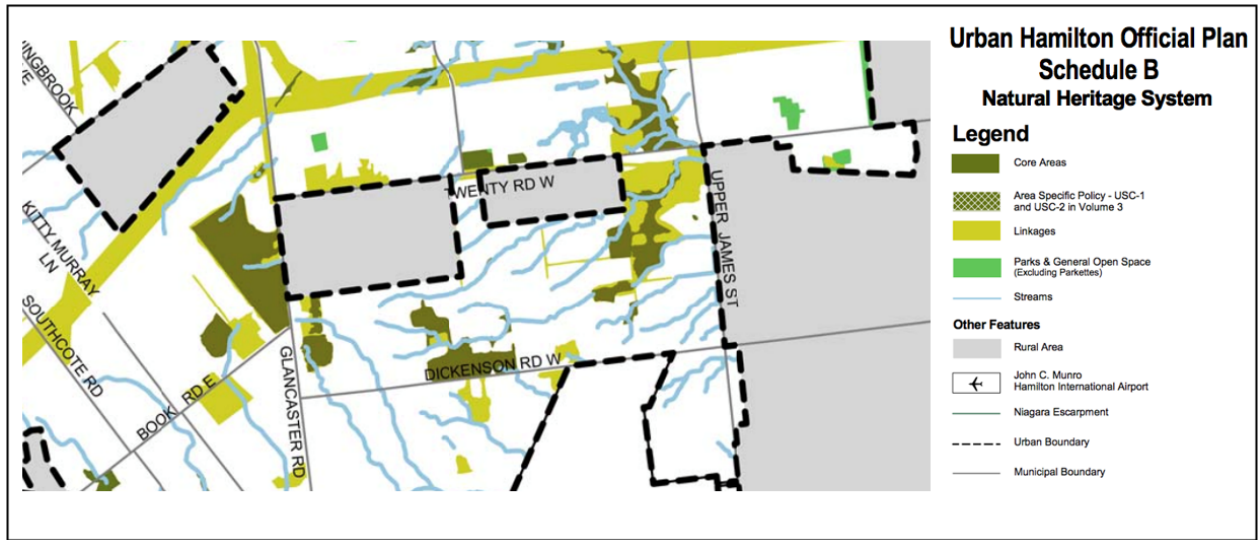
occur through the completion of an EIS, watershed studies or other appropriate studies accepted by the city. Additionally, Section C.2.2.8 of the UHOP states that all natural features require VPZs. VPZ policies are outlined in Section C.2.5.9 to C.2.5.13.

Section C.2.3 includes polices for the preservation and enhancement of Core Areas in the NHS and states that the goal of these policies is to ensure that any development in or adjacent to Core Areas will not negatively impact their natural features or ecological functions. Under Section 2.3.3, encroachment and vegetation removal in Core Areas is not permitted.

Section 2.5 provides direction on Core Areas outside of the Greenbelt Plan Area. It directs that no new development or alterations shall be permitted in fish habitats. Additionally, new developments or alterations are not permitted in Significant Woodlands, Significant Valleylands and SWH or in lands adjacent to natural heritage features unless it can be demonstrated, through applicable studies, that no negative impacts on natural features or their ecological functions will occur.

The proposed development has been designed to work with all identified natural heritage features and is looking to incorporate an enhance natural heritage system within the overall block. Core areas, provincially significant wetlands and provincially significant woodlands have all be respected and no development is proposed to occur in these areas. Further details concerning the natural heritage system can be found within the submitted Environmental Impact Study.

Figure 18: UHOP, Schedule B – Natural Heritage System



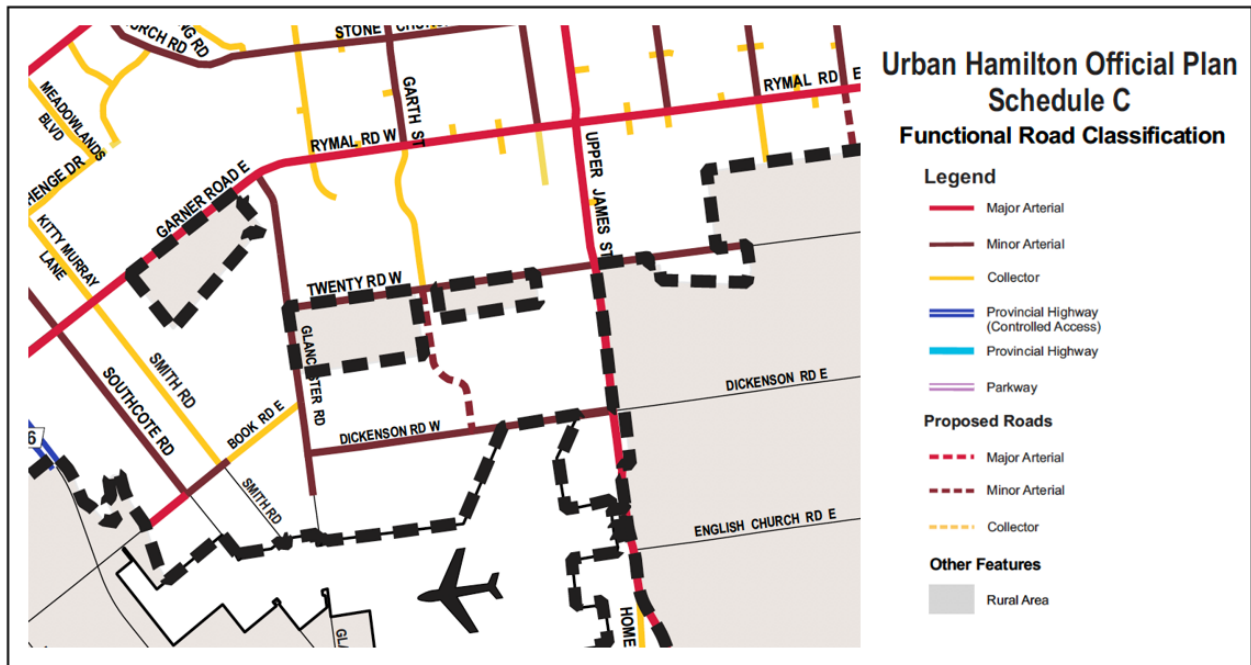
8.3.5 Transportation Network

The Official Plan identifies that the City contains numerous transportation modes which form an integrated network. As well, facilities are to be developed which support the use of cycling as a significant mode of transportation including a system of on-street and off-street cycling facilities and secure and weather-protected bicycle parking facilities. The Official Plan identifies that residential areas are to be served by transit which is accessible, and which ensures that places are in close proximity to transit stops. As well, a system of sidewalks will be developed within the right-of-way, pedestrian trails and/or multi-use trails to encourage active transportation.

Although the subject lands are located outside the AEGD, the Secondary Plan sets a road network which consists of collector and arterial roads (see Figure 19). The AEGD identifies Twenty Road West and Dickenson Road as Major Arterial Roads. Major Arterial Roads are intended to accommodate a right-of-way width of 44 metres or 44.5 metres (Sec.8.10.12). The road system also identifies that the proposed Garth Street extension will be a Major Arterial Road. In section 8.10.1 of the AEGD Secondary Plan, further detail is provided in regard to the road network of Garth Street. This extension should not only act as an extension to the airport but should include public roads, pedestrian/ bicycle pathways, and future transit routes.

City Staff have directed that the proposed Garth Street extension will possess a 45m ROW. The proposed community has been developed to accommodate this ROW as well as daylight triangles located at intersections. A Transportation Study has been conducted to support the proposed urban boundary expansions. Further analysis will be undertaken through future work and through the Integrated EA to assess performance and capacity. Please note, that the ongoing Integrated EA will assess several configurations to determine the appropriate networks which enables the efficient movement of people, traffic and goods.

Figure 19: AEGD Transportation Network, Schedule C



8.3.6 Airport

The Official Plan looks to protect the John C. Munro Airport as one of the City’s major economic nodes. As such, the Official Plan implements Noise Exposure Forecast (NEF) Contours to reduce conflicts between the airport and surrounding land uses. The Official Plan sets out that residential or sensitive use developments must comply with the following table:

Table 4: Requirements for Development in the Vicinity of John C. Munro Airport (Table C.4.8.1)

| | Locational Criteria | Requirements |
|---|---|--|
| 1 | 35 NEF and greater and/or within the Airport Influence Area | <ul style="list-style-type: none"> a) All new development of residential and other sensitive land uses, including infill development and redevelopment, shall be prohibited. b) New land uses which may cause a potential aviation hazard shall be prohibited. |
| 2 | 28 NEF and greater, but less than 35 NEF | <ul style="list-style-type: none"> a) All new development of residential and other sensitive land uses, including infill development and redevelopment, shall be prohibited. b) New land uses which may cause a potential aviation hazard shall be prohibited. c) All development application prior to approval of this plan may proceed. |
| 3 | 25 NEF and greater, but less than 28 NEF | <ul style="list-style-type: none"> a) All development and redevelopment proposals for residential and other sensitive land uses, including infill development and redevelopment, shall be required to submit a detailed noise study, employ noise mitigation measures and include appropriate warning clauses on accordance with Section B.3.6.3 – Noise, Vibration and Other Emissions, and Policy C.4.8.6. b) New land uses which may cause a potential aviation hazard shall be prohibited. |

The proposed development is supported by past acoustical investigations and considerations, undertaken to assess the impact of the airport noise. The analysis determined that sensitive land uses could be developed according to the 2025 NEF 30 contours. As per Section 1.6.9.2 of the Rural Official Plan, infilling and other sensitive land uses may be permitted in areas above 30 NEF only if it has been demonstrated that there will be no negative impacts on the long-term functioning of the airport.

The PPS, in Section 1.6.9.2 identifies that airports shall be protected from incompatible land uses and development by prohibiting new residential development and other sensitive land uses in areas near airports above NEF-30. Section 1.6.9.2 allows infilling of residential and other sensitive land uses in areas above 30 NEF only if it has been demonstrated that there will be no negative impacts on the long-term functioning of the airport.

8.3.7 Neighbourhoods

In accordance with Schedule C of the UHOP, neighbourhoods are located in the existing, stable residential community of Hamilton (See Figure 20). The Official Plan sets out that neighbourhoods are to be the locations of where majority of Hamiltonians live, learn, shop,

socialize and play. Neighbourhoods are to be complete communities and contain a mix of low, medium and high-rise residential forms. These areas are to consist of residential uses as well as complementary facilities intended to service the residents including parks, schools, trails, small retail stores, offices, restaurants and others. Neighbourhoods are to have a unique scale and character which is compatible with existing characters. Development in these areas are to be reviewed in consideration of the local context (Chapter E, Section 2.6.7).

8.3.7.1. Neighbourhood Designations

The proposed development will look to achieve a mixture of low, medium and high density designations (See Figure 21). Further details on the locations, size and function of the designations will be developed through the completion of a secondary plan, however the following policies will be incorporate within the proposed community:

Table 5: Low, Medium and High-Density Designation provisions

| Designation | Policy |
|--------------------------------------|--|
| Low Density (Sec. 3.4) | <ul style="list-style-type: none"> • Characterized by lower profile, grade-oriented built forms; • Forms include single-detached, semi-detached, duplex, triplex and street townhouse; • Density shall be 60 units per hectare; • Direct access from arterial roads shall be discouraged; • Lot widths and sizes are to be compatible with streetscape character; |
| Medium Density (Sec. 3.5) | <ul style="list-style-type: none"> • Characterized by multiple dwelling forms in proximity to arterials roads; • Forms include multiple dwellings, except townhouses (except in select areas); • Local commercial may be permitted on the ground floor; • Located within safe and convenient walking distance of community facilities; • Density shall be greater than 60 units per hectare and not greater than 100 units per hectare; • Maximum height shall be six storeys; • Shall have direct access to collector or arterials roads; • Development shall respect abutting neighbourhood lands designation; |
| High Density (Sec. 3.6) | <ul style="list-style-type: none"> • Characterized by multiple dwelling on the periphery of neighbourhoods in proximity to arterial roads; • Forms permitted including multiple dwellings, except townhouses; • Local commercial may be permitted on the ground floor of buildings; • Uses are to be located within safe walking distance of community facilities; • It is desirable to have high density residential in close proximity to the Downtown Urban Growth Centre, nodes or designated employment areas; |

| | |
|--|--|
| | <ul style="list-style-type: none">• Densities (in areas outside of Central Hamilton) are to be greater than 100 units per hectare and not greater than 200 units per hectare;• Increases in density may be warranted for smaller sites on fronting onto arterial roads;• Shall have direct access to collector or arterials roads;• Development shall respect abutting neighbourhood lands designation; |
|--|--|

The proposed development has been designed to accommodate a mixture of housing forms, all of which are identified within the low and medium density designations. Due to the proximity to the airport, the proposed development will be designed to the maximum height restrictions as set out by the John C. Munroe Airport Zoning Regulations Map.

8.3.7.2. Residential Greenfield Design

The Official Plan provides direction on the design of new greenfield community. Characteristics of these communities include the following (Chapter E, Sec. 3.7):

- Unique and cohesive where all features contribute to the character;
- Are to include a focal point with all features to contribute to the creation of the focal points;
- Reduced road right-of-way;
- Reduced boulevard widths;
- Use of public lanes and on-street parking;
- Reliance on common open spaces area;
- Consideration for the location of underground infrastructure;
- Minimize changes to existing topography;
- Preserve existing trees and natural features; and,
- Maintain views and vistas.

The proposed development will seek to incorporate the design standards as set out in the Official Plan for new greenfield development while also respecting the standards of the low, medium, and high density designations. Details concerning the specific locations, functions, and characteristics will be established through the creation of a Secondary Plan.

Figure 20: UHOP Schedule C – Urban Structure

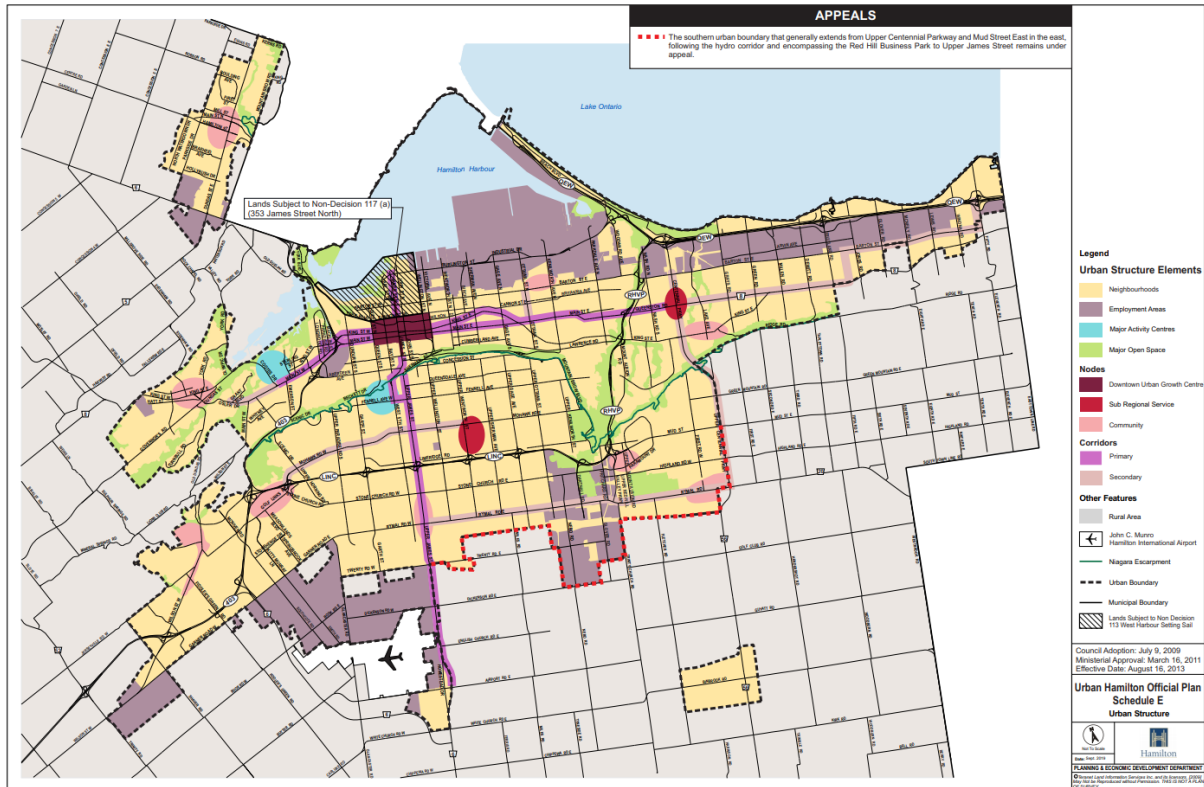
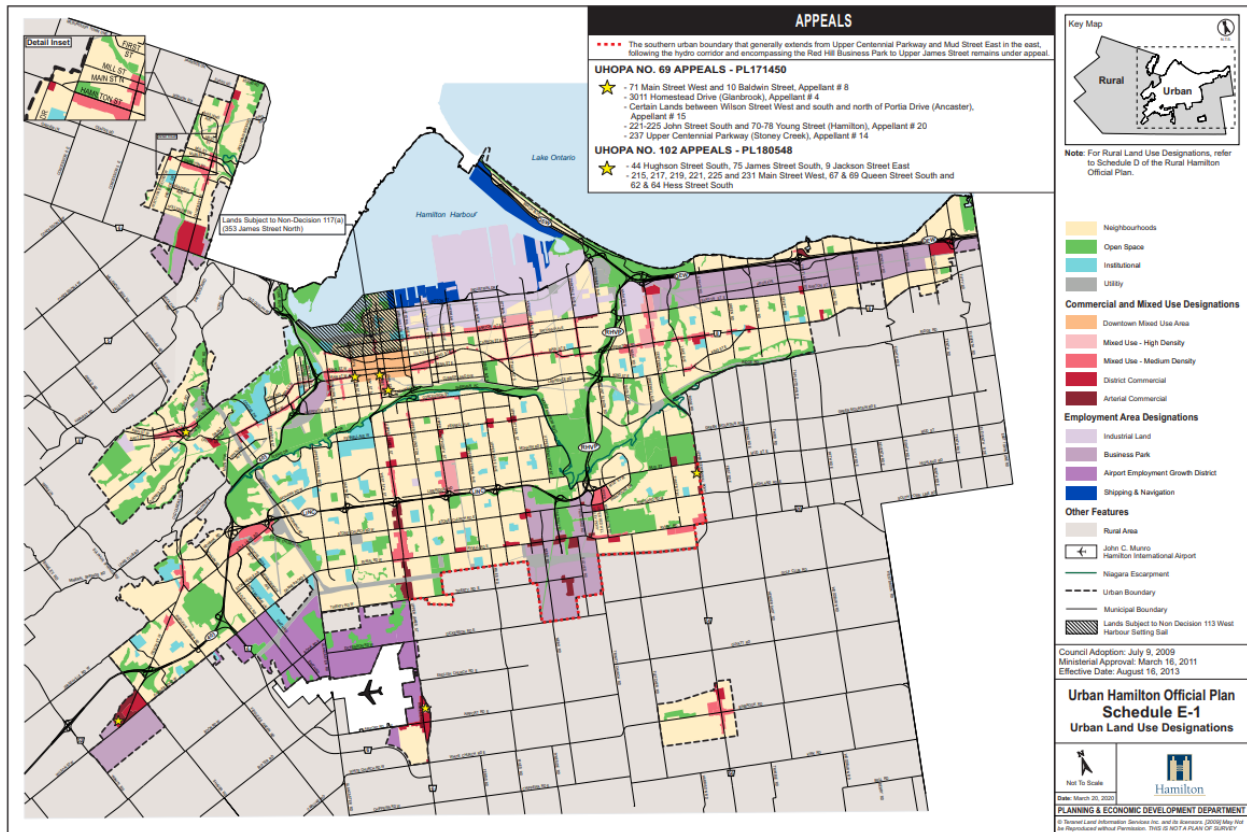


Figure 21: UHOP Schedule E-1 – Urban Land Use Designations

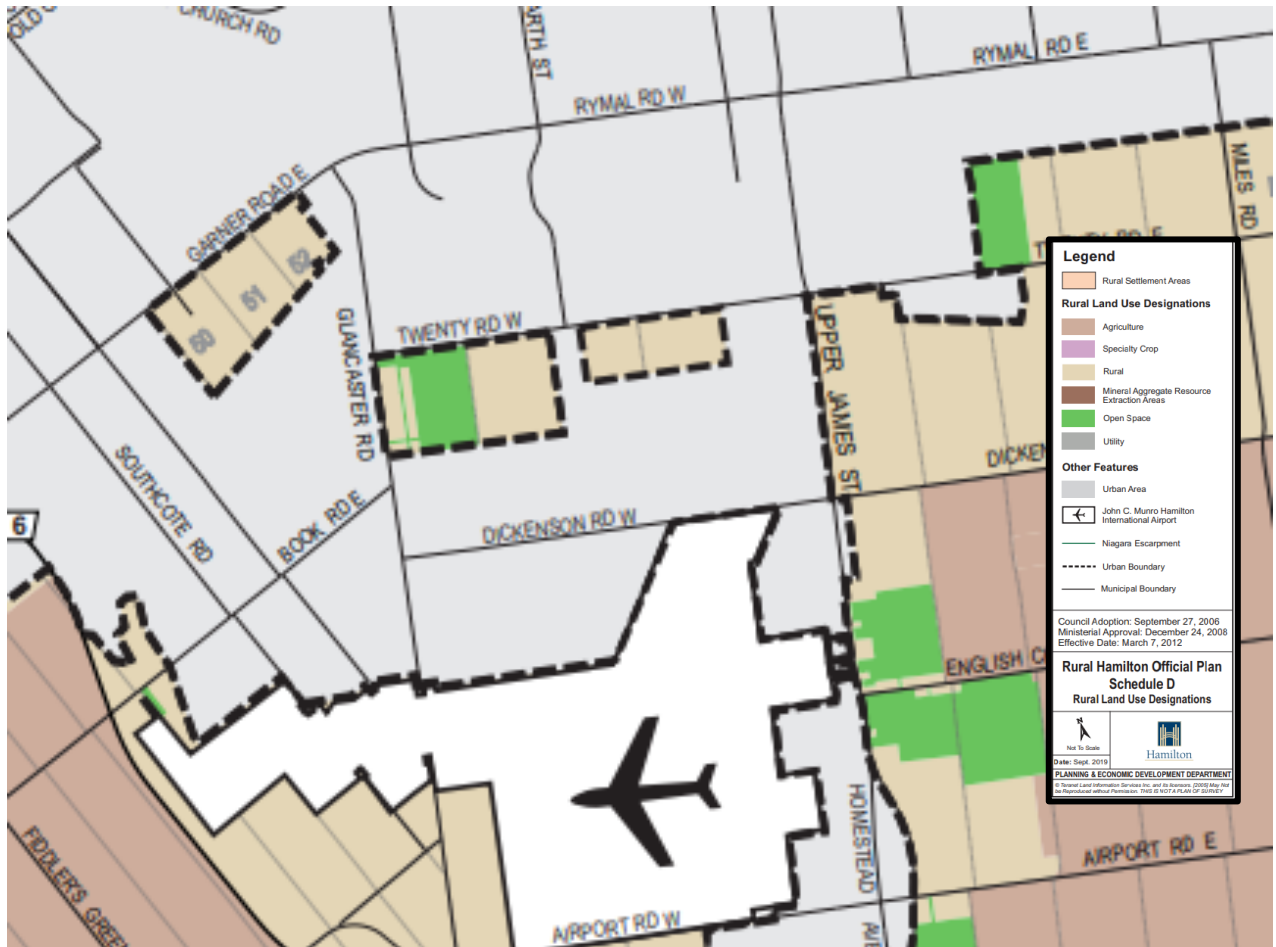


8.4 Rural Hamilton Official Plan

Although the proposed development is looking to expand the urban boundary, the subject lands are currently subject to the Rural Hamilton Official Plan (RHOP). The subject lands are currently designated Open Space and Rural (See Figure 22). These designations permit the following:

| Designation | Policies |
|---------------------------|--|
| Rural (D.4.0) | <ul style="list-style-type: none"> • Permitted uses are limited to those permitted in the agricultural designation, other resource-based rural uses and institutional uses service the rural community; • Resource-based Commercial and Resource-Based Industrial uses are permitted provided the use is directly related to close proximity rural resource, and shall include kennels, commercial tree farms, retail greenhouses, nurseries, cement/concrete production, commercial water-taking and sawmills. As well, the use shall not adversely impact surrounding agricultural uses and shall demonstrate said impact; • That development be compatible with surrounding land uses and that a ZBA and SPA be required to permit development. |
| Open Space (C.3.3) | <ul style="list-style-type: none"> • Are public or private areas where the predominant use of or function of the lands is for recreational activities, conservation management and other open spaces. • Permitted uses include: <ul style="list-style-type: none"> ○ Parks (both active and passive); <ul style="list-style-type: none"> ▪ Resource-based recreational and tourism; ○ Recreational/community centres; ○ Pedestrian Pathways; ○ Trails; ○ Bikeways; ○ Walkways; ○ Seasonal campgrounds; ○ Marinas; ○ Woodlots; ○ Forestry and wildlife management areas; ○ Fishing research; ○ Hazard lands; ○ Cemeteries; ○ Ancillary commercial may be permitted but to be food concessions, recreational equipment rentals and water oriented recreational uses which are complimentary, and; ○ One ancillary residential dwelling may be permitted. • Lands to be further refined in Secondary Plans |

Figure 22: RHOP Schedule D – Land Use Designations



8.5 Natural Heritage

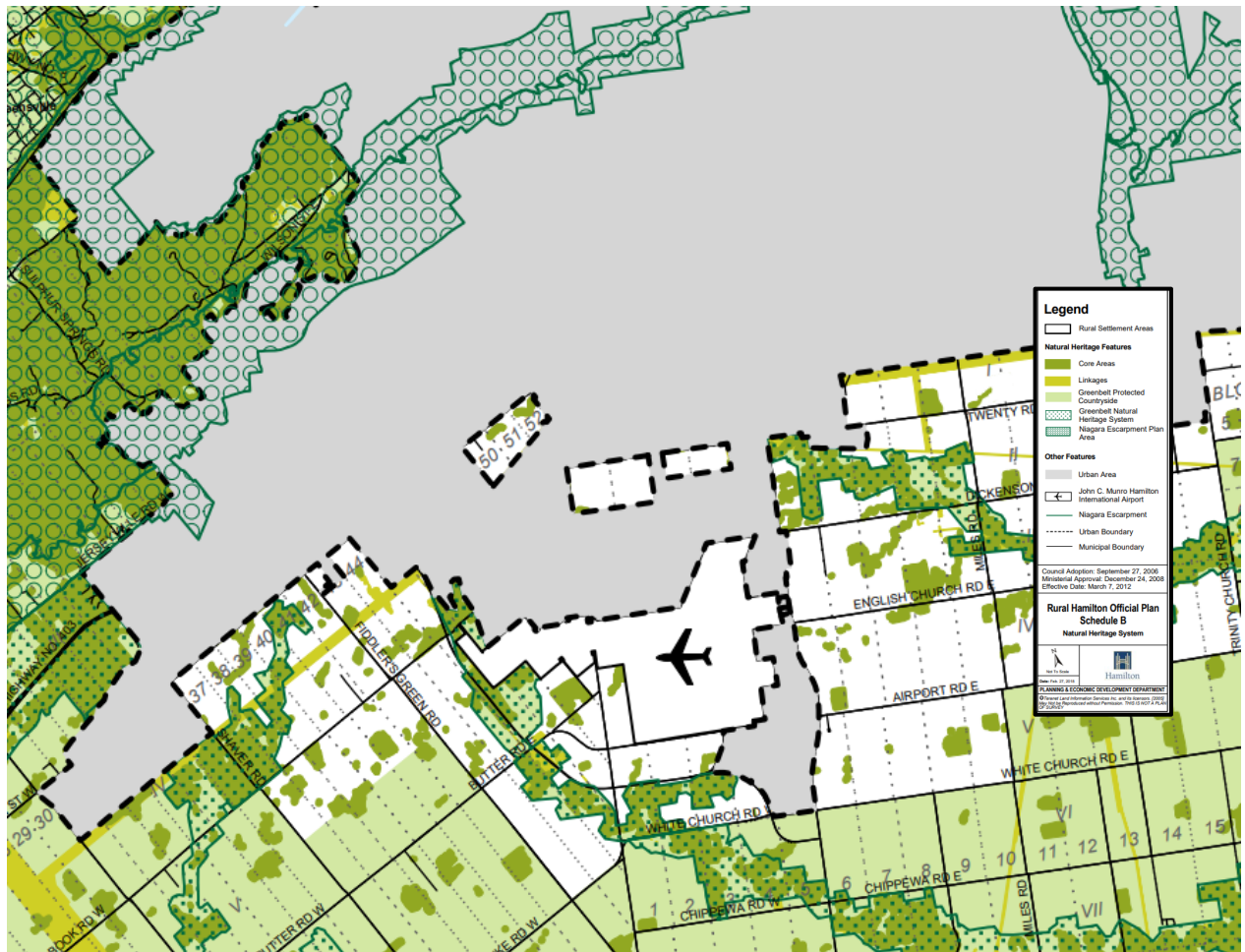
The City of Hamilton's Rural and Urban Official Plans (UHOP and RHOP, respectively) outline policies for natural heritage features. As the proposed expansion is to include the subject lands within the urban boundary, policies provided in the RHOP are examined through the following.

NHS Policies for the rural areas are identified in Section C.2.0 of the RHOP and the NHS is illustrated on Schedule B. As per Schedule B, Core Areas of the NHS are not present in the subject sites; however, linkages and Key Hydrologic Features (Streams) are present (See Figure 23). As per Section C.2.2.3, minor refinements to boundaries of Core Areas and Linkages may occur through the completion of an EIS, watershed studies or other appropriate studies accepted by the city.

Section C.2.5 provides policies relating to the preservation and enhancement of Core Areas outside of the Greenbelt Plan Area, and states that the goal of these policies is to ensure that any development in or adjacent to Core Areas will not negatively impact their natural features or ecological functions. As it relates to the subject sites, no new development or alterations shall be permitted in fish habitats. Additionally, new developments or alterations are not permitted in PSWs, Significant Woodlands, Significant Valleylands and Significant Wildlife Habitat (SWH) or in lands adjacent to natural heritage features unless it can be demonstrated, through applicable studies, that no negative impacts on natural features or their ecological functions will occur. VPZs are outlined in Section C.2.5 as well. Information on aquatic habitat in the subject sites is provided in the Existing Conditions section and VPZs are discussed in the Mitigation section of this report. As per section 2.2.10, an EIS must be completed in accordance with Section F.3.2.1 of the RHOP.

Linkages are defined as natural areas on the landscape that connect Core Areas. Where new development or site alteration is proposed a Linkage Assessment must be completed. When an EIS is already being prepared the Linkage Assessment can be included as part of the EIS. Section F.3.2.2 of the RHOP provides a list of information that must be included in the Linkage Assessment.

Figure 23: RHOP, Schedule B – Natural Heritage



8.6 City of Hamilton Zoning By-law 05-200

Zoning By-law No. 05-200 (consolidated as of March 2017) has been developed as the primary zoning by-law for all areas of City. It represents the consolidation of all zoning by-laws existing prior to and following the amalgamation of the City of Hamilton. In the Zoning by-law, the subject lands are zoned as follows (see Figure 24):

- East UBE Area
 - A2 – Rural Zone
- Central UBE Area
 - A2 – Rural Zone
- West UBE Area
 - P4 – Open Space 4

8.6.1 Development Standards

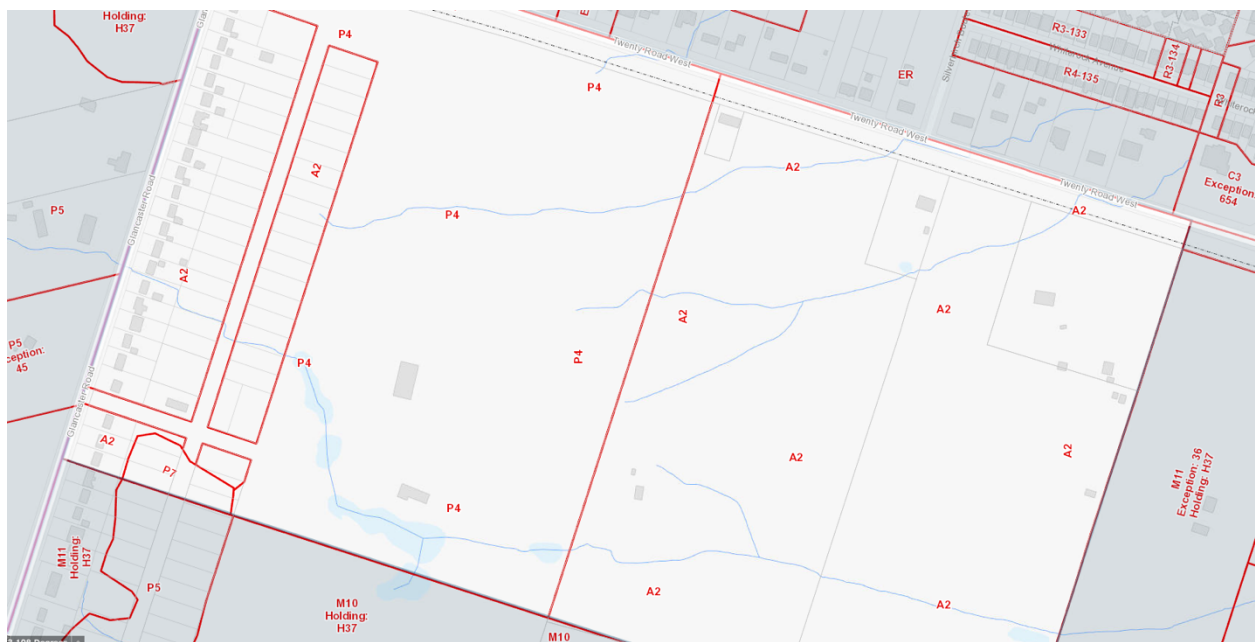
| Development Standard | Zones | |
|--|---|--|
| | P4 – Open Space Zone | A2 – Rural Zone |
| Permitted Uses | <ul style="list-style-type: none"> • Botanical Gardens • Cemetery • Community Garden • Conservation • Golf Course (excluding mini-golf) • Nature Centres • Marina • Recreation • Seasonal Campground • Urban Farm | <ul style="list-style-type: none"> • Abattoir • Agriculture • Agricultural Processing Establishment - Stand Alone • Agricultural Storage Establishment • Farm Product Supply Dealer • Kennel • Livestock Assembly Point • Residential Care Facility • Secondary Uses to Agriculture • Single Detached Dwelling • Veterinary Service – Farm Animal |
| Minimum Side Yard and Rear Yard | 7.5m | Subject to specific use. |
| Maximum Building Height | 11 m | Subject to specific use. |
| Parking | In accordance with By-law requirements | In accordance with By-law requirements |

As the proposed expansion is seeking to amend Official Plan policies, no further discussion is necessary. Please note, following the completion of a Secondary Plan for the subject lands, Draft Plans of Subdivision and Zoning By-law Amendments will be submitted to establish the land use and blocks in greater detail.

Figure 24: City of Hamilton Zoning By-law 05-200 – East UBE Area



Figure 25: City of Hamilton Zoning By-law 05-200 – Central and West UBE Areas



8.7 Niagara Peninsula Conservation Authority

The Niagara Peninsula Conservation Authority (NPCA) was established under the Conservation Authorities Act and regulates the environmental impacts of human activities and human growth on the Niagara Peninsula Watershed. As shown in Figure 16 the Niagara Peninsula Conservation Authority (NPCA) is the governing body for the subject lands.

To protect natural heritage features, the NPCA has established setbacks and buffers. As per the *Policies, Procedures and Guidelines for the Administration of Ontario Regulation 155/06 and Land Use Planning Policy Document (2011)*, the development guideless and measures have been summarized in the following table:

Table 6: NPCA Development Guidelines

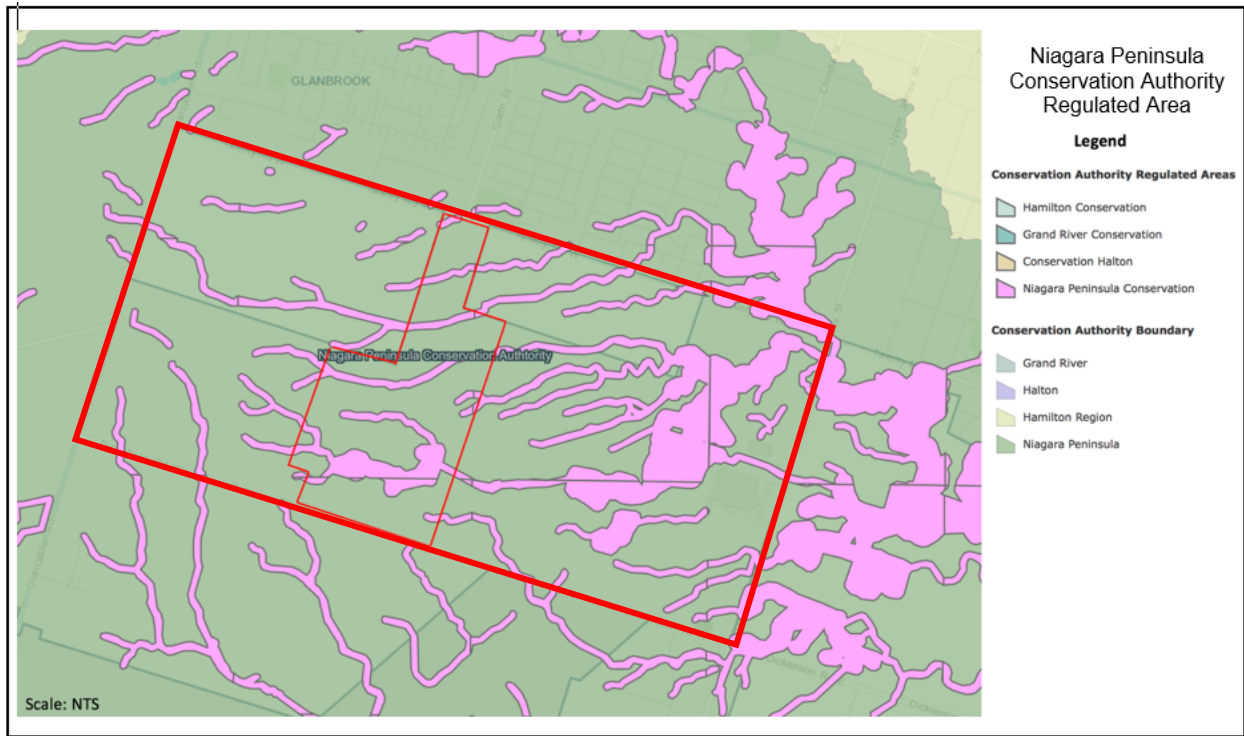
| Indicated Area Type | Setback Information |
|---|--|
| 3.2 Lands adjacent to Watercourses, Valleylands, hazardous Lands, Wetlands and Shorelines | <p>Except where allowed under Policies 3.4 - 3.28 inclusive, development is prohibited:</p> <p>(a) within 15 metres of the stable top of bank of a valley system where a valley is apparent;</p> <p>(b) within the limit of the regulatory floodplain</p> <p>(c) within 120 metres of a Provincially Significant Wetland and all wetlands greater than or equal to 2 hectares in size;</p> <p>(d) within 30 metres of wetlands less than 2 hectares in size;</p> <p>(e) within the furthest landward extent of the aggregate of the flooding, erosion and dynamic beach hazards along the Lake Ontario and Lake Erie shorelines;</p> <p>(f) within hazardous lands.</p> |
| 3.2.4 Wetlands: 3.2.4.1 d. Development between 30m and 120m of a Wetland | <ul style="list-style-type: none"> i. A single family residential dwelling; ii. Swimming pools, decks, accessory structures to a single family residential dwelling; iii. Minor additions to existing residential buildings/structures provided the addition is located no closer than 30 m from a wetland. iv. Residential septic systems with the provision that a qualified professional(s) conducts percolation tests and soil description, a site inspection, a licensed septic system installer installs the system, and a mound system or a raised filter bed is utilized. The system must be located as far from the wetland as possible; v. Existing septic systems may be replaced provided the new septic system does not encroach any closer to the wetland than the existing system and the new septic system is designed and constructed in accordance will all Authority policies; vi. Agricultural buildings/structures, provided Best Management Practices are implemented and, where applicable, proper manure storage facilities are demonstrated as part of the proposal and the building is equal to or less than 500m² in size; vii. Minor additions to existing agricultural buildings/structures provided that the total area of the |

| | |
|---|---|
| | <p>addition and the existing building are equal to or less than 700m² in size; and</p> <p>viii. Landscaping and minor grading.</p> |
| <p>4.4 Wetlands (Administrative Guidelines)</p> | <p>Vegetation protection zone: Minimum 30m > than 2 Ha Minimum 15m < than 2 Ha</p> |

The proposed development has been designed to protect the natural heritage system and significant features such as wetlands and woodlots. Further assessment on the ecological and environment features of the subject lands has been assessed in the Environmental Impact Statement (EIS) (see submitted EIS report for future details).

In accordance with Figure 26, several aquatic features and unevaluated wetlands are present in the study area. The proposed development may have implications for these features and prior to development the necessary applications will be filed with the NPCA and permissions acquired. Potential impacts to aquatic features and wetlands in and adjacent to the subject sites are considered in the accompanying EIS.

Figure 26: Niagara Peninsula Conservation Authority Mapping



9.0 CITY OF HAMILTON URBAN BOUNDARY EXPANSION APPROACH

9.1 August 2019 Staff Report

In August 2019, the City's Planning and Development Committee received a staff report with respect Hamilton's approach to dealing with privately initiated settlement area expansion of 40-hectares or less. The report set out a complex set of studies and peer reviews to assess urban boundary expansion proposals in advance of an MCR together with an excessive application fee.

9.2 Evaluation Framework

Please see Appendix 4 for how the proposed development complies with the City of Hamilton Evaluation Criteria for Urban Boundary Expansion applications.

10.0 PUBLIC CONSULTATION STRATEGY

The City of Hamilton supports extensive public consultation in development proposals. This includes consultation beyond the statutory requirements established by the Planning Act. A Public Consultation Strategy has been prepared to ensure that the public is engaged in a worthwhile manner throughout the entirety of the planning process. The strategy outlines the specific meetings undertaken and anticipated meetings. These have and can include design charrettes, public information sessions and additional correspondence with the council, city staff, stakeholders and the general public.

10.1 Navigator Research

10.1.1 Focus Groups

Navigator was retained by the UWSLG to conduct research on several critical topics to Hamilton residents. The research involved the completion of focus groups as well as general polling. The focus groups were completed in order to:

- Ascertain the public views and preferences regarding development in Hamilton
- Assess responses to understand public views on development; and,
- Gauge participants understanding on housing and development from language provided.

Navigator conducted a total of four focus groups in Hamilton. Each group was two hours in length and included 7 to 10 participants selected from across the City. Across the four groups, a total of 34 participants attended. The focus groups included the following:

- Group 1 – Hamiltonians 40+
- Group 2 – Hamiltonians ages 22 to 39
- Group 3 – Men looking to move / change their place of residence within Hamilton
- Group 4 – Woman looking to move / change their place of residence within Hamilton

The results of the research provided several key findings including:

- All participants believe that Hamilton is experiencing a serious housing issue;
- The public understands concepts of supply and demand and were able to speak to factors contributing to the lack of affordable housing in Hamilton including 'renovictions/gentrification' and increasing property values;
- Homeowners acknowledged increase in own property values but agreed that a housing crisis is affecting their own homeownership decisions (ie. upgrading, downsizing);
- Participants advise that government should get involved in land development by encouraging building affordable homes.
- Participants identified that future growth areas should include the following:
 - Future communities should create complete communities including not just homes, but also parks, schools, community space, restaurants, shopping and business;
 - Future communities should include affordable housing and that residential communities should offer a mix of housing options at a range of prices; and,
 - Future communities should be ideally suited for transit expansion.
- Participants indicated that development should not occur on agricultural land, if other areas exist;

The focus groups also included specific discussion on the proposed development of Upper West Side. Participants were presented with a hand-out, listing a total of 13 statements about the proposed development. From the list, they were asked to select five messages they felt to be most convincing reasons for approving the development. The results were as follows:

- Tier 1:
 - The proposed plan will create an entire neighbourhood, including not just homes, but also parks, schools, community space, restaurants, shopping and business.
 - The development will include affordable housing. Residential areas will offer a mix of housing options at a range of prices.
 - The location is ideally suited to act as a future hub for transit expansion, so residents will have access to transit.
- Tier 2:
 - Ideally located adjacent to the John C Munro Hamilton International airport, on-route to the Hamilton Downtown, it is a clear site for a new community. With the combined geographic and transportation advantages of the region, it's potential for investors and new residents is clear.
 - There are not enough homes for people who want to live in Hamilton. The shortage of homes is driving up prices. This project will allow us to meet the demand for affordable housing.
 - Projects like this are key to the local economy, attracting businesses (such as hotels, high-tech) and creating well-paying jobs.
- Tier 3:
 - The project proposes developing land within Hamilton that is currently sitting vacant. It just makes sense to support in-fill rather than permit urban sprawl by building outwards into non-urban areas and agricultural land.
 - The project will be done in a sustainable manner, respecting the city's environmental standards. It will include storm water management ponds, and a natural heritage system.
 - The land is unfit for agricultural purposes, and therefore can only be used for urban development.
 - The Upper West Side Landowners group is comprised of long-time Hamilton residents and business owners –people who understand first-hand the needs of Hamilton.
 - The Upper West Side Landowners group is comprised of successful companies with expertise and experience in land development, including Starward Homes, Spallacci & Sons Limited, Oxford Road Developments, Lynmount Developments Inc, The Parente Group, Twenty Road Developments Inc, and, Liv Communities.
 - The municipal government has been ineffective in moving this project forward. They need to show some accountability to Hamiltonians and approve the project.
 - The project will meet all provincial and municipal standards.

10.1.2 Online Survey

Navigator conducted an online survey among Hamilton residents 18 years of age and older between March 13 and 19, 2020. The survey had 800 participants. Ultimately, the survey found that Hamiltonians identified that housing and affordability are key issues in Hamilton and residents like the idea of housing development projects.

Among all of the issues listed, housing is cited as the number one issue in Hamilton. Nearly half of voters stated that they don't own a home and 73 per cent said it was due to affordability.

When asked specific questions about housing developments, participants said that affordability and the notion of “community” were the most relevant means to engage voters.

10.2 Past Events

10.2.1 Informal Consultation

UWSLG and CLS held an Informal Public Consultation meeting on January 16th, 2018 with residents and land owners located in the surrounding area. The meeting was held to provide further information to residents and maintain transparency. Attendees were presented with the proposal, major components and estimated timelines. The meeting also involved taking contact information, receiving questions and comments from those that were in attendance. It was advised that further meetings would be undertaken and that participants would be notified once scheduled.

10.2.2 Formal Consultation Summary

Due to COVID-19, the City was unable to convene an in-person consultation to review the Formal Consultation submission. However, Staff provided detailed comments in response to the materials submitted by the UWSLG in support of a future Urban Boundary Expansion application. A high-level summary of the comments are as follows:

- A summary of the Formal UBE planning application fees;
- A checklist of required studies and reports;
- Confirmation of AEGD Minutes of Settlement;
- Update on the City of Hamilton GRIDS2 and Municipal Comprehensive Review (MCR);
- Official Plan Noise and NEF Contour policies for sensitive land uses;
- Direction that application for UBE will be evaluated against City criteria;
- Confirmation on how application will impact adjacent active application for the development of an industrial subdivision;
- General servicing assumptions;
- Key reference documents on the servicing capacity for the subject lands;
- Key reference documents on the AEGD road network; and,
- Key NHS features.

10.2.3 Video Meeting with City Staff

On June 3, 2020, the UWSLG project team convened a Video Meeting with City Staff to discuss the Integrated EA as well as review key comments provided through the Formal Consultation application for the UBE applications. The meeting proved to be very beneficial as it offered all parties a chance to provide updates on related processes as well as discuss key assumptions and provide target dates for upcoming submissions.

The following provides a high-level overview of the items discussed:

- Overview of Integrated EA approach and presentation of draft Table of Contents to introduce approach to assessment;
- Discussion and confirmation on importance of referencing and incorporating AEGD Secondary Plan Master Plan documents;

- Summary of environmental and ecological work completed to date. As well, discussion on the completed Terms of Reference occurred. Discussion on field work occurred and work still required to be completed;
- Summary of servicing, stormwater and grading work occurred. Discussion on works completed as part of the UBE as well as upcoming works to be completed as part of the Integrated EA and future servicing EA. Discussion on servicing assumptions and clarifications occurred;
- City staff provided an updated on the ongoing review of the AEGD Secondary Plan with discussion on consultation requirements, scope and next steps. Staff advised that updates will likely include transportation updates;
- Discussion on transportation comments provided as part of the Formal Consultation summary; and,
- City staff provided updates on progress and timelines for Dickenson Road and Glancaster Road EA's.

10.3 Stakeholders

The UWSLG recognize the importance of involving key stakeholders in the advancement of this project. Through the completion of the above events as well as future events, it is the goal of the UWSLG to have meaningful involvement by the following groups:

10.3.1 City Council

With the involvements of Navigator, several meetings have been convened with City Councilors to present the merits of the proposed development and provide any clarification needed on the intentions of the proposed development. It is understood that any development such as the proposal is a significant undertaking which needs participation from key elected officials. The UWSLG will continue to meet with City Council as a way to demonstrate the importance of integrated the comments of Council into the proposed development.

10.3.2 City Staff

As demonstrated above, it is crucial for the project's success that City staff from all departments be involved in this project. As the subject lands are located in close proximity to the AEGD, it is understood that there are numerous critical connections which need to be thoroughly investigated to ensure the success of all UBE areas. As such, the UWSLG project team has undergone several meetings with City Staff to provide further information on key assumptions and demonstrate a willingness to have City Staff be an active participant on this project.

It is acknowledged that future meetings and discussions will be required with City staff. These meetings are welcomed as a means of improving the proposed development.

10.3.3 Neighbouring Property Owners

The proposed development is located immediate south of a mature residential community and the boundary roads contain many existing residential dwellings. Included within this community are several neighborhood associations and retirement communities, including the following:

- The Village at St. Elizabeth Mills
- The Village of Wentworth Heights

- Westmount Terrace

As these communities are located surrounding and adjacent to the subject lands, they are a crucial voice in the development and as such will be involved in the process to ensure their comments are sufficiently addressed.

As part of the Integrated EA, the Notice of Commencement was circulated for two weeks in the Hamilton Spectator. Within this notice included several methods of contact for the proponents. Residents. Several surrounding property owners took this opportunity to share thoughts and comments on the future development. This including questions on timing, next steps and comments on preferred land use.

10.3.4 Airport

As the John C Munroe airport is located in close proximity to the subject lands, it is identified as a key stakeholder to this project. It is the intention of the UWSLG to design a community which acts as a land use buffer to both the existing stable residential community to the north of Twenty Road West but also the planned employment for the areas surrounding the airport. Several design considerations have been applied to the proposed community to reduce conflicts including height limitations and noise sensitivity.

Future meetings with Airport representatives are anticipated and will be convened in short term.

10.3.5 Environment Hamilton

A critical component of this development will be the application of a Sustainable Development Guideline which are envisioned to be applied to the future Secondary Plan as well as future Draft Plans of Subdivision. It is anticipated that these guidelines will be innovative for a low to medium density residential community and are expected to address renewable energy application and optimization, sustainable construction requirements, energy modelling and others. As Environment Hamilton is a central voice championing the environmental interests of the City of Hamilton, it is hoped that they will be interested in the attempts that the landowners are making to protect the ecological and environmental health of the subject lands.

It is hoped that Environment Hamilton will become involved in the development of the guidelines as well as participate in the UBE application processes.

10.3.6 City Housing

Through the research conducted by Navigator, it has become clear to the UWSLG that housing and affordability are critical issues which can be addressed by the proposed development on an immediate basis. The proposed development will be looking to incorporate a range of residential units which are rental and owned and can be both affordable and attainable. Initial steps to achieve this will include the following

- Establishing, through secondary planning policy and development approvals, an appropriate proportion of “attainable” housing be made available in our plans that reflect the affordability thresholds of CMHC definitions; and,

- A practical dedication of lands for an appropriate form of public/market driven affordable/assisted housing.

Several initiatives have been commenced with agencies who are responsible for creating affordable housing opportunities. This includes the invitation to commence formal discussions in which to determine a project proforma which delivers meaningful contributions to the City's housing objectives. Future meetings will be convened to involve Hamilton Housing and other affordable/attainable housing related agencies in the project.

10.3.7 School Boards

It is intended that the proposed development result in a residential community which is complete with parks and community facilities as well as access to shopping and employment. For the proposed development to be complete, it will also need to incorporate locations for schools at the elementary and secondary levels for both the Hamilton Wentworth District School Board and Hamilton Wentworth Catholic District School Board. As schools are envisioned for the proposed community, future meetings will be required with both school boards to confirm the projected populations and determine if and where schools will be required.

10.3.8 Other Groups

The proposed development can also benefit from numerous other groups involved in the growth and betterment of Hamilton. These groups include the following:

- Housing Advocacy Groups:
 - ACRON
 - Access to Housing
 - Building Industry and Land Development Association (BILD)
 - The Neptis Foundation
- Ontario Home Builders Association

10.4 Future Events

As the UWSLG is committed to receiving feedback from crucial stakeholders, future events are expected to be convened. These include public information centres for the Integrated EA, informal public meetings, meetings and calls with agencies, elected officials, city staff and residents as well as design charettes and others.

10.4.1 Indigenous Consultation

10.4.1.1. EA

As part of the Environmental Assessment, it is understood that participation is required from indigenous groups in which the subject lands fall within their traditional territory. These groups include the following:

- Mississauga's of the Credit First Nation
- Haudenosaunee Development Institute
- Six Nations of the Grand River
- Huron Wendat Nation

Future involvement of these communities is to include meetings with representatives to determine the level of interest in project and determination of community's expectation for consultation. It is believed at this point, the UWSLG project team will establish a set of principles which set out the level and type of engagement.

10.4.1.2. Archaeological Assessments

In accordance with Ministry requirements, the UWSLG will engage indigenous groups during the completion of the archaeological assessment. Timelines to advance work are unknown at this time.

10.4.1.3. Natural Heritage

As the landowners have completed environmental and ecological analysis of the area over the past years, it has been determined that it would be best to complete a walk-through with indigenous representatives to share the information collected. This will demonstrate the work the landowners have completed to enhance the environmental state of the subject lands.

10.5 Website

Through the assistance of Navigator, the UWSLG is in the midst of preparing a project website which will allow the public direct and convenient access to information on the project. Once this website is available to the public, it will provide the following information to interested parties:

- General description of the project;
- Ability to receive updates on the project;
- Information on the landowner group;
- Video with further information on the project;
- Key information of the future community;
- Facts about the project;
- Latest updates and semi-regular media releases;
- Opportunities for community support;
- List of key documents; and,
- Specific section for Integrated EA (updates, key documents, timelines etc.).

10.6 Statutory Requirements

In accordance with the Planning Act, the proposed development is seeking to amend the Official Plan which requires a statutory public meeting be held. Through City efforts, notice of this meeting will be distributed by newspaper and online and will provide an opportunity for residents and interested parties to make representations in respect to the proposed development application.

10.7 Community Meetings

In addition to the future statutory public meeting, it is anticipated that further non-statutory meetings will be convened with the public. Although timelines are unknown for now, it is anticipated that these meetings may provide an opportunity to receive feedback from stakeholders on the proposed development. Please note, due to COVID-19 restrictions, it is anticipated that these meetings will be held virtually.

11.0 TECHNICAL STUDIES

The following is a summary of the various studies and reports completed in support of the Urban Boundary Expansion application. The intent of the following is to illustrate the readiness of the proposed settlement area to add to the City's housing supply in accordance with Provincial priorities. It is important to note, that further refinements are anticipated for the following studies prior to the formal UBE application submission as well as through the Secondary Plan process.

11.1 Functional Servicing Report

Urbantech Consulting was retained to undertake the completion of a Functional Service Report which examined the Drainage, Stormwater Management, Sanitary Servicing and Water Servicing. Through the completion of the report, the following determinations have been made, however, it would be best to refer to the full document:

- Figure 200 and Figure 500 illustrate the existing and ultimate overall drainage areas (respectively) contributing to the various outlets and SWM facilities as well as major system flow paths based on the proposed grading design. Under proposed conditions, the lands tributary to the Twenty Mile Creek culvert outlets along Twenty Road West will be consolidated into one major storm outlet (T-29/Pond 8) that will service the north portion of the Upper West Side lands.
- The proposed stormwater drainage system for the Upper West Side lands incorporate an innovative dual drainage concept (minor and major systems) as recommended in the AEGD SWMP. This involves two distinct storm drainage subsystems: the design of a minor system (LID conveyance controls) and a major system (overland flow routes, stormwater management dry-ponds, etc.). The proposed minor system proposed will consist of Low Impact Development (LID) conveyance systems designed to remove excess surface runoff from lot level source controls and road right of ways (ROWs) that are produced by more frequent storms and deliver it to end-of pipe facilities. This will take the form of LID swales within the edges of ROWs that are designed to accommodate flow from the 1:5 year storm without surcharging in accordance with the City's standards and IDF parameters. Typical sections of the various size roadways within the draft plan, which indicate the LID swale locations, are indicated in Figures 303 through 305.
- An end-of-pipe stormwater management facilities (dry pond) are proposed to treat the post development drainage as illustrated in Figure 500. The use of open water facilities such as wet ponds and constructed wetlands were not possible in order to comply with Transport Canada restrictions (Document TP 1247) related to airport safety (avoidance of bird strikes).
- In addition to the end-of-pipe SWM facilities used for quantity control, LID BMP features will be utilized throughout the site in order to satisfy requirements listed in the Stormwater Master Plan and the Eco-Industrial Design Guidelines (EIDG) related to pre-development water balance and water quality. LID BMPs will be designed to match pre-development infiltration, evapotranspiration, and runoff wherever possible. Detailed information related to locations and sizing of LID BMP features will be provided at the detailed design stage.
- The Upper West Side community are tributary to the Woodward Avenue WWTP. Wastewater is conveyed to the Woodward WWTP by a series of existing gravity trunk sewers and a series of Sanitary Pump Stations (SPS). The proposed wastewater servicing strategy is shown in Figure 800. This strategy has been developed based on the following key inputs and objectives:

- Adhere to the intent of the AEGD Phase 2 Water and Wastewater Master Plan Update. (December 2016).
- Provide for a logical and efficient extension of services within the Upper West Side Lands.
- Optimize existing infrastructure capacities where possible.
- Facilitate the Garth Street Extension from Twenty Road to Dickenson Road, and surrounding Development.
- The proposed wastewater servicing strategy is shown in Figure 800. This strategy has been developed based on the following key inputs and objectives:
 - Adhere to the intent of the AEGD Phase 2 Water and Wastewater Master Plan Update (December 2016)
 - Provide for a logical and efficient extension of services within the Upper West Side Lands
 - Optimize existing infrastructure capacities where possible
 - Facilitate the Garth Street Extension from Twenty Road to Dickenson Road, and surrounding development
- The proposed water servicing strategy is shown in Figure 900. This strategy has been developed based on the following key inputs and objectives:
 - Adhere to the intent of the AEGD Phase 2 Water and Wastewater Master Plan Update (December 2016).
 - Provide for a logical and efficient extension of services within the Twenty Road Lands.
 - Optimize existing infrastructure capacities where possible.
 - Facilitate the Garth Street Extension from Twenty Road to Dickenson Road, and surrounding development.
 - The existing water infrastructure available to service the UBE area includes:
 - 600mm watermain on Glancaster Road from Dickenson Road to Twenty Road West.
 - 600mm, 400mm and 300mm watermains on Twenty Road West between Glancaster Road and Upper James Street.
 - 400mm watermain on Upper James Street from Twenty Road West to Dickenson Road.
 - E300mm watermain on Dickenson Road from Upper James Street to approximately 1100m west.

11.2 Urban Design Brief

NAK Design Strategies was retained to complete the preparation of an Urban Design Brief (UDB) for the proposed subject lands. In summary, the UDB provides the following information:

- The Urban Design Brief (UDB) for the Upper West Side community is intended to provide a clear vision for the proposed development through the identification of key principles and guidelines. The community will comprise a variety of land uses, including compact residential, prestige employment, and industrial employment. Parkettes and Neighbourhood Parks will integrate both passive and active recreation opportunities, while serving as primary gathering places throughout the community.
- The UDB was developed in accordance with the Urban Official Plan and Rural Official Plan, the AEGD Secondary Plan, and applicable guidelines including the Airport Employment Growth District Eco-Industrial Design Guidelines and Airport Employment Growth District Urban Design Guidelines (2010). It sets out to achieve a coordinated

approach to urban design throughout the development, providing comprehensive urban design guidelines that reinforce broader planning objectives.

- The UDB provides specific urban design direction through a series of design guidelines including:
 - Streetscape Guidelines
 - Landscape & Open Space Guidelines
 - Compact Residential Area Built Form Guidelines
 - Employment Area Built Form Guidelines
 - Employment Area Site Plan Guidelines
 - Sustainability & Low Impact Design Guidelines

11.3 Environmental Impact Study and Linkage Assessment Report

NRSI was retained by the UWSLG to complete an Environmental Impact Study (EIS), Linkage Assessment (LA), and Tree Protection Plan (TPP) in support of the proposed Urban Boundary Expansion (UBE) for three subject sites south of Twenty Road West. The following provides the central takeaways gained from the completion of the report.

- Natural heritage features within or immediately adjacent to the study sites include the following:
 - Upper Twenty Mile Creek PSW Complex;
 - Unevaluated wetlands;
 - Significant Woodland;
 - Other woodlots;
 - Hedgerows and isolated trees;
 - Naturalizing thicket (abandoned orchard); and
 - Headwater Drainage Features.
- Through the completion of the Headwater Drainage Feature Assessment management recommendations have been provided. In general, the various identified reaches have been recommended with conservation and mitigation management strategies. These recommendations have been integrated within the proposed NHS system.
- The current plan provides a single corridor for all natural features in the East and Central UBE areas. This corridor will contain 2 HDFs that traverse the subject sites in a west to east direction. As such, the HDFs will need to be re-aligned within this corridor. At this time the proposed re-alignment will impact several small unevaluated wetlands along TTMC 5. These features are proposed for removal and re-creation within the NHS corridor. This removal and re-creation will be done under the NPCA policies for wetland reconfiguration and compensation (8.2.2.8).
- Linkage Analysis was completed based on Hamilton's Linkage Assessment Guidelines which includes general management recommendations for each feature identified. Based on the current character, condition, and observed ecological function of each mapped and candidate linkage, ML1, ML2, CL5, CL6, AND CL7 are the only features where the replication and enhancement of function and habitat are recommended. It is anticipated that the function of these 5 features will be accommodated within a wide, linear east-west corridor that will form part of the block-level natural heritage system.
- All trees in the subject sites have been inventoried by NRSI Certified Arborists and a TPP has been prepared. The TPP assumes that all trees within the proposed road alignments will be removed (59 trees) and recommends another 32 trees be removed based on their poor condition, but the status of the remaining trees within the development blocks is unknown at this time. Tree compensation for any removed trees will be provided in the NHS within the UWS Block, which means that compensation may

be located elsewhere within the block and not necessarily within the subject sites. As per the City of Hamilton's Tree Protection Guidelines (2010), street trees planted as part of the proposed development will also be credited as compensation plantings.

- Fourteen (14) Butternuts were found within the subject sites. At this time, it is assumed that 3 of these trees will be removed as part of the proposed development. As detailed in this report and the TPP, Butternut Health Assessments have been completed for 9 of the Butternuts within the subject sites. The remaining trees will be assessed in upcoming years as survey work continues in the UWS block. Hybridity tests are underway to determine if any of these trees are hybrids. This information will factor into the Butternut Health Assessments and the determination of the category and subsequent protection requirements for each tree.
- Vegetation Protection Zones have been applied for several natural features throughout the subject lands including for provincially significant wetland complex, unevaluated wetlands, aquatic habitat and other woodlands.
- During field surveys, NRSI biologists documented 2 SAR, Barn Swallow and Butternut, and several provincially (i.e. SCC) and regionally rare species. Confirmed Snake Hibernaculum SWH was also present on site. Potential impacts to these species and habitats are anticipated to be mitigated by the creation and enhancement of habitats within a block-level NHS that will be designed at a future development stage. Likewise, the NHS will provide a linkage function allowing wildlife to continue foraging, dispersing, and carrying out life cycle requirements under a post-development condition.

11.4 Hydrogeological Investigation

11.4.1 East and Central UBE Areas

EXP Services Inc. has also been retained to undertake the Preliminary Hydrogeological Investigation for the subject lands. The preliminary hydrogeological investigation is required to evaluate the local hydrogeological setting at the subject lands and to provide recommendations regarding construction dewatering. It is noted that additional investigations will be required for the Draft Plan of Industrial Subdivision.

- In conjunction with the Geotechnical Investigation, the installation of 50mm diameter monitoring wells within certain boreholes will occur. The monitoring wells will enable long-term level measurements, dewatering flow rates and groundwater quality. Specifically, 15 monitoring well pairs will be installed at different depths at approximately 6 and 12 mbgs at the location of the stormwater management ponds. Also 4 intermediate monitoring wells along the road alignment, and 8 shallow wells to approximately 6 mbgs. Further analysis will include Single Well Response Tests (SWRT) and groundwater testing for the City of Hamilton Sanitary and Storm Sewer Use By-Law parameters and general chemistry. Overall recommendations for construction found environmental impacts will be addressed.
- Some other recommendations from the preliminary investigation state that:
 - The site does not lie within delineated Wellhead Protection Areas (WHPAs); and
 - Significant Groundwater Recharge Areas (SGRAs) were reviewed for the surrounding source protection areas for rounding areas of Halton, Hamilton, Grand River and Niagara Conservation Authorities (Figure 6). As seen in Figure 6, most of the site lies within SGRAs with vulnerability scores of 4 and 6. This means that due to artesian conditions in certain areas, these areas are not likely Significant Groundwater Recharge Areas.

11.4.2 West UBE Areas

Soil-mat Engineers & Consultants Ltd were retained to complete a Geotechnical Investigation and Preliminary Hydrogeological Assessment of the property located at 555 Glancaster Road. The following is a high-level summary of the assessment and results:

- A total of fifteen sampled boreholes were advanced on the subject lands. The boreholes were drilled to a depth of 9.8m between the existing grade.
- Groundwater monitoring wells were installed at six borehole locations with one of the boreholes having a nested wells installed.
- A surficial veneer of topsoil ranging between approximately 50 to 600 mm in thickness was encountered at all borehole locations.
- Clayey silt/sandy silt fill was encountered beneath the topsoil. This materials was proven to depths of approximately 1.4 to 4.1 metres where encountered.
- All boreholes were noted as 'open' upon completion of drilling. In some boreholes, the water level was noted at depths of 0.6 to 5.5 metres in the open boreholes. It is noted that insufficient time would have passed for the static groundwater level to stabilize in the open boreholes, and the observed water levels at the borehole locations are likely a result of more permeable seams with the fieldwork being conducted during a wet period of the year.
- For the remaining boreholes, fitter with monitoring wells to allow for measurement of the state groundwater level, the water levels were measured and summarized as follows:

| | MW-1 | MW-2 | MW-7 | MW-11a | MW-11b | MW-13 | MW-14 |
|---------------------------|--------|--------|--------|--------|--------|--------|--------|
| Surface Elevation (m) | 240.25 | 238.84 | 238.87 | 238.04 | 238.01 | 239.75 | 239.83 |
| Well depth 9m) | 6.1 | 6.1 | 6.1 | 6.1 | 3.0 | 6.1 | 6.1 |
| February 19, 2020 | | | | | | | |
| Groundwater Depth (m) | 0.36 | 1.25 | -0.44 | 0.47 | 0.53 | 0.17 | 0.79 |
| Groundwater Elevation (m) | 239.89 | 237.59 | 239.31 | 237.57 | 237.48 | 239.58 | 239.04 |
| February 25, 2020 | | | | | | | |
| Groundwater Depth (m) | 0.23 | 1.29 | -0.45 | 0.52 | 0.58 | 0.21 | 0.76 |
| Groundwater Elevation (m) | 240.32 | 237.55 | 239.32 | 237.52 | 237.43 | 239.54 | 239.07 |

- Based on the measurements taken from the monitoring wells, the static groundwater elevation varies from 237.6 to 239.9 metres across the site, at depths ranging between approximately 0.17 to 1.29 metres below the existing grade.

11.5 Parks and Community Infrastructure Assessment

CLS completed a Parks and Community Infrastructure Assessment to examine the existing supply of parks and community facilities. CLS then applied the proposed development to determine the forecasted population to make recommendations on what would be needed for the proposed development upon completion. The assessment determined that the proposed development will result in 5,748 residents and 7,781 employees. In accordance with the City of Hamilton standards, there is approximately 4.02 ha of parkland required to support the proposed number of residents for the greater UWS area. It is noted that the type of parks are to be Neighbourhood and the number of parks required to support the proposed population is 2. In the examination of the existing community facilities, it has been determined that there is a present deficiency for the existing and proposed community. Through the development process, the City will advise if community facilities are required to be provided on the subject lands.

Please note, as future schools are anticipated, it is likely that the community facilities can be accommodated in close proximity to the future school locations.

11.6 Energy and Environmental Assessment Report

An Energy and Environmental Assessment Report has been prepared to comment on how the proposed UBE has been designed to achieve the sustainability targets contained in the Urban Hamilton Official Plan. In addition, the report applies the criteria of the AEGD Secondary Plan as well as the Eco-Industrial Design Guidelines as the subject lands are located abutting these study areas. The report utilizes the results and recommendations of many of the other enclosed background work to provide further information on how the proposed development has been designed to satisfy the following:

- Green building materials;
- Energy efficient building design;
- Vehicle trip generation, access to public transit;
- Cycling, and walkability;
- Water conservation;
- Diversity of use and availability of community services and public amenities;
- Waste reduction, reuse and recycling (during construction and during operation);
- On-site storm water management
- Grey water reuse
- Light pollution management
- “Urban heat island” effect management;
- On-site renewable energy generation; and,
- Use of a district energy system.

The report concludes that the proposed development has been design in accordance with the applicable criteria and can be deemed sustainable.

11.7 Noise Feasibility Study

HGC Engineering was retained to conduct a noise feasibility study for the Urban Boundary Expansion (UBE) applications for the Central and East Community Plans. The subject lands are located within the 25 to 30 NEF contour range, due to their proximity to the John C. Munroe Airport. In accordance with PPS policy, sensitive land uses such as residential are permitted subject to addition noise mitigation requirements. The Noise Feasibility Study has examined these requirements and provided the following determinations and recommendations:

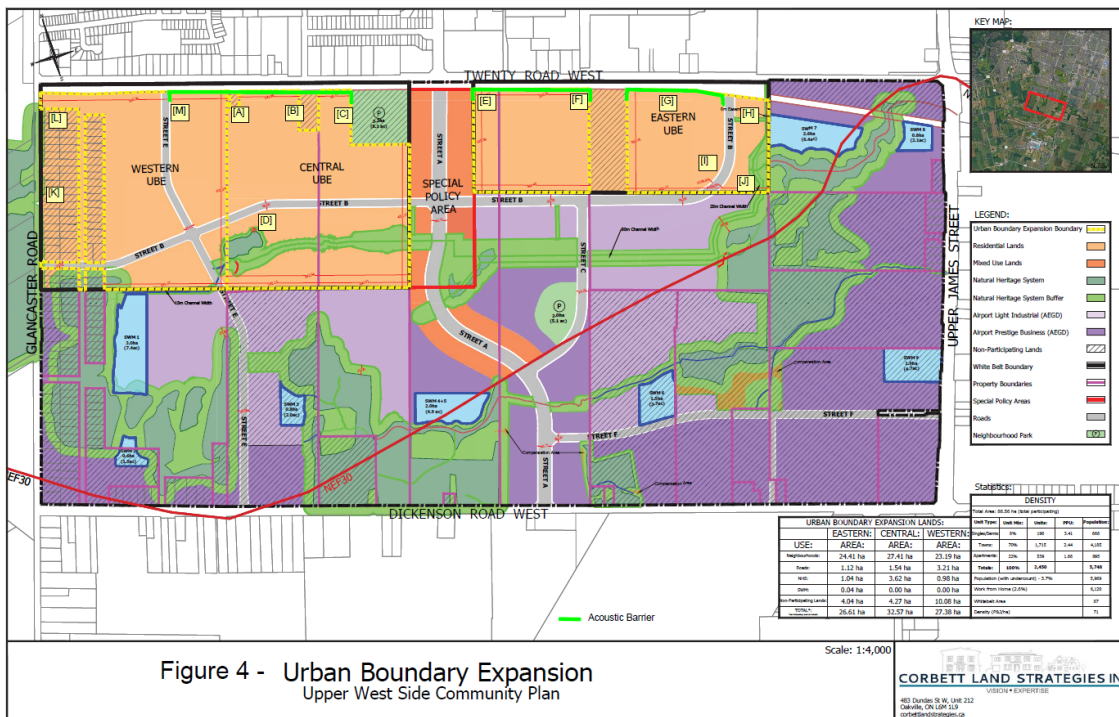
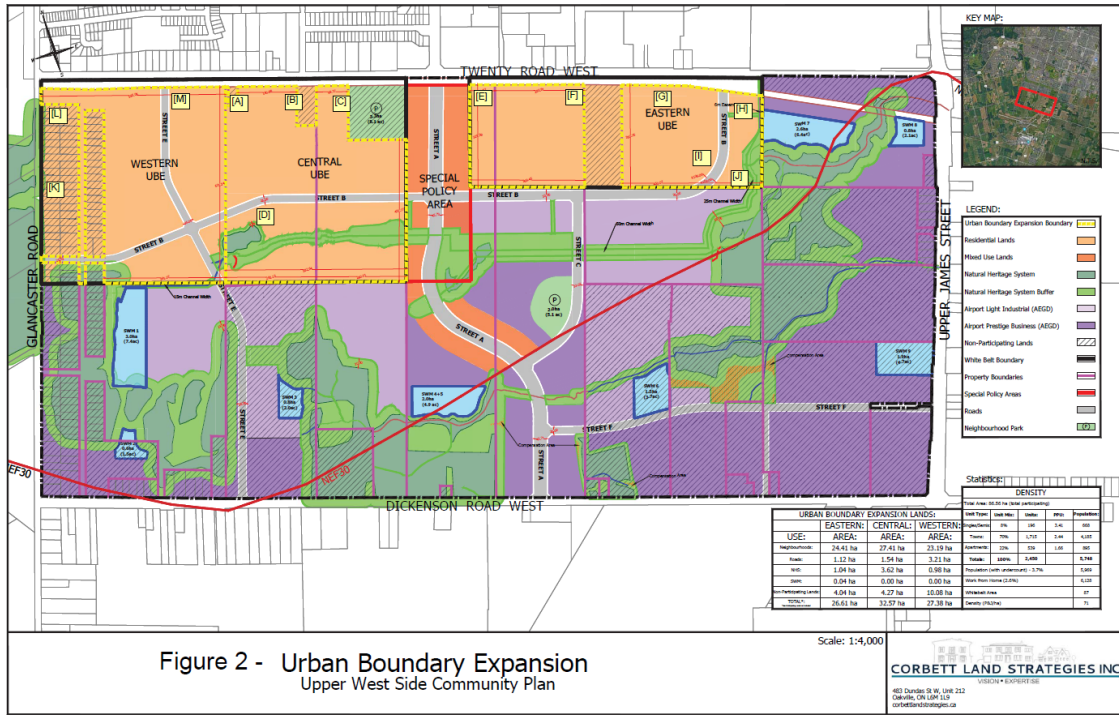
- Nighttime and daytime sound levels will exceed MECP guideline limits at the bedroom windows and living/dining room windows of dwelling units with exposure to Twenty Road and Street B. Forced air ventilation with ducts sized to accommodate the future installation of central air conditioning will be required for many of the lots/blocks adjacent to Twenty Road and Street B. Since the residential portion of the site is located between the 25 and 30 NEF/NEP contours of the nearby airport, forced air ventilation systems with ductwork sized for the future installation of central air conditioning system by the occupant will be required for all the residential portions of the site. Noise warning clauses should be used to inform future residents of the road and air traffic sound level excesses.
- The predicted daytime sound levels in the rear yards of the lots with backing exposure to Twenty Road and the hydro right of way will exceed the MECP limits by up to 4 dBA.

Since the City of Hamilton requires sound levels to be mitigation to 55 dBA, physical mitigation in the form of noise barriers will be required to address the sound level excesses. The MECP guidelines recommend that warning clauses be used to inform future residents of the traffic noise impacts. When detailed grading, lotting and orientation information is available, the acoustic barrier heights should be refined.

The following recommendations are provided in regard to noise mitigation (See Figure 27 for locations of where noise mitigation needs to occur):

- Noise barriers are required for the rear yards of lots/blocks with backing exposure to Twenty Road. When detailed lotting information and grading information is available, the acoustic barrier heights should be refined.
- Forced air ventilation with ducts sized to accommodate the future installation of central air conditioning is recommended for all the dwelling units in the development.
- Upgraded building constructions are required for those residential lots between NEF 25 to NEF 30. When architectural drawings are available for the future dwellings in the residential portion of the site, an acoustical consultant should review the drawings and provide revised glazing recommendations based on actual window to floor area ratios.
- Warning clauses should be used to inform future residents of the traffic noise issues.
- When siting information is available for the commercial/light industrial/business prestige blocks, a detailed noise study should be performed to determine any acoustic requirements in accordance with NPC-300.

Figure 27: Noise Mitigation Locations



11.8 Land Needs Assessment

Malone Given Parsons (MGP) was retained to complete a Land Needs Assessment for the City of Hamilton community and employment area land needs to 2041, in accordance with the provisions of the 2019 Growth Plan. MGP determined the following:

- The total amount of new Greenfield land required to accommodate growth to 2041 is approximately 1,210 hectares.
- It is recommended that a buffer stock of 400-500 hectares of land be made available to account for remaining non-prime supply and to ensure the maintenance of a balanced market.
- There is an oversupply of Employment Area land of ~245 hectares to 2041.

Please note, the proposed Amendment 1 to the Growth Plan allows the municipality to plan to 2051 and a growth centre like Hamilton would benefit to plan for a mature state scenario where all potential growth areas could be included. This scenario will allow capital infrastructure planning to occur based on long term requirements funded by municipal budgets and development charges.

11.9 Financial Impact Assessment

Malone Given Parsons (MGP) was retained to complete a Financial Impact Analysis for the proposed development. It is important to note that to ensure the analysis was comprehensive, the study limits included the subject lands, as well as all other white belt areas and the remaining UWS block. Through their analysis, MGP determined the following:

- The proposed development will provide approximately \$55.7 million in ongoing revenues annually, which will exceed the expenditures the City will incur as a result of the proposed development (approximately \$20.7 million).
- The proposed development will therefore have an annual positive net fiscal impact of approximately \$35.0 million.
- In addition, the proposed development will provide the City with an addition \$175.5 million in one-time revenue, as well as \$10.3 million for the school boards and GO Transit.
- The proposed development will also generate approximately \$15.4 million in building permit revenues for the City.

11.10 Fluvial Geomorphological Assessment

A Fluvial Geomorphological Assessment has been completed for the subject lands by Geomorphix. The report included background review of existing documents, reach delineation for all watercourses and a historical assessment of the channels. The report results in the formation of detailed descriptions of channel characteristics, the completion of a headwater drainage feature assessment, preparation of a high-level conceptual channel design and proposed monitoring protocol.

The assessment resulted in the classification of management recommendations for all of reaches. The following includes the recommendations:

- Branch TTMC2 – Reaches have been classified as either conservation or protection, reaches classified for protection will require retention and reaches classified for conservation can be re-aligned;

- Branch TTMC3 – All reaches have been designated as conservation, which can be re-aligned;
- Branch TTMC5 – All reaches have been designated as conservation, except for the most upstream reach which requires no management;
- Branch TTMC6 & TTMC7 – Reaches have been designated as mitigation, which require no retention but require lot level controls to ensure flow conveyance to downstream channels;
- Branch TTMC8 – Reaches are predominantly classified as mitigation and one reach will require lot level conveyance measures.
- Branch TTMC9 – Conservation is recommended to maintain contribution to the downstream reaches.

A conceptual channel design has been incorporated into the proposed UBE. The channel realigns TTMC2 and TTMC3 and provides channels with a naturalized riffle and pool typology with cross sections closer to a naturalized watercourse containing similar flows. The realignment and naturalization of the two branches provide opportunities for improved riparian conditions and well-developed bankfull channels with morphological variability.

11.11 Transportation Impact Study

R. J. Burnside & Associates have completed a Transportation Study assessing the connections to the AEGD Secondary Plan, traffic and trip generation, road network connectivity, cycling routes, parking, pedestrian route and sidewalk, roadway safety, neighbourhood roundabout, traffic calming, transit and transportation demand management. The study conclusions and recommendations are as follows:

- The UBE areas are currently serving only agricultural purposes but is completely surrounding by the urban boundary. Leaving it out removes the potential of having development within the Twenty Road corridor to support transit along the road and improve multi-modal movement.
- The collector and arterial road network for the proposed development will be assessed as part of the Integrated Environmental Assessment.
- All UBE areas can be accommodated from a transportation perspective.
- The proposed uses will have a similar impact upon the local road network as that contemplated in the 2011 TMP. The external road network identified in the 2016 TMP is capable of supporting all UBE areas.
- All Expansion Areas will support transit along Twenty Road with the majority of the area covered by transit.
- The pedestrian and cycling trail system can be achieved that will support City objectives.
- There would be minor impacts on the proposed transit system, but adjustments could be made to accommodate the transit system.

The proposed TDM measures will be further refined development in the Central UBE area becomes better defined and will consider:

- Pedestrian connections along all roadways and between the transit stops.
- Illumination along the pedestrian pathway to the stop.
- Weather-protected waiting shelters.
- Benches in the waiting area.
- Bicycle racks to be located at or near transit stops.
- Display of transit information including timetables at the stops.

- Provision of a transit pass for new homeowners.
- Ensuring a connected pedestrian and cycling network.

11.12 Agricultural Impact Assessment

Orion Environmental Solutions Inc. prepared an Agricultural Impact Assessment which included an agricultural land use assessment to examine soil capability and minimum distance separation. The assessment also included the results from an alternative growth area comparison. The central conclusions are as follows:

- The City of Hamilton Rural OP and OMAFRA have not designated the lands as prime agricultural land therefore there is no policy basis for retaining the Rural lands in agriculture.
- Based on the approved land uses in the Urban OP and Airport Employment Growth District Secondary Plan Area there is no requirement under the PPS to retain the Rural lands in agriculture because the surrounding approved land use have raised land prices in excess of what is economic for the land to remain in crop production. Therefore, development of the Rural lands would be in accordance with the provincial planning policy.
- The policies of the Urban OP and Airport Employment Growth District Secondary Plan Area promote agriculture but also recognize retaining the lands in agriculture in the long term is not feasible in that the City has suggested they shall intervene to encourage innovation to keep the lands in agriculture.
- Given provincial and municipal policy do not require the Rural lands to be retained in agricultural there is no adverse impact on the agricultural systems land base within the City of Hamilton.
- The agricultural land use of the area indicates the lands are probably not operated by the owner. The rental of agricultural land with no active livestock operations or structurally sound barns represents the decline of on-site full-time farmers due to the pressures of urban development and associated land values being elevated above agricultural land values. Although the lands are being cultivated the designation of the lands for urban development appears to have resulted in the elimination of full-time owner operated agricultural operation.
- The lack of owner operated farm operations, livestock operations, the approval of Airport Employment Growth District Secondary Plan and the elimination of the lands from the GGHA agricultural land base has eliminated these lands from incorporation into an existing farm operation as farmer owned land. Land prices would reflect land development values and not those of agriculture. Based on these facts the removal of the Rural lands from agriculture will not have a significant adverse impact on the agricultural land base with the City of Hamilton or the GGHA.
- Review of the two Rural parcels within the UWSC lands from an agricultural perspective did not identify any existing resources that would warrant their retention as a potential rural agricultural land use. The parcels are small in size. The existing agricultural land on the west parcel is approximately 29.5 ha and the east parcel is approximately 13.3ha. Individually they are too small to represent economically viable cash crop operations. The lands could be converted to a specialty crop land use but the value of the land because they are to be encompassed by urban development would make it cost prohibitive for a farmer to purchase the property and invest the monies to establish a specialty crop operation such as an orchard. Neither of the parcels have any structurally sound barns that could be utilized to reduce start-up costs. The proximity of the surrounding urban area would restrict the potential for a livestock operation due to MDS

limitations and the limited land base for crop production would increase production costs for livestock. It is unlikely the lands could be purchased for crop production by a farmer in the adjacent lands due to the value of the property and the limited acreage to produce crops to make it economic. As the adjacent lands are developed over time it will become increasing more difficult to access the area with farm equipment safely due to conflicts with urban traffic. In my opinion these two Rural parcels have no long-term agricultural value and should be used for development to help reduce development pressures on the adjacent rural agricultural lands.

- The City of Hamilton Rural OP, Elfrida Growth Area Study and OMAFRA has designated the majority of Growth Areas 3 and 4 as prime agricultural lands and fully recognize the importance of maintaining a viable agricultural industry. Given the extensive and ongoing agricultural land use within these areas they should be retained in agricultural and should not be considered for development until the smaller designated Rural areas in Growth Areas 1 and 2 are utilized to meet growth demands in the City.
- Growth Areas 1 and 2 are completely encompassed by lands approved for development and represent small acreages already impacted by urban development. The development of these lands would have a much less impact on the agri-food sector in the region.
- Growth Areas 1 and 2 will be already experiencing the direct and indirect impacts of the adjacent urban development such as inflated land prices and farm-equipment/traffic conflicts and the termination of livestock operations. Development of these lands should occur first in recognition of these existing impacts and the large area of adjacent agricultural land already approved for development.

The agricultural impact assessment was prepared with the following summary regarding the subject lands:

- It is encompassed by approved and existing urban development.
- The lands lack any active specialty crop enterprises.
- The lands are not an economically viable agricultural use given the high land values imposed by the surrounding urban development and the small fragmented acreage.
- The lands are not designated agricultural by the City or the Province.
- Being encompassed by approved urban development the movement of farm equipment to the site for continued common field crop production represents a significant nuisance and safety concern.

11.13 Karst Assessment Letter

In September 2019, EXP prepared a Karst Assessment Letter which responded to the requirement for a Karst Assessment. The Ontario Geological Survey map Karst Study for Southern Ontario (2008) identifies the site as being in an area of potential karst based on the rock type which is susceptible to karst processes. No bedrock outcrops were observed at the site and bedrock was not encountered in any of the thirty-three (33) boreholes advanced throughout the property. The boreholes were drilled to a maximum depth of 12.7 m below grade. As such, given the relative overburden thickness, an assessment of karst features is not considered to be applicable at the site.

12.0 IMPLEMENTATION

12.1 Financial Impact Study Results

Through the analysis of the Financial Impact Study, the following key conclusions were made:

- The proposed development will generate approximately \$55.7 million in ongoing revenues annually, which will exceed the expenditures the City will incur (approximately \$20.7 million);
- The proposed development will have an annual positive net fiscal impact of approximately \$35.0 million.
- The following summarizes the estimated annual net fiscal impact of the proposed development:

Table 7: Estimated Annual Net Fiscal Impact of the Proposed Development

| On-Going Revenues | Dollars | Dollars per Capita |
|--------------------------------------|---------------------|---------------------------|
| Municipal Property Tax Revenues | \$33,510,000 | \$2,477 |
| Non-Tax Revenues | \$4,480,000 | \$331 |
| Water/Wastewater User Rates | \$17,740,000 | \$1,311 |
| On-Going Expenditures | Dollars | Dollars per Capita |
| Net Operating Expenditures | \$17,650,000 | \$1,305 |
| Roads - Operating and Lifecycle | \$260,000 | \$19 |
| Storm - Operating and Lifecycle | \$330,000 | \$24 |
| Wastewater - Operating and Lifecycle | \$1,100,000 | \$81 |
| Water - Operating and Lifecycle | \$1,380,000 | \$102 |
| Subtotal Expenditures | \$20,720,000 | \$1,532 |
| NET FISCAL IMPACT | \$35,010,000 | \$2,588 |

Through the Financial Impact Assessment, the following can be concluded:

- The proposed development makes efficient use of vacant land within an area where roads, sanitary, and municipal services can be provided with minimal extensions to existing infrastructure;
- The proposed development is planned to achieve a cost-effective development pattern by proposing development at a density that efficiently uses available land;
- The proposed development can be serviced in a cost-effective manner, to provide a net positive financial impact and with aid the City in maintaining a healthy supply of housing and employment;
- The proposed development will provide the City with an additional \$175.5 million in one-time revenue (excluding any contributions for DC eligible projects), which will aid in paying for growth-related infrastructure; and,
- The proposed development will generate approximately \$15.4 million in building permit revenues for the City.

12.2 COVID Recovery

Following the global shutdown from COVID-19, federal, provincial and municipal governments are searching for opportunities to deliver major stimulus projects which are both economically efficient and time sensitive. The proposed development achieves both.

In response to COVID-19, the City has established an economic recovery task force led by the Mayor, Council, City Staff and key business leaders. The first deliverable for the task force was to assess the impact on local businesses. From the May 2020 meeting, the results of a survey identified that approximately 13,000 jobs were lost, which was an approximate city-wide decrease of approximately 35.8 percent. The survey also resulted in the following:

- More than 90 per cent of those polled said they lost money during the pandemic and more than half of those polled said the decrease in revenue was more than 50 per cent when compared to the month prior.
- The industries hit hardest were personal services, tourism and restaurants, retail, culture, life sciences and professional services.
- About 65 per cent of those surveyed said they have cut staff, with more than 20 per cent, or roughly 230 businesses, saying they had no employees left when they responded.
- More than half of those polled didn't know about the property tax assistance program when it was announced 10 days prior to the survey.

To respond to these devastating losses, the task force has been established to look for concrete projects which can result in quick, cost-effective ways of getting Hamiltonians back to work. It is believed that the proposed development will achieve all of this and more. The following provides a summary of ways in which the proposed development can achieve this:

- The subject lands are located in an area that is easily serviceable with existing capacities. As such, the proposed community can be construction ready in a short timeframe. Following approvals, the proposed development can be shovel ready in approximately 2 years.
- Upon receiving approvals, construction could occur in short order which can result in the creation of hundreds of jobs to assist with the construction of infrastructure such as servicing and roads as well the construction of the proposed residential and employment buildings.
- The revenues, both Building Permit and Development Charge, that the City would instantly generate, as detailed above, will result in considerable economic stimulus on an immediate basis.
- Once construction has occurred, the financial return of the development, on an on-going basis, will result in financial benefits on an ongoing basis.
- As a result of the community's construction, adjacent lands within the AEGD will receive improved direct access which will likely encourage and facilitate the use of those currently vacant lands, which in turn will also generate thousands of jobs.
- Upon complete build-out and through the years following, millions of dollars in city revenue will be generated through property taxes and other user fees from the residents who have moved into the area as well as the businesses who are operating in this area.

12.3 UWS Community Processes

As detailed above, for the community to come into fruition, several planning process will need to occur. The following sets out the processes which are both ongoing and those which have yet to be initiated which are anticipated to achieve the Upper West Side community:

Urban Boundary Expansion

The proposed development is seeking the expansion of the urban boundary to facilitate the creation of a complete community within the Twenty Road West Block. The expansion request

is supported by the submission of three Urban Boundary Expansion applications which seek to amend the Official Plan. The expansion also includes the resolution of a Text Official Plan Amendment, which is designed to bring into effect updated residential and employment forecasts as well as policies related to urban boundary expansion. As well, the Text OPA has been designed to incorporate new policies that set out the processes required to achieve the community including the completion of a Secondary Plan and the implementation of cost sharing policies.

Employment Conversion

As detailed above, the UWSLG is currently participating in the Employment Land Conversion process of the MCR. Approximately 109 ha of lands have been requested for conversion which abut the subject lands. It is believed that the requested conversion lands are better suited to be non-employment due to the proposed enhanced natural heritage system as well as to ensure a sufficient land use buffer between the planned residential community in the subject lands and the planned employment of the AEGD.

Environmental Assessments

Environmental Assessment are required to determine the arterial and collector road networks as well as the servicing expansion for Twenty Road West. It is the preference of the UWSLG to have these assessments privately initiated. As per the above, the Integrated EA is currently underway and will result in the determination and selection of a preferred road network for the Twenty Road West block. A servicing EA is required for Twenty Road West which will result in the expansion of capacity to service the entirety of the Twenty Road West block. The final outcome of both assessments will be incorporated into the following planning processes.

Secondary Plan

As detailed above, above successful expansion into the urban boundary, the land use disposition of the subject lands will be assessed through the completion of a Secondary Plan. This will involve the incorporation of the results of the Environmental Assessments and the establishment of site-specific land use uses and local road networks. The technical and background assessments already completed as well as those which still need to be completed, will be applied to the Secondary Plan. In addition, it is anticipated that formal cost sharing policies will be incorporated within this plan. As well, it will be at this stage where technical analysis such as Archaeological Assessment will be completed.

Zoning By-law Amendments and Draft Plan of Subdivision

Upon completion of the Secondary Plan, applications to establish zoning standards and development blocks will be submitted. At this stage, the Zoning By-law Amendments will be submitted for all participating lands to establish permitted uses and development standards. The Draft Plan of Subdivision applications will be created to refine the development blocks to ensure proposed community utilizes the approved local and collector/arterial roads networks in the most efficient manner.

13.0 PROPOSED OFFICIAL PLAN AMENDMENT

To enact the proposed urban boundary expansion, the following amendment is proposed. Please see Appendix 5 for the draft Official Plan Amendment.

Purpose and Effect

The purpose and effect of this Amendment is to modify the urban boundary for the City of Hamilton to introduce a new residential community. The areas to be amended include the proposed Official Plan schedules.

Location

This Amendment modifies the official plan designation and urban boundary for the subject lands located within Twenty Road West, Upper James Street, Dickenson Road and Glancaster Road.

Basis

The basis for this Amendment is to expand the urban boundary in accordance with Provincial Growth Plan: “A Place To Grow: Growth Plan for the Greater Golden Horseshoe (2019)”. The Province of Ontario has introduced amendments to the Growth Plan and the Planning Act (through Bill 108 “More Homes, More Choice Act, 2019) specifically to ensure the adequacy of land supply to increase the availability of housing stock to meet the demands of population forecast to the year 2041.

More specifically, policies have been added to the Growth Plan to enable minor expansions to the urban boundary (40 hectares or less) outside and/or in advance of a Municipal Comprehensive Review to allow municipalities to strategically add land supply to meet population, housing and employment objectives.

Actual Changes

Please see Appendix 5 for the proposed Official Plan schedules.

14.0 CONCLUSION

This report provides the comprehensive planning justification to support an urban boundary expansion for a fully developed community plan. It is clear from the substantive technical evidence produced in support of the community plan, that the City of Hamilton is presented with an opportunity to advance the approval of a unique mixed-use business community that is fully Growth Plan compliant and supports the City's planning and economic development objectives.

The Plan has been designed to facilitate the delivery of critical road infrastructure which can accommodate the construction of not only much needed housing but also provides improved access to employment opportunities found within the AEGD. Specifically, the forecasted residential growth provided within the subject lands serves to satisfy the City's forecasted residential land needs to 2031 and beyond in an infill context without impacting the progress of the ongoing Municipal Comprehensive Review.

The proposed development has been designed to provide new housing and employment opportunities, a balanced transportation network and the preservation of natural heritage features in a compatible and appropriate manner. These lands will serve to increase local jobs as well as act as a catalyst for the development of the AEGD. It will provide a quick and efficient means to respond to COVID-19 through the creation of thousands of jobs during and after construction as well as the generating millions of dollars in revenue for the City from both one-time and annual sources.

The UWSLG is committed to working with the City through this application, existing applications and future planning processes to advance this plan to implementation as well as deliver key infrastructure development associated with supporting the areas evolution.

The UWSLG has taken the time and resources to ensure that the proposed plan can be supported from a multi-disciplinary approach which is demonstrated through the consultant sub-studies submitted alongside this report. We have demonstrated compliance with the Provincial Policy Statement, the Growth Plan and the Hamilton Official Plan, all of which has been demonstrated in this report as well as the responding document to the City's Urban boundary Expansion evaluation criteria.

It is the belief of the development team that the proposed development is appropriate, represents good planning and should be considered for immediate approval.

We trust you will find this report satisfactory in fulfilling its intended purpose. Should you have any questions please contact the undersigned.

Prepared by:

Approved by:

Nick Wood, MES (PI)
Manager, Development Planning

John B. Corbett, M.C.I.P., R.P.P.
President

**APPENDIX 1 – The Minister of Municipal Affairs and Housing Clarification Letter
dated November 12, 2019**

**Ministry of
Municipal Affairs
and Housing**

Office of the Minister

777 Bay Street, 17th Floor
Toronto ON M5G 2E5
Tel.: 416 585-7000

**Ministère des
Affaires municipales
et du Logement**

Bureau du ministre

777, rue Bay, 17^e étage
Toronto ON M5G 2E5
Tél. : 416 585-7000



Ontario

November 12, 2019

Dear Head of Council:

Earlier this year, our government introduced *A Place to Grow: Growth Plan for the Greater Golden Horseshoe* as part of the **More Homes, More Choice: Ontario's Housing Supply Action Plan** to increase housing supply, create more jobs, attract business investments and better align our infrastructure. Today, I am writing to provide further clarity on two specific provisions in *A Place to Grow* as your municipality undertakes its work to meet conformity with the growth plan by July 1, 2022. This clarity is with respect to the government's position on the municipal comprehensive review process and the policy permitting settlement area boundary expansions of up to 40-hectares outside of the municipal comprehensive review.

As you will recall, *A Place to Grow* provides municipalities with greater flexibility in local planning decision-making. Notably, *A Place to Grow* helps ensure intensification and density targets better reflect growth rates, local realities and market conditions; allows municipalities to make changes to their settlement area boundaries more quickly and easily, while continuing to provide protection for employment and agricultural lands as well as natural areas; and provides policies that direct intensification around transit to increase the supply of housing and jobs near transit hubs.

To ensure that we continue to meet our commitment to build more homes faster, our government has taken the position that municipalities may choose to take a phased approach to their municipal comprehensive review through *multiple* official plan amendments. We recognize that one size does not fit all and that the current and potential changes in provincial and regional planning frameworks can make it challenging to do planning in a timely, efficient, and effective manner. As such, providing municipalities with the choice of phasing their municipal comprehensive review or achieving conformity as part of one single new official plan or plan amendment is responsive to the needs of local communities.

In addition to the flexibility provided in the approach to the municipal comprehensive review, our government has also taken the position that, so long as they meet applicable policies in *A Place to Grow*, there is no limit to how often a municipality can undertake the settlement boundary expansions of up to 40-hectares that take place outside of the municipal comprehensive review. The up to 40-hectare expansion, which

can either be municipally or privately initiated, supports our government's growth management objectives of allowing communities to develop in ways that expand housing and economic opportunities while maintaining protections for our environmentally sensitive areas, including the Greenbelt, cultural heritage assets, and key employment and agricultural lands.

While there are several other requirements in *A Place to Grow* that support our increased housing supply objectives, I wanted to bring clarity to these two specific planning provisions given their immediate impact on getting supply online faster. These policies, along with policies that allow for employment area conversions that facilitate the introduction of residential uses, provide opportunities for local decision makers to put forward plans that address housing supply goals in a timely manner. By ensuring that municipalities do not have to wait until the next municipal comprehensive review to implement planning changes, our government aims to get shovels in the ground quicker and to have development happen sooner.

It is anticipated that additional information on the implementation of *A Place to Grow* will be forthcoming. In the interim, if you have any questions and/or concerns, please feel free to contact Cordelia Clarke Julien, Assistant Deputy Minister, Ontario Growth Secretariat at cordelia.clarkejulien@ontario.ca. Thank you for your time.

Sincerely,



Steve Clark
Minister of Municipal Affairs and Housing

c: Stephen Hamilton
Senior Policy Advisor
Office of the Honourable Steve Clark
Ministry of Municipal Affairs and Housing

Cordelia Clarke Julien
Assistant Deputy Minister, Ontario Growth Secretariat
Ministry of Municipal Affairs and Housing

Marcia Wallace
Assistant Deputy Minister, Municipal Services Division
Ministry of Municipal Affairs and Housing

APPENDIX 2 – November 2019, Staff Report with Update on MCR and Employment Land Review



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Planning Division

| | |
|---------------------------|---|
| TO: | Chair and Members General Issues Committee |
| COMMITTEE DATE: | November 20, 2019 |
| SUBJECT/REPORT NO: | GRIDS 2 and Municipal Comprehensive Review – Consultation Update and Employment Land Review (PED17010(f)) (City Wide) |
| WARD(S) AFFECTED: | City Wide |
| PREPARED BY: | Heather Travis (905) 546-2424 Ext. 4168 |
| SUBMITTED BY: | Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department |
| SIGNATURE: | |

RECOMMENDATION

- (a) That Council receive the draft Employment Land Review Report, attached as Appendix “C” to Report PED17010(f); and,
- (b) That Council authorize staff to commence public consultation on the draft Employment Land Review Report, in addition to other GRIDS2 / MCR topics including intensification and density targets and that staff report back on the results of the consultation prior to the finalization of the Employment Land Review.

EXECUTIVE SUMMARY

Staff are seeking authorization to commence the second round of public consultation on the Growth Related Integrated Development Strategy update (GRIDS 2) and the Municipal Comprehensive Review (MCR). Staff will be seeking input from the public and stakeholders on intensification and density targets for the City, employment land review, and an evaluation framework for consideration of future growth options.

One component of the MCR and a part of the planned consultation is the review of the City’s employment lands to determine if any lands warrant conversion to a non-employment use. Staff have completed a draft Employment Land Review, attached as

Appendix “C” to this report, and staff are seeking authorization to consult on the draft report with the public and stakeholders.

Alternatives for Consideration – See Page 11

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: N/A

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

The City is undertaking an update to the Growth Related Integrated Development Strategy (GRIDS), known as GRIDS 2, which is a long term growth strategy to allocate forecasted population and employment growth from 2031 to 2041. The forecasts for Hamilton project an increase of 40,000 jobs and 100,000 people between 2031 and 2041. A municipal comprehensive review (MCR) is a requirement of the Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement (PPS) at the time of an Official Plan review to bring the City’s Official Plans into conformity with the Provincial planning documents. The MCR is broad and encompasses many inter-related components, and must be completed prior to any expansion of the urban boundary. Many of the studies that are required as part of the MCR are also part of a growth strategy. As such, the MCR is being 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.

One component of the MCR is the Employment Land Review, which is a review of the City’s designated Employment Areas to determine if any of the areas warrant a redesignation to a non-employment use. In May, 2017, a call for public requests for employment land conversion was released which requested members of the public to submit requests for sites currently designated as Employment Area to be considered for possible conversion. The public call for requests was advertised in the Hamilton Spectator and the Realtors Association of Hamilton-Burlington, and staff presented at the Open for Business Sub-Committee on May 25, 2017 to increase awareness of the project and submission opportunity. The draft results of the Employment Land Review are attached as Appendix “C” to Report PED17010(f), and staff are seeking authorization to commence public consultation on the draft results.

The first round of public consultation on GRIDS2 / MCR was undertaken in May and June, 2018, and focussed on GRIDS background information, Major Transit Station Area (MTSA) Planning, and Urban Structure review. City staff are proposing a second

round of public consultation, including a series of public open houses, scheduled for the last week of November and first week of December at locations across the City, to seek feedback not only on the Employment Land Review, but also on other growth matters including intensification and density targets.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Provincial Policy Statement (PPS), 2014

“1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for *intensification* and *redevelopment* where this can be accommodated taking into account existing building stock or areas, including *brownfield sites*, and the availability of suitable existing or planned *infrastructure* and *public service facilities* required to accommodate projected needs.

1.1.3.5 Planning authorities shall establish and implement minimum targets for *intensification* and *redevelopment* within built-up areas, based on local conditions. However, where provincial targets are established through *provincial plans*, the provincial target shall represent the minimum target for affected areas.”

The PPS directs municipalities to promote opportunities for intensification and to implement minimum targets for intensification within built-up areas as established by provincial plans. For the City of Hamilton, the provincial plan providing direction is the Growth Plan (2019). The establishment of an appropriate intensification target for Hamilton will be one of the topics for discussion at the upcoming consultation events.

“1.3.2.2 Planning authorities may permit conversion of lands within *employment areas* to non-employment uses through a *comprehensive review*, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.”

The conversion of lands within designated employment areas to a non-employment use is only permitted as part of a comprehensive review, which the City is currently undertaking (MCR). The attached draft Employment Land Review report is responding to this requirement.

Growth Plan 2019

“2.2.2.1 By the time the next *municipal comprehensive review* is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:

- a. A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the *delineated built-up area*; and,
- 2.2.2.4 Councils of upper- and single-tier municipalities may request an alternative to the target established in policy 2.2.2.1 where it is demonstrated that this target cannot be achieved and that the alternative target will be appropriate given the size, location and capacity of the *delineated built-up area*.
- 2.2.2.5 The Minister may permit an alternative to the target established in policy 2.2.2.1. If council does not make a request or the Minister does not permit an alternative target, the target established in policy 2.2.2.1 will apply.”

The Growth Plan identifies the minimum intensification target for Hamilton of 50%. The target is a minimum target, and the City may plan for a higher target if it is deemed appropriate for the City. Conversely, the may apply for a lower target, which would require approval from the Minister. Through the next round of public consultation, staff will be seeking input from the public and stakeholders on an appropriate target for the City of Hamilton.

- “2.2.5.9 The conversion of lands within *employment areas* to non-employment uses may be permitted only through a *municipal comprehensive review* where it is demonstrated that:
- a. there is a need for the conversion;
 - b. the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;
 - c. the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;
 - d. the proposed uses would not adversely affect the overall viability of the *employment area* or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and
 - e. there are existing or planned *infrastructure* and *public service facilities* to accommodate the proposed uses.
- 2.2.5.10 Notwithstanding policy 2.2.5.9, until the next *municipal comprehensive review*, lands within existing *employment areas* may be converted to a designation that permits non-employment uses, provided the conversion would:

- a. satisfy the requirements of policy 2.2.5.9 a), d) and e);
- b. maintain a significant number of jobs on those lands through the establishment of development criteria; and
- c. not include any part of an *employment area* identified as a *provincially significant employment zone.*”

Similar to the PPS, the *Growth Plan* requires that employment land conversions to non-employment uses may only be permitted through a municipal comprehensive review (MCR), and provides criteria to guide the evaluation of conversion considerations. A new policy (2.2.5.10) added to the 2019 Growth Plan permits employment land conversions outside of Provincially Significant Employment Zones (PSEZs) to be considered in advance of the completion of the MCR. Despite this new policy direction, it is the City’s intention to consider employment land conversion comprehensively as part of the MCR. The Employment Land Review attached as Appendix “C” considers all of the City’s employment areas, including those that are and are not identified as PSEZs, and evaluates potential conversion sites against the Growth Plan criteria identified in policy 2.2.5.9.

2.2.7.2 The minimum density target applicable to the *designated greenfield area* of each upper- and single-tier municipality is as follows:

- a. The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare; and

2.2.7.4 Councils of upper- and single-tier municipalities may request an alternative to the target established in policy 2.2.7.2 where it is demonstrated that the target cannot be achieved and that the alternative target will support the diversification of the total range and mix of housing options and the achievement of a more *compact built form* in *designated greenfield areas* to the horizon of this Plan in a manner that is appropriate given the characteristics of the municipality and adjacent communities.

2.2.7.5 The Minister may permit an alternative to the target established in policy 2.2.7.2. If council does not make a request or the Minister does not permit an alternative target, the target established in policy 2.2.7.2 will apply.”

The Growth Plan identifies the minimum density target for new development in the City’s designated greenfield area (areas within the urban boundary but outside of the built-up area) to be 50 persons and jobs per hectare(pjh). Similar to the intensification target, the density target is a minimum and the municipality may plan for a higher target

if it is deemed appropriate. Through the next round of public consultation, staff will be seeking input from the public and stakeholders on an appropriate target for the City of Hamilton.

Urban Hamilton Official Plan

“A.2.3.3.3 Greenfield areas shall be planned to achieve an overall minimum density of 50 people and jobs per hectare. The greenfield density target shall be measured over Hamilton’s greenfield area, excluding natural heritage features designated in this Plan. The greenfield area includes designated employment areas. On employment lands, the City shall plan to meet a density target of 37 people and jobs per hectare. On non-employment lands, densities will need to achieve a minimum average density of 70 persons and jobs per hectare to meet the overall density target.

A.2.3.3.4 Hamilton is required to plan to achieve a minimum of 40% of all residential development occurring annually within its built-up area by 2015. A total of 26,500 units are to be accommodated within the built-up area between 2001 and 2031. The built-up area for Hamilton is identified on Appendix G.

B.2.4.1.1 Residential intensification shall be encouraged throughout the entire built-up area, in accordance with the policies of Chapter E – Urban Systems and Designations and Chapter F – Implementation.

B.2.4.1.2 The City’s primary intensification areas shall be the Urban Nodes and Urban Corridors as illustrated on Schedule E – Urban Structure and as further defined in secondary plans and corridor studies for these areas, included in Volume 2.

The UHOP contains policies relating to intensification and density targets that are consistent with the former version of the Growth Plan (2006) which had identified a 40% intensification target and a greenfield density target of 50 pjh for the City of Hamilton. As noted above, Through the next round of public consultation, staff will be seeking input from the public and stakeholders on an appropriate target for the City of Hamilton.

E.5.1.2 Maintain an adequate supply of zoned and serviced employment lands of varying parcel sizes in various locations to meet the City’s projected employment growth forecast and to promote economic development and competitiveness.

E.5.1.4 Protect lands designated Employment Area from non-employment uses and to support the employment functions of the City’s Downtown, nodes and corridors. New major retail uses shall be prohibited and office uses shall be restricted in function and scale.

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OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

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- E.5.2.4 Uses permitted in the Employment Area designations may include clusters of business and economic activities such as, manufacturing, research and development, transport terminal, building or contracting supply establishment, tradesperson’s shop, warehousing, waste management facilities, private power generation, limited agricultural uses, office, and accessory uses. Ancillary uses which primarily support businesses and employees within the Employment Area may also be permitted. Permitted uses specific to the four Employment Area designations are contained in Policies E.5.3.2, E.5.4.3, E.5.5.1, E.5.5.2 and E.5.6.1. (OPA 23) (OPA 109)
- F.1.1.10 The City shall consider if there is a need to undertake a Municipally Initiated Comprehensive Review, at the time of an official plan review. To determine the need for a review, the City shall have regard for the following matters:
- a) any changes to the population and employment growth targets as prescribed by provincial legislation; or,
 - b) any changes to provincial policy or legislation; or,
 - c) the amount of employment and/or non-employment land to meet the projected needs for up to 20 year time horizon; or,
 - d) any major Official Plan policies which are outdated.
- F.1.1.11 In addition to the policies of the Growth Plan for the Greater Golden Horseshoe respecting the potential conversion of employment sites, the City may prepare and apply a set of criteria to determine the potential employment conversion sites or identification of regeneration areas.”

The UHOP contains policy goals relating to the protection of employment lands for employment uses and identifies the uses to be permitted within employment areas. The UHOP also provides policy direction related to the review of employment lands through the MCR, and notes that the City may establish additional criteria to that of the Growth Plan to guide the review of potential conversion sites. The draft Employment Land Review attached as Appendix “C” responds to this policy direction and utilizes criteria established by the City, in addition to the Growth Plan criteria, to evaluate conversion sites.

RELEVANT CONSULTATION

Staff are seeking authorization to commence public consultation on the attached draft Report.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

1.0 Upcoming consultation events

The first round of public consultation on GRIDS2 / MCR was undertaken in May and June, 2018, and focussed on GRIDS background information, Major Transit Station Area (MTSA) Planning, and Urban Structure review. City staff are proposing a second round of public consultation, including a series of public open houses, scheduled for the last week of November and first week of December at locations across the City. The details are:

| Date | Location | Time |
|-----------------------------|---|----------------------|
| Tuesday, November 26, 2019 | David Braley Centre Auditorium 100 Main St W, Hamilton | 2 – 4 pm 6 – 8 pm |
| Thursday, November 28, 2019 | Battlefield House Museum & Park 77 King St W, Stoney Creek | 2 – 4 pm 6 – 8 pm |
| Monday, December 2, 2019 | Dundas Town Hall Auditorium 60 Main Street, Dundas | 2 – 4 pm 6 – 8 pm |
| Wednesday, December 4, 2019 | St. Naum of Ohrid Macedonian Orthodox Church 1150 Stone Church Road East, Hamilton | 2 – 4 pm 6 – 8 pm |

The topics to be considered at the open houses will focus on:

- Intensification – topics will include an explanation of intensification and the intensification target, consideration of an appropriate target for Hamilton, and the implications of a higher or lower target. Staff are seeking feedback from members of the public on Hamilton’s future minimum intensification target;
- Designated Greenfield Area density – topics will include an explanation of the Designated Greenfield Area and the density target, a demonstration of what increased density looks like, and the implications of a higher or lower target. Staff are seeking input into the consideration of an appropriate density target for new communities in Hamilton;
- Employment Land Review – draft results of staff’s review of employment lands and conversion requests will be provided, including recommendations for conversion

sites. The public, including individuals that submitted a request for conversion, will have an opportunity to comment on the draft results; and,

- Evaluation framework for new growth areas – if the City's completed Land Needs Assessment identifies a requirement for settlement boundary expansion, the next phase of GRIDS 2 / MCR will include a consideration of growth options. Staff are seeking feedback on important considerations to include as part of the future evaluation framework for growth options, including the use of the GRIDS 9 Directions to Guide Development as a guiding framework.

2.0 Upcoming stakeholder event

A stakeholder working group has been established to provide feedback and input into the GRIDS 2 / MCR project. The following members were invited to join the stakeholder group:

- Conservation Authorities;
- Niagara Escarpment Commission;
- Environment Hamilton;
- Greenbelt Foundation;
- Agricultural and Rural Affairs;
- School Boards;
- Housing interest groups;
- Cultural Roundtable ;
- Business Improvement Areas;
- Chambers of Commerce;
- Realtors Association of Hamilton-Burlington;
- Hamilton-Halton Homebuilders Association; and,
- Hamilton Burlington Society of Architects.

One stakeholder event has been held to date, in June 2018. A second event is scheduled for December 16, 2019, to focus on the same matters of consideration as presented at the Open Houses, with particular focus on appropriate intensification and density targets for the City, and input into the evaluation framework for review of growth options. The broad range and depth of experience amongst the stakeholder group provides valuable input on these important topics.

3.0 Draft Employment Land Review

One component of the MCR is the Employment Land Review, which is a review of the City's designated Employment Areas to determine if any of the areas warrant a redesignation to a non-employment use. Employment Areas are afforded special protection by Provincial policy. The Growth Plan 2019 introduced the new term of

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Provincially Significant Employment Zones (PSEZs). PSEZs are defined by the Minister for the purpose of long term planning for job creation and development. In Hamilton, the Bayfront and East Hamilton Industrial Areas, Stoney Creek and Red Hill North and South Business Parks, and the Airport Employment Growth District are identified as PSEZs. Lands within a PSEZ can only be converted to a non-employment designation through the MCR process. Employment Areas outside of a PSEZ may be converted to a non-employment designation outside of the MCR process provided certain criteria is met. For the purpose of the Employment Land Review, City staff reviewed all Employment Areas comprehensively, both within and outside of PSEZs.

City staff undertook a review of the City's designated Employment Areas with a focus on sites / areas at the edge of employment areas which are mixed use or contain existing non-employment land uses. Staff also reviewed the residential enclaves (residential areas within the designated Employment Areas) to determine if any policy and / or zoning updates were required on those lands.

In addition, in May, 2017, a call for public requests for employment land conversion was released which requested members of the public to submit requests for sites currently designated as Employment Area to be considered for possible conversion. A total of 19 requests were submitted for conversion consideration.

The draft results of City staff's Employment Land Review are attached as Appendix "C" to this report. The Employment Land Review is comprised of three components:

- Employment Land Review: Review of Employment Areas, with focus on edges and mixed-use areas of older industrial parks;
- Appendix "A" to Employment Land Review: Residential enclaves review; and,
- Appendix "B" to Employment Land Review: Response to Requests for Conversion.

In summary, the Employment Land Review has identified 43.85 ha of land that merits consideration by Council for conversion to a non-employment designation. The majority of the recommended conversion sites contain long-standing residential or commercial uses, and the conversion will recognize the existing situation. Included within this 43.85 ha is the "Margaret" residential enclave, which is being recommended for conversion to a Neighbourhoods designation in keeping with the existing zoning of that enclave.

With regards to the requests for conversion, staff reviewed the requests against criteria identified in the Growth Plan as well as criteria established by the City to determine if conversion was warranted. Staff are recommending support of 2 conversion requests in full and 2 requests in part. Three requested conversion sites are being deferred for consideration due to being adjacent to rural lands which may be considered as future growth options during a later phase of the MCR, and therefore the conversion request will be considered at that time.

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A breakdown of the recommended conversion sites by ward is attached as Appendix “A” and a mapping summary of the recommended conversion sites is attached as Appendix “B” to this report.

The draft Employment Land Review is attached as Appendix “C” to Report PED17010(f). Staff are requesting Council to receive the report and authorize staff to consult on the draft recommendations contained within the report. Following consultation, staff will make any required edits and the final report will be brought forward for approval at a future committee date with a recommended course of action.

ALTERNATIVES FOR CONSIDERATION

Council could not authorize staff to commence consultation on the attached draft Report or other matters including intensification and density targets.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Economic Prosperity and Growth

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

Clean and Green

Hamilton is environmentally sustainable with a healthy balance of natural and urban spaces.

Built Environment and Infrastructure

Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.

APPENDICES AND SCHEDULES ATTACHED

- Appendix “A” – Summary of draft recommended Employment Land conversion sites by Ward
- Appendix “B” – Mapping summary of draft recommended Employment Land conversion sites
- Appendix “C” – Draft Employment Land Review Report

APPENDIX 3 – Notice of Complete Application for Text OPA (May 22, 2020)



Hamilton

Mailing Address:
71 Main Street West, 5th Floor
Hamilton, Ontario
Canada L8P 4Y5
www.hamilton.ca

Planning and Economic Development Department
Development Planning, Heritage and Design
71 Main Street West, 5th Floor, Hamilton ON L8P 4Y5
Phone: 905-546-2424 Fax: 905-546-4202

May 22, 2020

File(s): UHOPA-20-011

John Corbett
Corbett Land Strategies
483 Dundas St W, Unit 212
Oakville, ON L6M 1L9
Dear Sir / Madam:

Re: Notice of Complete Application by Corbett Land Strategies for Official Plan Amendment Application for Lands Located at 9445, 9511, 9625 and 9751 Twenty Road East and 555 Glancaster Road, Glanbrook (Ward 11)

Thank you for choosing the City of Hamilton for your planning applications.

In accordance with the provisions of the *Planning Act*, all of the information and material required for this application has been provided and it is deemed complete.

It is our goal to provide you with efficient and timely processing of your applications so that you may receive a decision as soon as possible. Your applications has been assigned to **Heather Travis** for processing. This planner will soon be in contact with you regarding your applications.

Should you have any questions or require assistance at any time throughout the planning process, please feel free to contact either Heather Travis at 905-546-2424, ext. 4168 or by email at heather.travis@hamilton.ca, or myself at ext. 5134.

Yours truly,

Yvette Rybensky, BES, MCIP, RPP
Senior Project Manager
Development Planning, Heritage and Design - Suburban Team

HT:

APPENDIX 4 – UBE Evaluation Framework Response Chart

| Topic | Sub-Topic (If Applicable) | Criteria | Proposed Development Response | Data Source | Assessment |
|-------------------------------|--|---|--|--|------------|
| Site Area | Is the proposed Incremental Settlement Area Expansion larger than 40 gross ha? | East | The proposed development is 26.61 Hectares. | Planning Justification Report, CLS, July 2020 UBE Community Plan, CLS, July 2020 | Satisfied |
| | | Central | The proposed development is 32.57 Hectares. | Planning Justification Report, CLS, July 2020 UBE Community Plan, CLS, July 2020 | Satisfied |
| | | West | The proposed developments is 27.38 Hectares. | Planning Justification Report, CLS, July 2020 UBE Community Plan, CLS, July 2020 | Satisfied |
| Logical Expansion | Outside of the Greenbelt | Is the proposed Incremental Settlement Area Expansion located in the Greenbelt Area? | The proposed developments (East, Central & West) are not located in the Greenbelt Area. | Planning Justification Report, CLS, July 2020 Environmental Impact Study and Linkage Assessment, NRSI, June 2020 | Satisfied |
| | Affected Settlement Area | Is the affected settlement area a rural settlement? | The proposed developments (East, Central & West) are not located in a rural settlement. | Agricultural Impact Assessment, Orion Environmental, October 2018 | Satisfied |
| | | Is the affected settlement area serviced by municipal water and wastewater systems? | The proposed development can be serviced by existing or planned municipal water and wastewater systems. The planned facilities are in the capital works program for roads which abut the subject lands. Sanitary sewage from the proposed development can be drained by gravity sewers without new pumping systems not already forecasted. Topographic conditions are suitable for water servicing. The subject lands possess suitable surface drainage outlets for gravity drainage of stormwater runoff. | Functional Servicing Report, Urbantech, July 2020 | Satisfied |
| | Contiguity | Is the proposed Incremental Settlement Area Expansion contiguous to the existing settlement Areas Boundary? | The subject lands proposed for urban boundary expansion are entirely surrounded by the existing Urban Boundary. | Planning Justification Report, CLS, July 2020 UBE Community Plan, CLS, July 2020 | Satisfied |
| Density Target | Residential Lands | If proposed for non-employment uses, does the proposed Incremental Settlement Area expansion achieve a minimum density target of 70 residents and jobs per hectare | The proposed development is proposed for residential uses and will achieve a minimum density target of 71 residents and jobs per hectare. | Planning Justification Report, CLS, July 2020 | Satisfied |
| Complete Communities | Standalone | Does the proposed Incremental Settlement Area Expansion function as a standalone complete community including an appropriate mix of jobs, stores, services, housing, transportation options, and public service facilities? | The proposed development will incorporate a range of uses including multiple residential types, mixed uses, parks and schools which will be able to accommodate people of all ages and abilities. The proposed mixed use corridor, to be located abutting the future Garth Street extension, will offer considerable commercial, retail and personal service uses in close proximity to the proposed expansion areas. The employment lands to the immediate south will offer jobs in close proximity to the proposed expansion areas. The proposed development is situated in close proximity to a future BLAST line (Upper James) and has been designed to be able to host a major transit station. The proposed transportation network will facilitate the movement of people and can incorporate safe and convenient access across the development block for automobiles, transit, bicycles and pedestrians. The proposed development will result in an complete community which acts harmoniously with surrounding uses including the enhance natural heritage system, the AEGD employment lands as well as the existing residential community to the north. | Planning Justification Report, CLS, July 2020 Parks and Community Issues Assessment, CLS, February 2020 Transportation Study, R.J.Burnside & Associates, July 2020 Urban Design Brief, NAK, July 2020 | Satisfied |
| | Complementary | Based on identified gaps in specific geographies, does the proposed incremental Settlement Area Expansion contribute to the surrounding community's completeness? | The proposed development will result in the expansion of lands which are already surrounded by the Urban Boundary and will provide uses which facilitate an improvement to the areas level of 'completeness'. As well, the delivery of crucial transportation and servicing infrastructure which is currently absent will enable the development area to succeed for both residential and employment uses. | Planning Justification Report, CLS, July 2020 Functional Servicing Report, Urbantech, July 2020 Financial Impact Assessment, MGP, July 2020 Parks and Community Issues Assessment, CLS, July 2020 | Satisfied |
| Complete Streets | | Do the proposed streets meet the principles of complete streets and encourage travel by foot, bike, and transit? | The proposed development meets the principles of complete streets as they have been designed to support active transportation uses. The proposed NHS system will also be utilized to encourage active transportation. The proposed development has also been designed in conformance to the road requirements of the AEGD Transportation system. The final road transportation network will be refined through the completion of a Integrated Environmental Assessment as well as through completion of a future Secondary Plan. | Planning Justification Report, CLS, July 2020 Transportation Study, R.J.Burnside & Associates, June 2020 Urban Design Brief, NAK, June 2020 | Satisfied |
| Infrastructure Capacity | Water and Wastewater | Is there sufficient capacity in existing water and wastewater distribution systems? Will the use of this water and wastewater capacity impact planned development of areas inside the existing settlement area? Is there sufficient capacity in planned water and wastewater distribution systems? Would the water and wastewater infrastructure needed be financially viable over the full life cycle of the assets? | As demonstrated in the FSR, the proposed development has access to sufficient capacity in existing water and wastewater distribution systems. Drinking water and Fire Protection will be serviced from the existing network. In addition to planned capacity increases, the capacity available for the proposed expansion is sufficient to accommodate existing settlement areas. The required water capacity will not impede the planned development of the areas. The water and wastewater infrastructure needed will be financially viable over the full life cycle of the assets. | Functional Servicing Report, Urbantech, July 2020 Financial Impact Assessment, MGP, July 2020 | Satisfied |
| | Stormwater | Is there sufficient capacity in existing stormwater management systems? Will the use of this stormwater capacity impact the planned development of areas inside the existing settlement area? Is there sufficient capacity in planned stormwater management systems? Would the stormwater infrastructure needed be financially viable over the full life cycle of the assets? Does the proposed stormwater management plan achieve a water balance through green standard/LID techniques and minimize contaminant loads and minimize or increase vegetative/previous surfaces? | Considerable background analysis has occurred to confirm sub-watershed including completion of a headwater drainage feature impact assessment and refinements to existing drainage patterns. The proposed development will have access to sufficient capacity in existing stormwater management systems. The planned stormwater management systems is sufficient and will result in improvements for the existing settlement area. The stormwater infrastructure will be financially viable over the full life cycle of the assets. The proposed stormwater management plan achieves a water balance through green standard and LID techniques. | Functional Servicing Report, Urbantech, July 2020 Financial Impact Assessment, MGP, June 2020 Environmental Impact Study and Linkage Assessment, NRSI, June 2020 Fluvial Geomorphological Assessment, Geomorphix, June 2020 | Satisfied |
| | Waste Management | Is there sufficient capacity in existing waste management facilities? Will the use of this waste management capacity impact the planned development of the areas inside the existing settlement area? Is there sufficient capacity in planned waste management facilities? Would the waste management infrastructure be financially viable over the full life cycle of the assets? | For the expansion areas, wastewater is conveyed to the Woodward WWTP by a series of gravity trunk sewers and a series of Sanitary Pump Stations. Through the Servicing Strategy described in the FSR, there will be a logical and efficient extension of services within the Upper West Side lands. The ability to optimize existing infrastructure capacities is possible. Existing Sanitary infrastructure is available to service the Upper West side area. For example, The Twenty Rd SPS (HC018) located at the northwest corner of Twenty Rd W and Upper James St, was upgraded in 2015 to increase capacity in order to provide additional capacity for lands in the northeast corner of the AEGD Secondary Plan. Further, the existing 750mm diameter sanitary trunk sewer on Upper James St between Twenty Rd W and Dickenson Rd has available capacity to service tadeonal lands. The proposed servicing strategy will be financially viable over the full life cycle of the assets. | Functional Servicing Report, Urbantech, July 2020 Financial Impact Assessment, MGP, June 2020 | Satisfied |
| | Public Transit | Is the proposed Incremental Settlement Area Expansion served by an existing City transit corridor? Is the proposed Incremental Settlement Area Expansion served by and connected to an existing inter-regional transit corridor or a mobility hub? Will the proposed Incremental Settlement Area Expansion be served by and connected to planned City transit which has dedicated funding and will be developed within the horizon of the Growth Plan? Will the proposed Incremental Settlement Area Expansion be served by and connected to planner inter-regional transit corridor or a mobility hub which has dedicated funding and will be developing within the horizon of the Growth Plan? | The proposed development is served by existing City transit services along Upper James Street, Garth Street and Twenty Road West. The planned Upper James Street BRT line is to be located immediately east of the subject lands and is planned with dedicated funding with the intention of construction within the horizon of the Growth Plan. The subject lands would also be a logical and appropriate location for a future transit station on the Upper James Street BRT line and the proposed development has been designed to accommodate use by both residents and employees. | Transportation Study, R.J.Burnside & Associates, June 2020 | Satisfied |
| | Active Transportation | Is the proposed Incremental Settlement Area Expansion served by and connected to an existing pedestrian or cycling network? Will the proposed Incremental Settlement Area Expansion be served by and connected to a planned pedestrian or cycling network? Is the proposed Incremental Settlement Area Expansion accessible / barrier free? | The proposed development will be served by and connect to the existing pedestrian or cycling network. The proposed development will result in improvements to the pedestrian and cycling infrastructure found surrounding the Twenty Road West, Upper James Street, Dickenson Road East and Glanaster Road block, particularly as the existing conditions present none or few pedestrian or cycling opportunities. The proposed development will develop pedestrian and cycling infrastructure within the development block which allows connections across the entire area and will be designed to be accessible and barrier free. | Transportation Study, R.J.Burnside & Associates, June 2020 Urban Design Brief, NAK, June 2020 Planning Justification Report, CLS, July 2020 | Satisfied |
| | Street Network | Is there sufficient reserve capacity in the existing street network (with consideration to the proposed street network) to accommodate the proposed increase in population and/or employment | There is currently sufficient reserve capacity in the street network. While there is currently limited capacity on Upper James; the development of the internal road network will reduced and accommodate the demand. | Transportation Study, R.J.Burnside & Associates, June 2020 | Satisfied |
| | | Is there proposed street network within the Incremental Settlement Expansion area a logical extension of the existing street network? Does it connect the proposed expansion area to surrounding areas and key destinations. | The proposed network has been designed in consideration of the AEGD road network design and will be refined and evaluated through the ongoing Integrated EA process. The proposed road connections will connect to the surrounding area including existing urban areas as well as the provide direct access to the John C. Munroe Airport and future employment areas. . | | |
| Energy | Does the proponent's Energy and Environmental Assessment Report demonstrate environmental and sustainable design features and practices? | Under the three pillars of sustainability, Environment, Economic and Social, the expansion areas have been reviewed to ensure sustainable measures will be met. Further, the AEGD Eco-Industrial Design Guidelines (EIDG) have been included and categorized as means to ensure each principle is met. For example, Low Impact Design features will be included by our consultant team to improve Stormwater functionality etc. The Energy and Assessment Report concludes with the ways in which the community proposes to incorporate sustainable design features. Further analysis will be completed at the time of the Secondary Plan, through the implementation of a Sustainable Design Guidelines which is currently being prepared. | Energy and Environmental Assessment Report, CLS, July 2020 | Satisfied | |
| Community Facilities/Services | Does the proposed Incremental Settlement Area Expansion have access to community facilities? Are there any gaps in the types of facilities currently available? Is there sufficient capacity within the existing community facilities to provide a high quality of life and amenities (including opportunities for recreation, health, education, day cares, parks etc.) to the population that will be added through the proposed expansion? | The proposed expansion area has access to community facilities. Facilities including parks, cultural and recreational centre and schools are anticipated to be located within the proposed expansion areas. Further facilities such as day cares and medical offices are planned for the mixed use corridor. The specific location of these uses will be determined following direction by public agencies and further analysis as the Secondary Plan. Currently, the Community Plan identifies the location of new establishments and infrastructure with Official Designations. | Parks and Community Issues Assessment, CLS, July 2020 | Satisfied | |

| | | | | | |
|-----------------------------------|---|--|--|--|-----------|
| | Libraries, Community and Recreation Centres, Parks, Arenas. | Will and identified gap or strain on existing capacity be addressed by public service facilities that are planned for the future? Are the community facilities/services needed financially viable over the full cycle of the assets? | Identifies the location of two neighbourhood parks, in accordance with official plan policies. | UBE Community Plan, CLS, July 2020 | |
| Water Resources | Water Resource System | Does the proposed Incremental Settlement Area Expansion demonstrate an avoidance and/or mitigation of potential negative impacts on watershed conditions and the water resource system including quality and quantity of water? | Our consultant team have conducted the required studies to learn the functionality of the overall watershed system within the expansion lands. The identified reaches/ channels have been classified as either conservation, mitigation or protection. In conjunction with the Environmental Impact Study, a channelized corridor will be designed to support the channel and species habitat system. Further studies and monitoring projects are on-going to reduce any negative impacts to the overall water systems. | Fluvial Geomorphological Assessment, Geomorphix, June 2020 Environmental Impact Study and Linkage Assessment, NRSI, June 2020 Hydrogeological Investigation, EXP, July 2018 Functional Servicing Report, Urbantech, July 2020 | Satisfied |
| | Key Hydrologic Area | Does the proposed Incremental Settlement Area Expansion avoid key hydrologic areas including significant ground water recharge areas, vulnerable aquifers, surface water contribution area, and intake protection zones? | The proposed expansion areas have had the necessary review and testing completed such as water level monitoring, hydraulic conductivity testing, ground water quality assessments and construction dewatering assessments etc. The expansion areas do not lie within delineated Wellhead Protection Areas (WHPAs) and of the Groundwater Recharge Areas assessed, the expansion areas are not likely to contain any Significant Groundwater Recharge Areas. | Hydrogeological Investigation, EXP, July 2018 Fluvial Geomorphological Assessment, Geomorphix, June 2020 | Satisfied |
| Natural Heritage | Natural Heritage | Does the proposed Incremental Settlement Expansion Area avoid and protect Natural Heritage Systems as identified by the City and the Growth Plan? | The proposed expansion areas have been assessed and our environmental consultant has determined that any potential impacts to any encountered species and habitats can be mitigated through the retention of specific natural features, and the creation and enhancement of habitats within a block-level NHS that will be designed a future development stage. This block plan would be in accordance with the already submitted Industrial Plan of Subdivision. Further, the NHS will provide a linkage function allowing wildlife to continue foraging, dispersing and carrying out life cycle requirements under post development conditions. | Environmental Impact Study and Linkage Assessment, NRSI, July 2020 | Satisfied |
| | Impact on Natural Heritage | Does the proposed Incremental Settlement Expansion Area maintain, restore, or improve the functions and features of the area including diversity and connectivity of natural features, the long-term ecological function and biodiversity of natural heritage systems? | | | |
| Agriculture | Prime Agricultural Land | Does the proposed Incremental Settlement Expansion Area avoid and prime agricultural areas and consider alternative locations? | The proposed expansion lands avoid developing on lands identified as Prime Agricultural Area and are not identified with soil classes 1 & 2. Through the completion of the Agricultural Impact Assessment, an alternative site assessment was completed which examined the other growth areas. The assessment determined that the subject lands can be positioned ahead of other growth areas due to the soil classifications and the fact that they are entirely surrounded by urban boundary which will preclude agricultural operations. | Agricultural Impact Assessment, Orion Environmental, October 2018 Planning Justification Report, CLS, July 2020 | Satisfied |
| | Agri-Food Network, Agricultural Operations, Agricultural Systems | Does the proposed Incremental Settlement Expansion Area mitigate or minimize impacts on the agri-food network, nearby agricultural operations and adjacent agricultural systems in accordance with the Province's Draft AIA Guidelines? | The proposed expansion area is entirely surrounded by urban boundary and as such, the expansion lands have lost the critical access to the agri-food network, nearby agricultural operations and adjacent agricultural systems through previous land use decisions. The loss of these lands for agricultural purposes will not impact the overall agricultural system particularly as the soil class is low and the lands are used for 'cash' crop farming. | Agricultural Impact Assessment, Orion Environmental, October 2018 | Satisfied |
| | Minimum Distance Separation | Is the proposed Incremental Settlement Expansion Area in compliance with the minimum distance separation formulae? | The proposed expansion areas are compliant with the minimum distance separation formulae. There are not any minimum distance separation formulae issues as there are roads bordering the overall Upper West Side area and it is heavily populated with both urban residential to the north of Twenty Rd W and rural residential throughout the Upper West Side growth area. This limits the expansion of adjacent live stock operations. | Agricultural Impact Assessment, Orion Environmental, October 2018 | Satisfied |
| Mineral Resources and Petroleum | Mineral Resources | Criteria not applicable | N/A | | Satisfied |
| | Petroleum | If applicable, does the proposed Incremental Settlement Area expansion address City policies related to gas and petroleum resources? | N/A | | Satisfied |
| Cultural Heritage and Archaeology | Built Resources and Cultural Heritage Landscapes | Does the proposed Incremental Settlement Area expansion impact, or have the potential to impact, cultural heritage resources including built heritage resources or cultural heritage landscapes? | Cultural heritage buildings have been identified. As per the Cultural Heritage Assessment, mitigation efforts will need to be made to ensure cultural heritage areas are not compromised. The complete analysis and associated mitigation recommendations will be submitted shortly. | Cultural Heritage Screening Study, Golder, December 2019 | Satisfied |
| | Archaeology | Will the proposed Incremental Settlement Area expansion impact, or have the potential to impact significant archaeological resources or areas of archaeological potential? | A Stage 1 Archaeological Assessment has been completed and a Stage 2 is anticipated to be completed for the subject lands. If any significant archaeological resources or areas containing potential artifacts are found than the proper procedures will be implemented to avoid any negative impacts. | Archaeological Assessment, Stage 1, AMICK, Jul 2018 | On-going |
| Natural Hazards | Hazardous Lands | Is the proposed Incremental Settlement Area Expansion within hazardous lands or hazardous sites, or an identified Regulated Area? | The subject lands are not located within hazardous lands or hazardous sites. | | Satisfied |
| Human-Made Hazards | Noise Exposure Forecast | If occurring with the Airport Influence Area, does the proposed Incremental Settlement Expansion Area comply with all Airport Influence Area policies? | In accordance with the Official Plan, the proposed expansion areas are located within the NEF 30 contour line. In accordance with the PPS, some sensitive uses are permitted in this location subject to mitigation measures which have been outlined in the Noise Impact Study. | Noise Impact Study, HGC, July 2020 | Satisfied |
| Climate Change | Complete Communities and Density | See Complete Communities. See Density. | The proposed expansion areas will support growth plan target densities but not at the expense of the City's Climate Change emergency policies. The expansion areas will support medium densities and housing options in harmony with the existing urban area and has been designed to accommodate community infrastructure and facilities. The proposed development will result in jobs in the specific expansion area as well as facilitate the creation of more jobs outside of the development area as the resulting transportation and servicing infrastructure will allow the lands to come 'on-line' earlier than anticipated. | Energy and Environmental Assessment Report, CLS, July 2020 Planning Justification Report, CLS, July 2020 | Satisfied |
| | Energy | See Energy. | Energy efficient building design options and building orientation will be explored to take advantage of passive solar heating, natural lighting, ventilation and shading to improve on-site energy generation. Work is currently underway in preparing a Sustainable Development Guideline which will be implemented at the Secondary Plan and Draft Plan stages. | Energy and Environmental Assessment Report, CLS, July 2020 Functional Servicing Report, Urbantech, July 2020 | Satisfied |
| | Transit and Active Transportation | See Public Transit. See Active Transportation | The proposed development is currently served by existing City transit services along Upper James Street, Garth Street and Twenty Road West. The proposed development will also be served by the planned Upper James Street BRT line which is to be located immediately east of the subject lands. It is envisioned that the proposed road network will result in several opportunities for transit stations to be located in close proximity to major employment locations. The anticipated residential and employment growth can be supported by the existing and future BRT lines. The overall community plan will include walkable amenity services which will reduce the need for car dependency. | Transportation Study, R.J.Burnside & Associates, July 2020 | Satisfied |
| | Stormwater | See Stormwater | As per the Eco-Industrial Design Guidelines, Stormwater Management is identified as a key principle. The exploration and implementation of Low Impact Development source and conveyance controls in combination with end-of-pipe dry-ponds as a treatment approach is required under this principle. The proposed development will follow the prescribed guidelines to meet the water balance/flow management criteria related to flood control, erosion control, quality control, infiltration, and natural features protection. | Energy and Environmental Assessment Report, CLS, July 2020 Functional Servicing Report, Urbantech, July 2020 | Satisfied |
| | Watershed Planning | See Water Resources | With the channelized corridor, the proposed expansion areas will incorporate habitat elements within the channel corridor, to improve riparian habitat and promote wildlife biodiversity. A connective corridor will allow for a continuous area to be protected and aid in the offset of GHG's. | Fluvial Geomorphological Assessment, Geomorphix, June 2020 Environmental Impact Study and Linkage Assessment, NRSI, June 2020 Hydrogeological Investigation, EXP, July 2018 | Satisfied |
| | Natural Heritage | See Natural Heritage | The completed Linkage Assessment has indicated that several Linkages overlap with the subject sites and may require removal to accommodate the proposed development. However, given the poor condition and lack of landscape-level functionality, opportunities to replicate, reconfigure, and restore the linkages within the study area are likely to result in a net ecological benefit. The proposed east-west corridor enhanced with restoration plantings and other habitat features (e.g. brush piles, watercourses, wetland areas) can replicate the linkage function of the features considered in the LA. The proposed development will take the necessary precautions to improve and enhance the NHS and linkage functions, therefore mitigating any negative effects to the City's Climate Change approach. | Environmental Impact Study and Linkage Assessment, NRSI, June 2020 | Satisfied |
| | Agriculture | See Agriculture | The proposed expansion areas are not designated as Prime Agricultural lands. As there is currently few or if any active farming operations there are no adverse impacts on the agricultural systems land base within the City of Hamilton. The development is not reducing the City's ability to contribute to the agri-food Network. | Agricultural Impact Assessment, Orion Environmental, October 2018 | Satisfied |
| Finance | Infrastructure and Public Services Facilities/ Overall Financing Policy | See Water and Wastewater. See Stormwater. See Waste Management. See Community Facilities/Services. | The proposed development areas will generate revenue for the City. For the water and wastewater financial contribution, it is estimated the project will provide the City with \$17.7 million in water and wastewater/ storm revenues. For the school boards and Go Transit, approximately \$10.3 million will be generated. | Functional Servicing Report, Urbantech, July 2020 | Satisfied |
| | | Does the proposed Incremental Settlement Expansion Area have an unreasonable or unanticipated financial impact on the City? | The proposed expansion areas will generate revenue for the City. The overall UWS project is estimated to generate \$175.5 million in Development Charge rates and \$15.4 million in Building Permit fees. Further, the development will generate on-going revenues for the City; approximately \$33.5 million in property taxes and \$17.7 million in water and wastewater/ storm revenues. | Financial Impact Assessment, MGP, June 2020 | Satisfied |
| Public Consultation | Consultation Strategy | Does the proposed public consultation strategy sufficiently address the City's Public Consultation Strategy Guidelines including consideration for archaeological potential? | The Upper West Side Landowners Group held an informal public meeting with neighbouring property owners to the proposed development areas in February 2018. Since then, the UWSLG have been working with Navigator to participate in focus groups and general polling surveys with the public. Currently, the UWSLG is involved in the Garth Street Integrated EA. The Public Consultation Strategy has been outlined in the Planning Justification Report and anticipates engaging with indigenous groups. | Planning Justification Report, CLS, July 2020 | Satisfied |
| Infrastructure | Electricity, Communications, and Oil and Gas | Included here for City tracking and communicating with appropriate stakeholders on this topic. | The Upper West Side landowners Group have been in contact with Hydro One. Further communications will occur at the Secondary Plan stage and Draft Plan to ensure no conflicts with the adjacent hydro one facilities. | | Satisfied |
| | Human-Made Hazards | If the proposed Incremental Settlement Area Expansion is contaminated, will the site be remediated as necessary prior to any development? | The proposed expansion lands are not contaminated and no remediation work is necessary. | | Satisfied |

APPENDIX 5 – Draft Official Plan Amendment

**Official Plan Amendment Number ____ to the
Urban Hamilton Official Plan, Rural Hamilton Official Plan and Airport
Employment Growth District Secondary Plan**

Respecting:

Urban Boundary Expansion – Official Plan Amendment

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

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

PASSED this ____ day of _____, 20xx-xx-xx

F. Eisenberger
Mayor

A. Holland
City Clerk

Schedule “1”

The following text constitutes Official Plan Amendment No. _____ to the Urban Hamilton Official Plan:

1.0 Purpose and Effect:

The purpose and effect of this Amendment is to modify policies from the Urban Hamilton Official Plan (UHOP), Rural Hamilton Official Plan (RHOP) and Airport Employment Growth District (AEGD) Secondary Plan. The policies to be modified and added for the UHOP and RHOP documents are for the “Communities”, “City Wide Systems and Designations”, “Urban Systems and Designations”, “Rural Systems, Designations and Resources” and “Implementation” chapters. The schedules for the UHOP, RHOP and AEGD Secondary Plan documents are also proposed to be modified.

These policies relate to the inclusion of two rural boundary parcels, identified as ‘white belt’ parcels, located at 9285, 9445, 9511, 9751, 9625 Twenty Road West and 555 Glancaster Road. The effect of the policies will be to facilitate the expansion of the urban boundary in accordance with policies set out in the Provincial Growth Plan; namely “ A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019).”

2.0 Location:

This Amendment modifies and adds to policies applying to lands located at 9285, 9445, 9511, 9751, 9625 Twenty Road West and 555 Glancaster Road.

3.0 Basis:

The basis for this Amendment is to modify RHOP policies to remove the subject lands from the RHOP and add to the urban boundary.

4.0 Actual Changes:

4.1 Text Changes:

4.1.1 Urban Hamilton Official Plan (RHOP)

4.1.1.1 That Volume 1-Chapter C.4 – Integrated Transportation Network, Table C.4.8.1, “Requirements for Development in the Vicinity of John C. Munro International Airport” be amended and substituted with the following:

| | Locational Criteria | Requirements |
|----------|--|---|
| 1 | 35 NEF and greater, and/or within the Airport Influence Area | a) All new <i>development</i> of residential and other <i>sensitive land uses</i> , including <i>infill development</i> and <i>redevelopment</i> , shall be prohibited. b) New land uses which may cause a potential aviation hazard shall be prohibited. |
| 2 | 30 NEF and greater, but less than 35 NEF | a) All new <i>development</i> of residential and other <i>sensitive land uses</i> , including <i>infill development</i> and <i>redevelopment</i> , shall be prohibited. b) New land uses which may cause a potential aviation hazard shall be prohibited. c) All <i>development</i> applications approved prior to approval of this Plan may proceed. |
| 3 | 25 NEF and greater, but less than 30 NEF | a) All <i>development</i> and <i>redevelopment</i> proposals for residential and other <i>sensitive land uses</i> , including <i>infill development</i> and <i>redevelopment</i> , shall be required to submit a <i>detailed noise study</i> , employ noise mitigation measures and include appropriate warning clauses in accordance with Section B.3.6.3 – Noise, |

| | | |
|--|--|--|
| | | <p>Vibration and Other Emissions, and Policy C.4.8.6.</p> <p>b) New land uses which may cause a potential aviation hazard shall be prohibited.</p> |
|--|--|--|

4.1.1.2 Cost Sharing Policies

That Volume 1-Chapter C be amended to include the following provisions related to cost-sharing for landowner groups.

- (i) The City shall require the use of area-specific development charge by-laws or front-end financing agreements under the *Development Charges Act*, Developer Cost sharing agreements or other suitable arrangements, among landowners to fairly allocate the costs of development. However, the City will not negotiate or be party to such agreements, but must be assured and ascertain that the cost sharing document assigns cost sharing in a reasonable manner, in accordance with the following procedure:
 - (a) The City of Hamilton shall require that a Developer Cost Sharing Agreement, sufficient to ensure the equitable allocation of the costs of land use approvals and infrastructure/community facility requirements is executed by all developers associated with any draft plan of subdivision and/or zoning by-law approval as signatory, and copies thereof shall be provided to the City prior to draft plan approval and/or zoning-by-law approval of any proposed development;
 - (b) After ascertaining that the Developer Cost Sharing Agreement deals with all pertinent matters equitably and can be reasonably imposed on all developers, the City will commit to doing so in each case through appropriate conditions of subdivision or development approval.

4.1.1.3 Volume 3 – Special Policy Areas, Area Specific Policies, and Site Specific Policies

That Volume 3, Chapter B – Special Policy Areas, Area Specific Policies and Site Specific Policies be amended to include the addition of a new Area Specific Policy as follows:

UH-X Lands located on 9751 Twenty Road West and 9625 Twenty Road West, City of Hamilton, former Town of Glanbrook.

- 1.0 Area Specific UH-X, shown on Map H-X includes the lands located at 9751 Twenty Road West and 9625 Twenty Road West, identified as Parcel A and Parcel B. The following policies shall apply to UH-X:
 - a) Notwithstanding the policies of Volume 1, the lands identified as Parcels A and B will have maximum permitted density of 70 units per hectare.

4.2 Schedule Changes

4.2.1 Urban Hamilton Official Plan (UHOP)

The following schedules and appendices are proposed to be amended:

- Schedule A – Provincial Plans
 - Subject Lands no longer identified as rural.
- Schedule B – Natural Heritage System
 - Subject Lands no longer identified as rural.
 - Natural Heritage System amended in accordance with completed studies.
- Schedule B-1 – Detailed Natural Heritage Features – Key Natural Heritage Features – Life Science ANSI
 - Subject Lands no longer identified as rural.
- Schedule B-2 – Detailed Natural Heritage Features – Key Natural Heritage Features – Significant Woodlands
 - Subject Lands no longer identified as rural.
 - Natural Heritage System amended in accordance with completed studies.
- Schedule B-4 – Detailed Natural Heritage Features – Key Natural Heritage Features – Key Hydrologic Feature – Wetlands
 - Subject Lands no longer identified as rural.
- Schedule B-5 – Detailed Natural Heritage Features – Key Natural Heritage Features – Key Hydrologic Feature – Lakes and Littoral Zones
 - Subject Lands no longer identified as rural.
- Schedule B-6 – Detailed Natural Heritage Features – Local Natural AREA – Environmentally Significant Areas
 - Subject Lands no longer identified as rural.
- Schedule B-7 – Detailed Natural Heritage Features – Local Natural AREA – Earth Science ANSI

- Subject Lands no longer identified as rural.
- Schedule B-8 – Detailed Natural Heritage Features – Key Hydrologic Features – Streams
 - Subject Lands no longer identified as rural.
 - Natural Heritage System amended in accordance with completed studies.
- Schedule C – Functional Road Classification
 - Subject Lands no longer identified as rural.
- Schedule E – Urban Structure
 - Subject Lands no longer identified as rural.
 - Subject Land are identified as Neighbourhoods
- Schedule E-1 – Urban Land Use Designations
 - Subject Lands no longer identified as rural.
 - Subject Lands are identified as Residential
- Schedule F – Airport Influence Area
 - Subject Lands no longer identified as rural.
- Schedule G – Local Housing Market Zones
 - Subject Lands no longer identified as rural.
- Appendix A – Parks Classification Map
 - Subject Lands no longer identified as rural.
- Appendix B – Major Transportation Facilities and Routes
 - Subject Lands no longer identified as rural.
- Appendix D – Noise Exposure Forecast Contours and Primary Zoning Regulation Area
 - Subject Lands no longer identified as rural.
- Appendix E – Contaminated Sites
 - Subject Lands no longer identified as rural.
- Appendix F – Cultural Heritage Resources
 - Subject Lands no longer identified as rural.
- Appendix F-4 – Archaeological Potential
 - Subject Lands no longer identified as rural.
- Appendix G – Boundaries Map
 - Subject Lands no longer identified as rural.
- Volume 3: Map 1 – Area Specific Policies Key Map
 - Subject Lands no longer identified as rural.
 - Subject lands identified with new Area Specific Policy Area #.
- Volume 3: Map H-X
 - Subject lands are identified as UH-X.

See Appendix A for proposed amended schedules.

4.2.2 Rural Hamilton Official Plan (RHOP)

The following schedules are proposed to be amended:

- Schedule A – Provincial Plans
 - Subject Lands no longer identified as rural.
- Schedule B – Natural Heritage System
 - Subject Lands no longer identified as rural.
- Schedule B-1 – Detailed Natural Heritage Features – Key Natural Heritage Features – Life Science ANSI
 - Subject Lands no longer identified as rural.
- Schedule B-2 – Detailed Natural Heritage Features – Key Natural Heritage Features – Significant Woodlands
 - Subject Lands no longer identified as rural.
- Schedule B-3 – Detailed Natural Heritage Features – Key Natural Heritage Features – Alvar and Tallgrass Prairie
 - Subject Lands no longer identified as rural.
- Schedule B-4 – Detailed Natural Heritage Features – Key Natural Heritage Features – Key Hydrologic Feature – Wetlands
 - Subject Lands no longer identified as rural.
- Schedule B-5 – Detailed Natural Heritage Features – Key Natural Heritage Features – Key Hydrologic Feature – Lakes and Littoral Zones
 - Subject Lands no longer identified as rural.
- Schedule B-6 – Detailed Natural Heritage Features – Local Natural AREA – Environmentally Significant Areas
 - Subject Lands no longer identified as rural.
- Schedule B-7 – Detailed Natural Heritage Features – Local Natural AREA – Earth Science ANSI
 - Subject Lands no longer identified as rural.
- Schedule B-8 – Detailed Natural Heritage Features – Key Hydrologic Features – Streams
 - Subject Lands no longer identified as rural.
- Schedule C – Rural Functional Road Classification
 - Subject Lands no longer identified as rural.
- Schedule D – Rural Land Use Designations
 - Subject Lands no longer identified as rural.
- Schedule F – Airport Influence Area
 - Subject Lands no longer identified as rural.
- Schedule G – Source Protection Vulnerable Area
 - Subject Lands no longer identified as rural.
- Appendix A – Parks Classification of City-owned Parks outside of Rural Settlement Areas and Secondary Plan Areas
 - Subject Lands no longer identified as rural.
- Appendix C – Non-Renewable Resources
 - Deferred. No change.
- Appendix C-1 – Non-Renewable Resources Gas and Petroleum Wells
 - Subject Lands no longer identified as rural.

- Appendix D – Noise Exposure Forecast Contours and Primary Zoning Regulation Area
 - Subject Lands no longer identified as rural.
- Appendix E – Former Municipal Landfill Sites
 - Subject Lands no longer identified as rural.
- Appendix F – Rural Cultural Heritage Resources
 - Subject Lands no longer identified as rural.
- Appendix F-2 – Rural Archaeological Potential
 - Subject Lands no longer identified as rural.
- Volume 3: Map A – Special Policy Areas
 - Subject Lands no longer identified as rural.

See Appendix B for proposed amended schedules.

4.2.3 Airport Employment Growth District (AEGD) Secondary Plan

The following schedules are proposed to be amended:

- Map B.8-1 – Airport Employment Growth District Land Use Plan
 - Urban Boundary limits have been revised.
- Map B.8-2 – Airport Employment Growth District Natural Heritage System
 - Urban Boundary limits have been revised.
- Map B.8-3 – Airport Employment Growth District Road Classification Map
 - Urban Boundary limits have been revised.
- Map B.8-4 – Airport Employment Growth District Phasing Plan
 - Urban Boundary limits have been revised.
- Map B.8-5 – Airport Employment Growth District Transit Routes and Trail Maps
 - Urban Boundary limits have been revised.

See Appendix C for proposed amended schedules.