

# Summary of Key Reports for the Elfrida Lands UBE Application

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## Elfrida - Summary of Official Plan Amendments

	Rural Hamilton Official Plan Amendment (RHOPA)	Urban Hamilton Official Plan Amendment (UHOPA)
<b>Purpose and Effect</b>	To permit an expansion to the City of Hamilton's Urban Boundary to include the Elfrida Lands in order to accommodate the City's Growth in a compact, mixed use, transit-supportive, active transportation friendly, and complete community.	
<b>Basis</b>	In support of the application, a Planning Rationale and other technical studies were submitted to address the requirements of the Planning Act, Provincial Planning Statement, and the Urban and Rural Hamilton Official Plans. The applicant's consultant is of the opinion the proposed amendment is consistent with the Provincial Planning Statement and conforms to the general intent of the Urban and Rural Hamilton Official Plans.	
<b>Changes</b>	<p>The RHOPA proposes to modify the Rural Hamilton Official Plan to remove the subject property from the Rural Boundary. For the purposes of establishing permitted uses, Rural Site-Specific Area 21 shall continue to apply to a portion of the Elfrida lands.</p>	<p>The UHOPA proposes to modify the Urban Hamilton Official Plan to add the subject property to the Urban Boundary and to add a new Site-Specific Policy, which includes the following text:</p> <p><i>"On the lands identified as Area A on Schedule "B" to this amendment and designated Urban Expansion Areas – Neighbourhoods, the following policies shall apply:</i></p> <div data-bbox="633 1110 1534 1808" data-label="Figure"> </div> <p>(Continues on reverse)</p>

## **Urban Hamilton Official Plan Amendment (UHOPA) - Continued**

- a) *The minimum density target for the Elfrida Lands as a designated greenfield area shall be in accordance with Policies A.2.3.4.2 and A.2.3.4.3 of Section 2.3 in Volume 1: Chapter A – Introduction of the Urban Hamilton Official Plan.*
- b) *Development on the lands identified as Area A on Schedule “B” to this amendment should:*
  - i. *Promote and protect natural heritage features, where they exist;*
  - ii. *Minimize impacts on adjacent agricultural lands outside of the Elfrida Lands;*
  - iii. *Encourage long-term sustainability through the provision of transit-oriented development, efficient use of land and infrastructure and opportunities for multi-modal transportation, among other matters;*
  - iv. *Include a diverse mix and range of land uses including a balance of housing types and options, employment, public service facilities, parks and open spaces and other uses;*
  - v. *Provide an interconnected system of streets, active transportation routes and pedestrian supportive streetscapes with access to transit; and,*
  - vi. *Promotes the fiscal responsibility of the City in the long term.*
- c) *Notwithstanding Policy F.1.2.9, in Volume 1: Chapter F -Implementation, A detailed secondary planning exercise will be completed and incorporated through a future Amendment to the Urban Hamilton Official Plan to implement the intended vision for the lands identified as Area A on Schedule “B” to this amendment. Secondary planning will be based on detailed assessment and consideration of applicable provincial policies. The required secondary plan will be informed by the following plans, reports, and studies:*
  - *Planning Justification Report*
  - *Draft Official Plan Amendment*
  - *Agricultural Impact Assessment*
  - *Subwatershed Study*
  - *Functional Servicing Feasibility Report*
  - *Concept Plan*
  - *Transportation Impact Study*
  - *Transit Assessment*
  - *Pedestrian Route and Sidewalk Analysis*
  - *Public Consultation Summary*
  - *Energy and Climate Change Assessment Report*
  - *Financial Impact Analysis and Financial Strategy*
  - *Phasing Plan*
  - *Noise Impact Study*
  - *Geotechnical Study*
  - *Karst Assessment*
  - *Community Facilities and Recreational Needs Assessment*
  - *School Accommodation Issues Assessment*
  - *Emergency Services Assessment*
  - *Cultural Heritage Impact Assessment*
  - *Archaeological Assessment*
  - *Odour Impact Assessment*
  - *Housing Assessment*
- d) *No urban development shall occur within the lands identified as Area A on Schedule “B” to this amendment until a detailed secondary planning process has been incorporated through a future Amendment to the Urban Hamilton Official Plan.*

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# Elfrida - Planning Justification Report

**Prepared by:** Bousfields Inc.

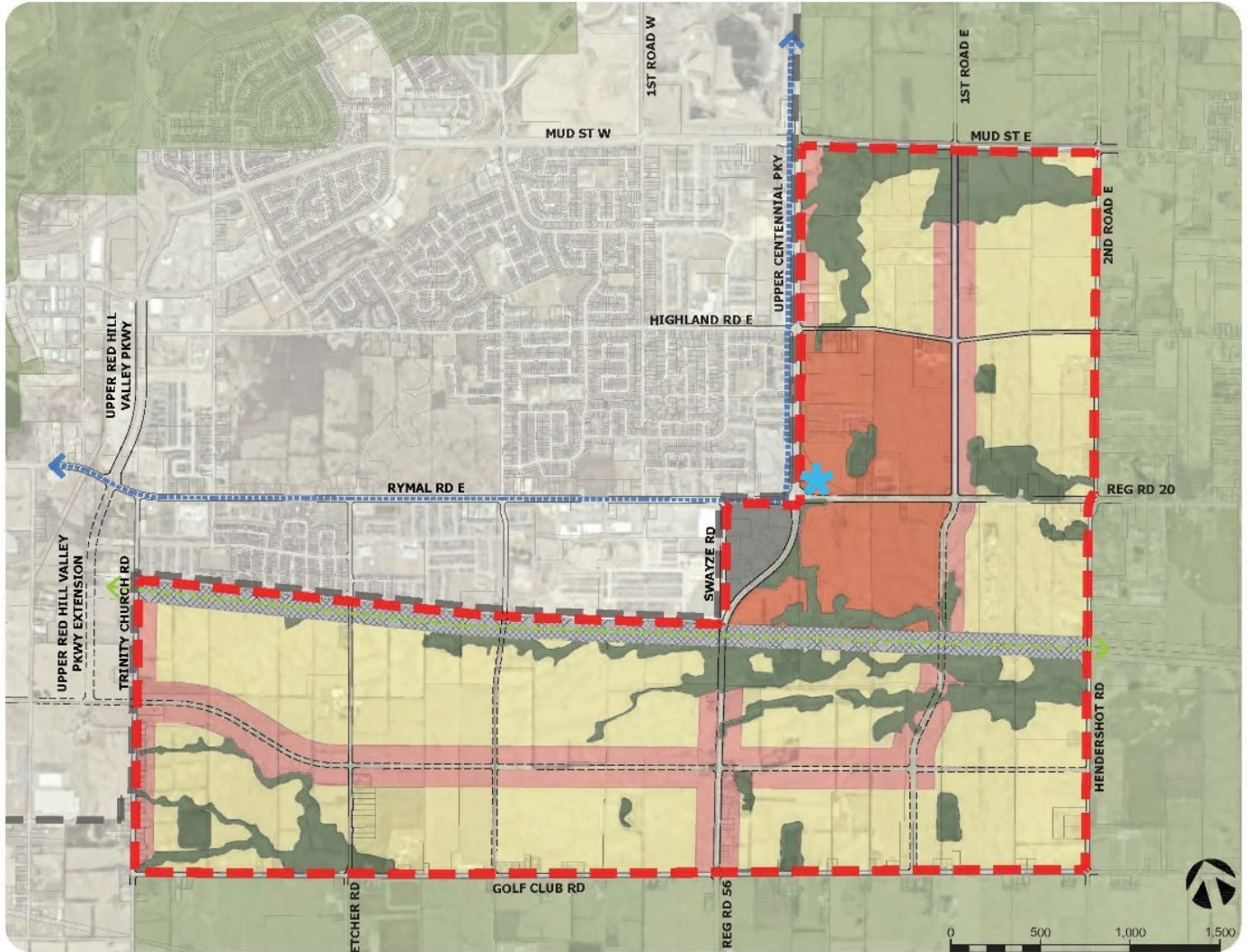
**Purpose:** The Planning Justification Report provides a professional planning opinion with respect to the Official Plan Amendment application to permit the expansion of the Hamilton Urban Boundary to include the Elfrida lands.

The Report considers the Concept Plan for the Urban Boundary Expansion Area (see reverse side of page) alongside all materials and background studies provided by the applicant in support of the application for an Urban Boundary Expansion.

## **Key Findings:**

- According to the author, the proposed development:
  - Provides a unique opportunity to allow lands directly next to the City's current Urban Boundary for urban development, helping to accommodate some of the City's population and job growth within the whitebelt lands.
  - Can optimize the use of existing and planned infrastructure and is along a future higher order transit route.
  - Is supported by the 2021 Land Needs Assessment, which identifies that additional community lands are needed to accommodate the City's growth to 2051.
- The author concludes that the proposed OPA is appropriate and desirable in land use planning terms and recommends that the application be approved.

## Elfrida Study Area Concept Plan



- |   |  |  |
|---|--|--|
| Elfrida Study Area (Urban Boundary Expansion Lands) | Potential Linear Greenway                          | Potential Residential  |
| Urban Boundary (UHOP - Schedule E)                  | Preliminary Natural Heritage System Area (Stantec) | Potential Intensification Hub  |
| Existing Roads                                      | Greenbelt Plan Area                                | Potential Intensification Corridor   |
| Proposed Roads                                      | Hydro Corridor (Utility) (RHOP - Schedule B)       | Potential Higher Order Transit (UHOP - Appendix B)                                   |
| Planned ROW (RHOP / UHOP)                           | Existing Developed Industrial / Commercial Uses    | Planned Elfrida Gateway Station (As per "(Re)envision the HSR" Concept Network Plan) |

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# Elfrida - Land Needs and Housing Assessment Report

**Prepared by:** Parcel Economics Inc.

**Purpose:** To identify if there is a need to plan for additional land to accommodate an appropriate range and mix of housing to 2051 over and above what was identified in the *City of Hamilton Land Needs Assessment to 2051, Technical Working Paper (2021)*.

## **Key Considerations:**

- In March 2021, the 2051 Land Needs Assessment (the “2051 LNA”) was prepared by Lorus and Associates. The 2051 LNA identified that the City would need between 1,340 hectares and 3,440 hectares of Community Area lands by 2051 to accommodate the population and employment forecasts contained in A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”).
- At the General Issues Committee meeting on March 29, 2021, Council tabled the staff recommendation for the Ambitious Density scenario outlined in the 2051 LNA, which would have resulted in a targeted average rate of intensification of 60% between 2021 and 2051. Rather, Council directed that additional public consultation be completed.
- Based on this additional consultation, the City of Hamilton has committed to a firm no urban boundary expansion approach since 2021, which aims to accommodate anticipated growth within the existing Urban Boundary.
- On October 20, 2024, the Provincial Planning Statement (PPS) 2024 came into effect, replacing the Provincial Policy Statement, 2020 and the Growth Plan.
- The PPS, 2024 states that municipalities shall base population and employment growth forecasts on Ministry of Finance Ontario Population Projections; however, it also allows municipalities to continue to use population and employment forecasts previously issued through the Growth Plan for the purposes of land use planning.
- The author of this Report chose to use the Ontario Ministry of Finance population forecasts to conduct their assessment (rather than the Growth Plan projections used in the City’s Official Plans) to estimate a need for 136,900 additional households in Hamilton by 2051 – representing 26,580 more than the 2051 LNA forecast.<sup>1</sup>
- Based on the Ambitious Density Scenario from the 2051 LNA, the author estimates a shortfall of 23,830 single/semi-detached units and 14,780 row units by 2051, which they project will require 1,780 additional hectares of Community Area land to accommodate.

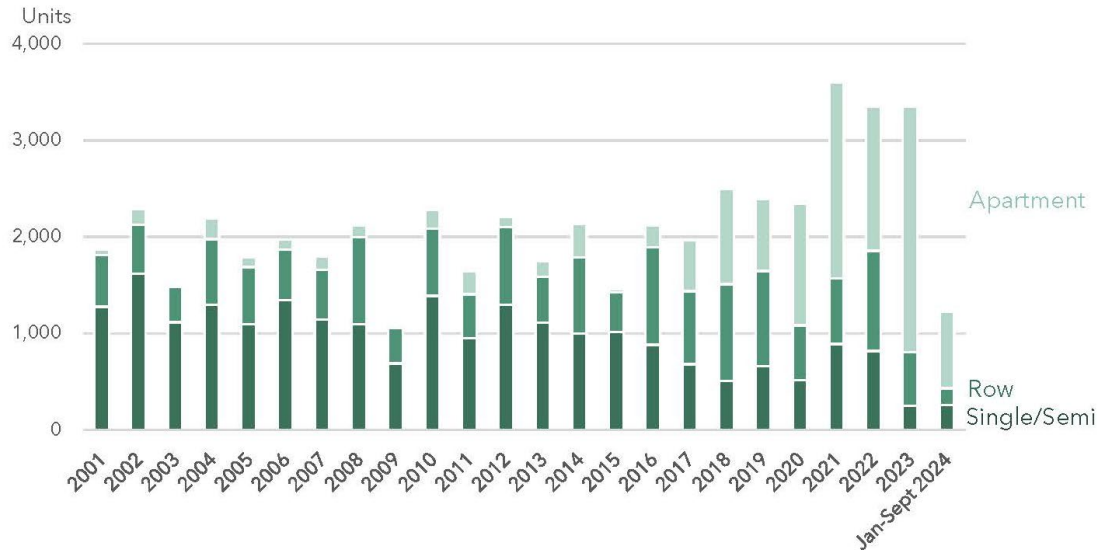
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<sup>1</sup> The author also applied the 2021 Census household formation rates to the population forecasts to gain insight into the total number of households that are anticipated, rather than the total number of people (i.e., the population).

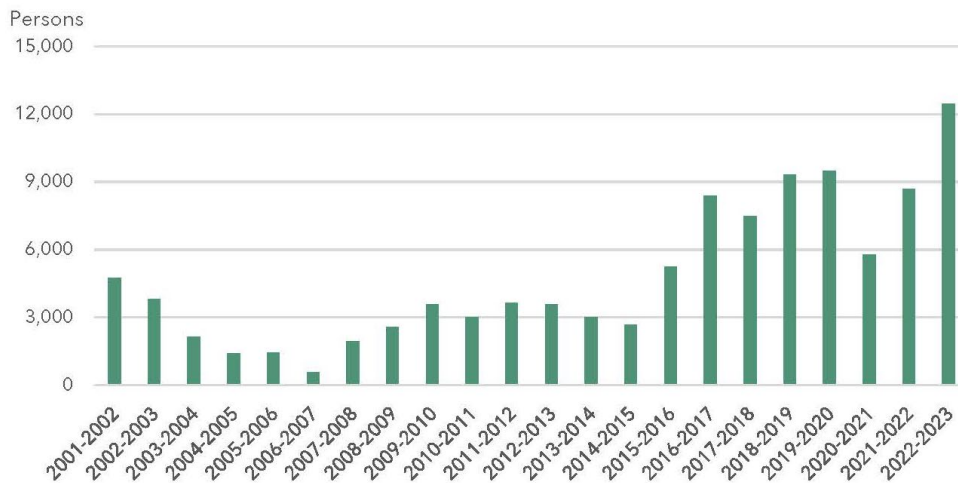


- The author is of the opinion that the proposed urban boundary expansion could, in part, help accommodate their projected population growth in the City of Hamilton to 2051.

#### City of Hamilton Annual Housing Starts 2001-2024 (from Parcel Economics report)



#### City of Hamilton Annual Population Growth 2001-2023 (from Parcel Economics report)



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# Elfrida - Fiscal Impact Assessment

**Prepared by:** Parcel Economics Inc.

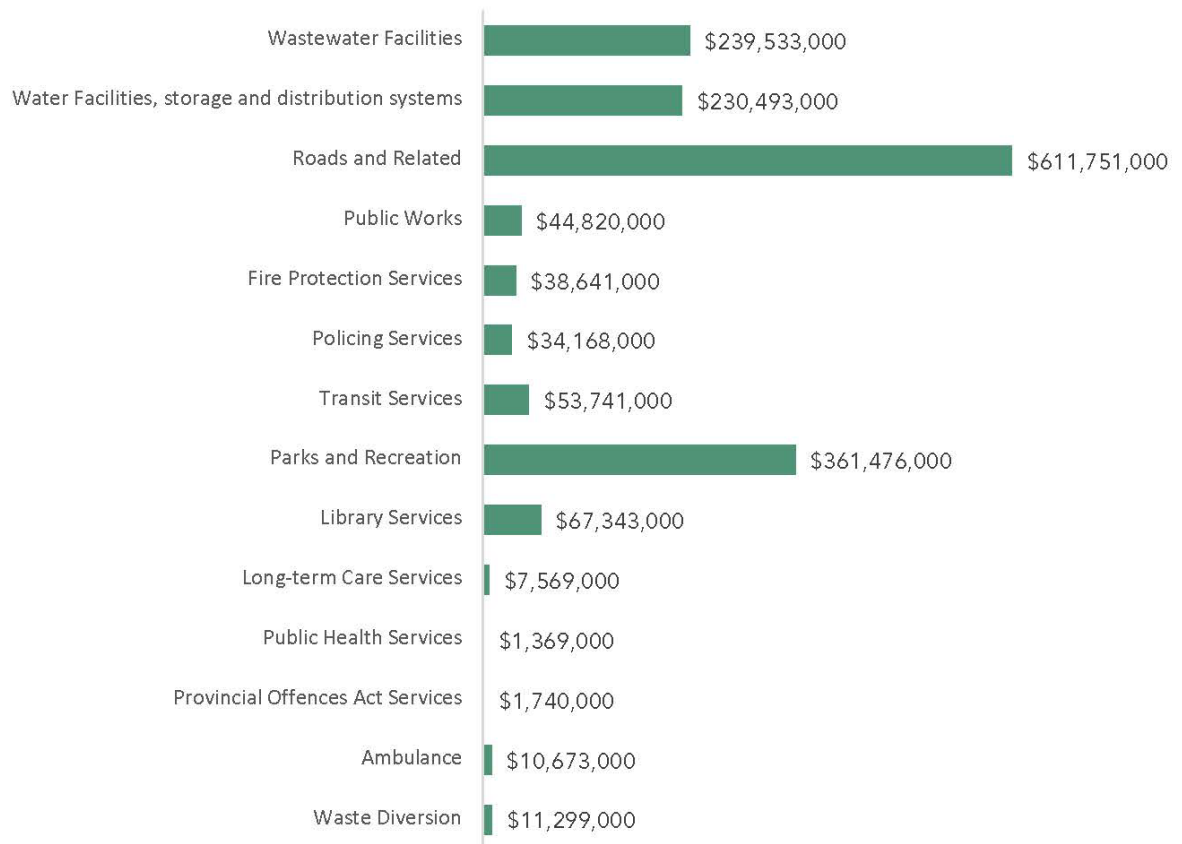
**Purpose:** To address key questions related to the costs of providing and maintaining infrastructure over time in the proposed expansion area, including long-term capital and operating costs to the City.

## **Key Considerations:**

- The assessment is a preliminary high-level estimate, as the units, unit mix, infrastructure needs, and phasing will be refined through the secondary planning process.
- The preliminary Concept Plan for the site has the potential to accommodate 114,900 persons and 14,360 jobs.
- The author estimates that development charges paid by the developer to the City will be approximately \$1.71 billion, and notes that stormwater, linear water, and wastewater infrastructure within the development will be a direct developer responsibility.
- The author projects that development charge revenue will exceed the capital infrastructure costs for the City, which have been identified for Elfrida.
- Additionally, they concluded that ongoing revenues generated by the development will exceed the estimated operating costs that could be incurred by the City.
- Through their analysis, the author argues that the Elfrida Community Area will have a positive fiscal impact on the City of Hamilton.



**Estimated Development Charge Revenue, Elfrida Community Area  
(from Parcel Economics report)**



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# Elfrida - Functional Servicing Report

**Prepared by:** Stantec Consulting Ltd.

**Purpose:** To address the municipal servicing strategies for the proposed development, including grading and road works, sanitary wastewater collection and treatment, water supply and distribution, storm water servicing, phasing of development, geotechnical and hydrogeologic conditions, provision of utilities, and natural hazards components.

## **Key Considerations:**

- Development phasing is expected to progress from the Upper Centennial trunk sewer, moving north to south and extending east and west.
- Grading, stormwater drainage, and stormwater management is deferred through this Report to be addressed through the Secondary Plan process.
- Final earthworks quantities, earth movement volumes, and geotechnical investigations are also deferred until development applications are processed by the City through the Draft Plan of Subdivision/Site Plan process.
- Previous water system upgrades in relation to the Subject Lands were designed for a population of 41,558 residents and 3,525 jobs, but updated projections for the proposed development anticipate 114,903 residents and 14,363 jobs – representing a 70% increase to the Average Day Demand, Maximum Day Demand and Peak Hour Demand. Further discussions with City Staff are required to better understand how the increase in the anticipated water demands of the Subject Lands may impact proposed water infrastructure projects in the City and the timing of such projects. Hydraulic modeling will be undertaken as part of the Secondary Plan process.
- The author states that the proposed development can be adequately serviced for sanitary drainage using conventional municipal engineering practices, and that their own capacity analysis confirms sufficient reserve capacity in the Upper Centennial Parkway and Dickenson Road sanitary trunk to accommodate the projected increase in peak wastewater flow.
- The author states that the site can be serviced through the extension of existing utilities, including hydro, gas, cable tv, and telephone – though applications to each service provider will be required to confirm capacity of existing services. Additionally, the author recommends that an updated Functional Servicing Study and Stormwater Management Plan for the Subject Lands be prepared in conjunction with the Secondary Plan process.

## ELFRIDA

### URBAN EXPANSION AREA

## Concept Plan

Nov 13 - 24

### CITY OF HAMILTON

**LEGEND:**

- Elfrida Study Area (Urban Boundary Expansion Lands)
- Urban Boundary (UHOP - Schedule E)
- Existing Roads
- Proposed Roads
- Planned ROW (RHOP / UHOP)
- Potential Linear Greenway
- Preliminary Natural Heritage System Area (Stantec)
- Greenbelt Plan Area
- Hydro Corridor (Utility) (RHOP - Schedule B)
- Existing Developed Industrial / Commercial Uses
- Potential Residential
- Potential Intensification Hub
- Potential Intensification Corridor
- Potential Higher Order Transit (UHOP - Appendix B)
- Planned Elfrida Gateway Station (As per "Re/revision the HSR" Concept Network Plan)

Image source: First Base Solutions

**BOUSFIELDS inc.**

ORIGINAL SHEET - ISO A3

300W-675 Cochrane Drive  
Markham ON Canada  
[www.stantec.com](http://www.stantec.com)

PROPOSED LOCAL SANITARY SEWER  
EXISTING TRUNK SANITARY SEWER  
MANHOLE ID  
STUDY AREA

Client/Project  
Elfrida Community Builders' Group  
ELFRIDA  
URBAN EXPANSION AREA

FIGURE NO. 51

## SANITARY DRAINAGE AREA PLAN



## Concept Plan

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# Elfrida – Agricultural Impact Assessment

**Prepared by:** Colville Consulting Inc.

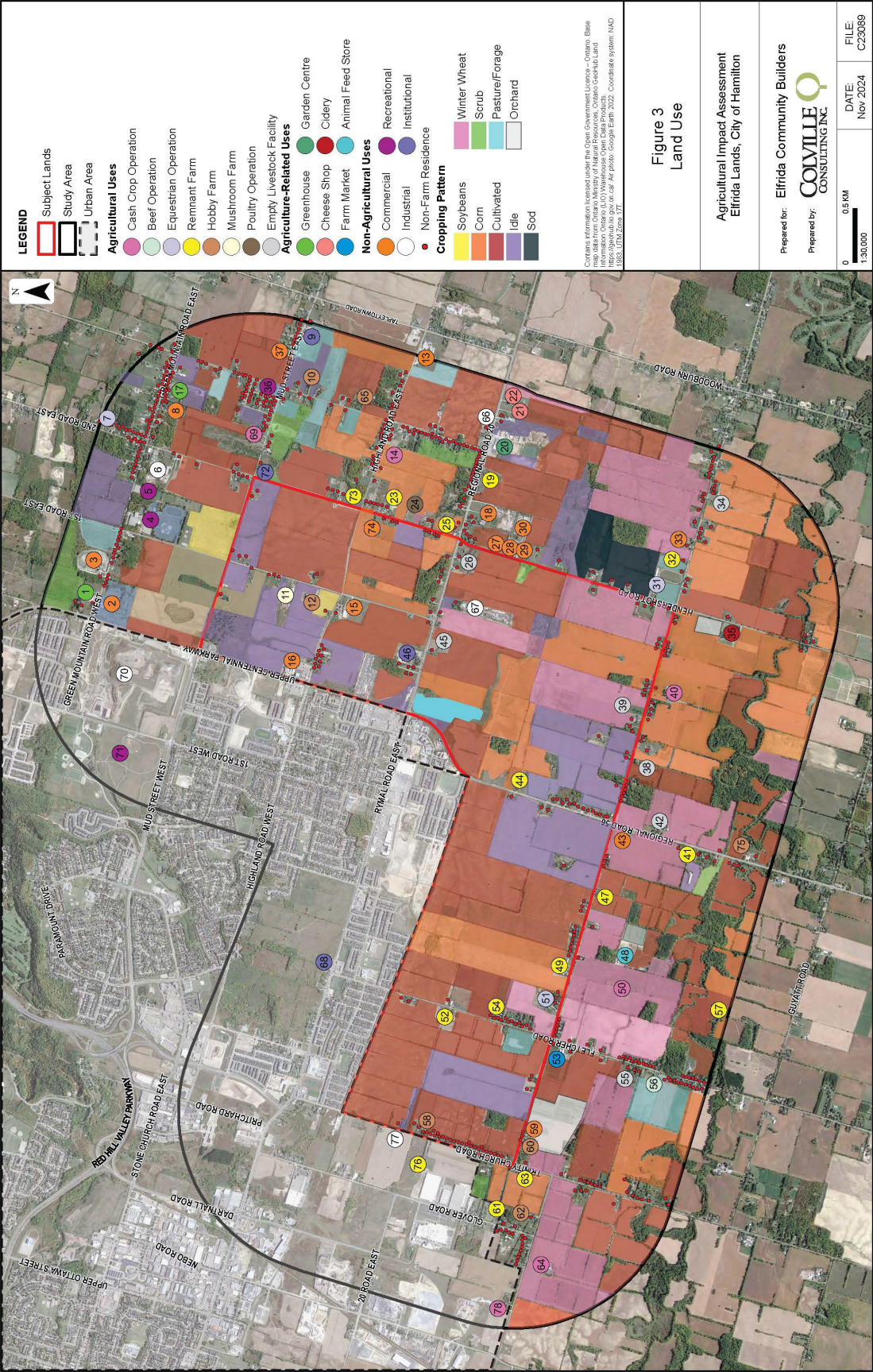
**Purpose:** To evaluate the potential impacts of the proposed boundary expansion on agricultural operations, the farming community, and the broader Agricultural System. In cases where impacts cannot be avoided, the Agricultural Impact Assessment (AIA) recommends ways to minimize and mitigate adverse impacts. The AIA also assesses whether the proposed boundary expansion complies with provincial and municipal agricultural policies.

## **Key Findings:**

- The proposed development is on prime agricultural land but is not part of a specialty crop area.
- According to the author, the primary impacts are limited to the loss of prime agricultural land, cultivable land, agricultural infrastructure, and land improvements, while indirect impacts are expected to be negligible with the implementation of the recommended mitigation measures.
- The author claims that the proposed development can comply with the Minimum Distance Separation (MDS) requirements, which determine the distance required between agricultural uses and surrounding land uses. Four agricultural operations create setback requirements for the proposed development that impact approximately 10.35 hectares of the Subject Lands. These requirements may be reduced by the City of Hamilton, the impacted lands excluded from boundary expansion, or the impacted lands used for infrastructure or open space land uses.
- According to the author, the proposed boundary expansion will comply with all relevant agricultural policies of the Provincial Planning Statement (PPS) 2024. If the Subject Lands are brought into the City of Hamilton's settlement area, the proposed development will comply with the local agricultural policies at such time.
- In the author's opinion, the AIA demonstrates that avoiding prime agricultural areas is not feasible to meet the City's land needs for projected population growth. They argue that the Subject Lands are lower priority agricultural lands within a prime agricultural area and represent a reasonable location for the boundary expansion.
- Potential impacts on the Agricultural System were identified and recommendations made to avoid or minimize impacts, to the extent feasible.



Existing Land Uses, Elfrida Community Area (from Colville Consulting report)



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# Elfrida - Transportation Assessment

**Prepared by:** C.F. Crozier & Associates Inc.

**Purpose:** To review the following main aspects of the proposed development from a transportation engineering perspective:

- Existing and planned boundary road network.
- Existing and planned active transportation network.
- Expected new vehicular trips generated by the development.
- Development compatibility with the City of Hamilton's Truck, Transit, Cycling and Pedestrian goals.

## **Key Findings:**

- The full buildout of the proposed development is expected to generate a total of 27,762 (a.m.) and 32,644 (p.m.) gross two-way vehicular trips during the weekday a.m. and p.m. peak hours, respectively.
- The analysis initially showed that traffic on Trinity Church Road (to the west of the development) and Mud Street (to the north) would exceed road capacity. However, this analysis did not account for a continuous grid like collector road system.
- Along Trinity Church Rd, the subject lands have 1600 m of frontage, which can accommodate up to four (4) collector road connections. These collector roads would run east-west, offering an additional capacity of 500 vehicles per hour, allowing traffic volumes to efficiently access the road network due to increased capacity on parallel roads. The configuration of the collector road network will be explored in more detail at the Secondary Plan stage.
- Truck routes are expected to continue operating along existing arterial roads and will be supplemented by planned arterial roads, where the major commercial destinations are contemplated.
- The development area can support potential transit stops at arterial intersections that offer 400m transit coverage for a large proportion of the development lands (see image on reverse of page).
- The Transportation Demand Management strategies envisioned will help lower the vehicular traffic by promoting the other modes of transportation. Further details will be explored during the Secondary Plan stage.



### Projected Total Traffic Volumes (from C.F. Crozier report)

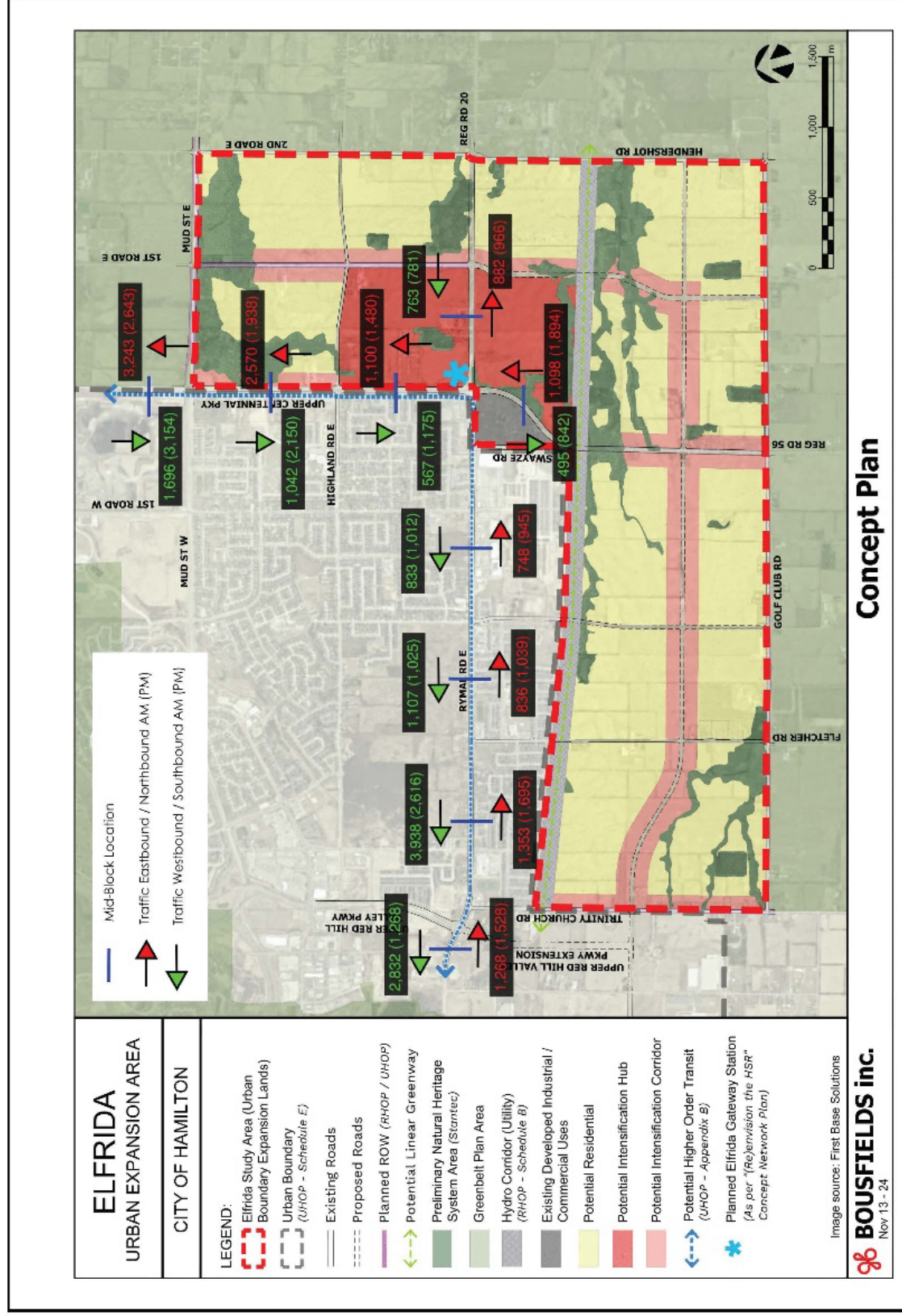


Figure 3

Project No. 2545-6847
Date. 2024-10-10
Analyst. Ian Lindley



**CROZIER**  
CONSULTING ENGINEERS

## Concept Plan

Image source: First Base Solutions


**BOUSFIELDS inc.**

Nov 13 - 24

## Elfrida Secondary Plan

## Future Total Volume



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# Elfrida - Energy & Climate Change Assessment Report

**Prepared by:** buildABILITY Corp.

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

## **Key Considerations:**

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

**DRAFT**

**ELFRIDA URBAN EXPANSION AREA**

**CITY OF HAMILTON**

**LEGEND:**

- Elfrida Study Area (Urban Boundary Expansion Lands)
- Urban Boundary (UROP - Schedule E)
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**EXISTING SIDEWALKS**

**EXISTING BIKE LINES**

**POTENTIAL ACTIVE INFRASTRUCTURE ROUTES**

**HYDRO CORRIDOR ACTIVE TRANSPORTATION ROUTE**

**UPPER RED HILL VALLEY PKWY**

**UPPER CENTENNIAL PKY**

**MUD ST W**

**HIGHLAND RD E**

**RYMAL RD E**

**REG RD 20**

**HENDERSHOT RD**

**REG RD 56**

**GOLF CLUB RD**

**FLETCHER RD**

**TRINITY CHURCH RD**

**UPPER RED HILL VALLEY PKWY**

**UPPER RED HILL VALLEY PKWY EXTENDING TO CHIPPEWA TRAIL**

**0 500 1,000 1,500 m**

**Image source: First Base Solutions**


**BOUSFIELDS inc.**

## Oct 18-24

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# Elfrida - Noise Impact Study

**Prepared by:** HGC Noise Vibration Acoustics

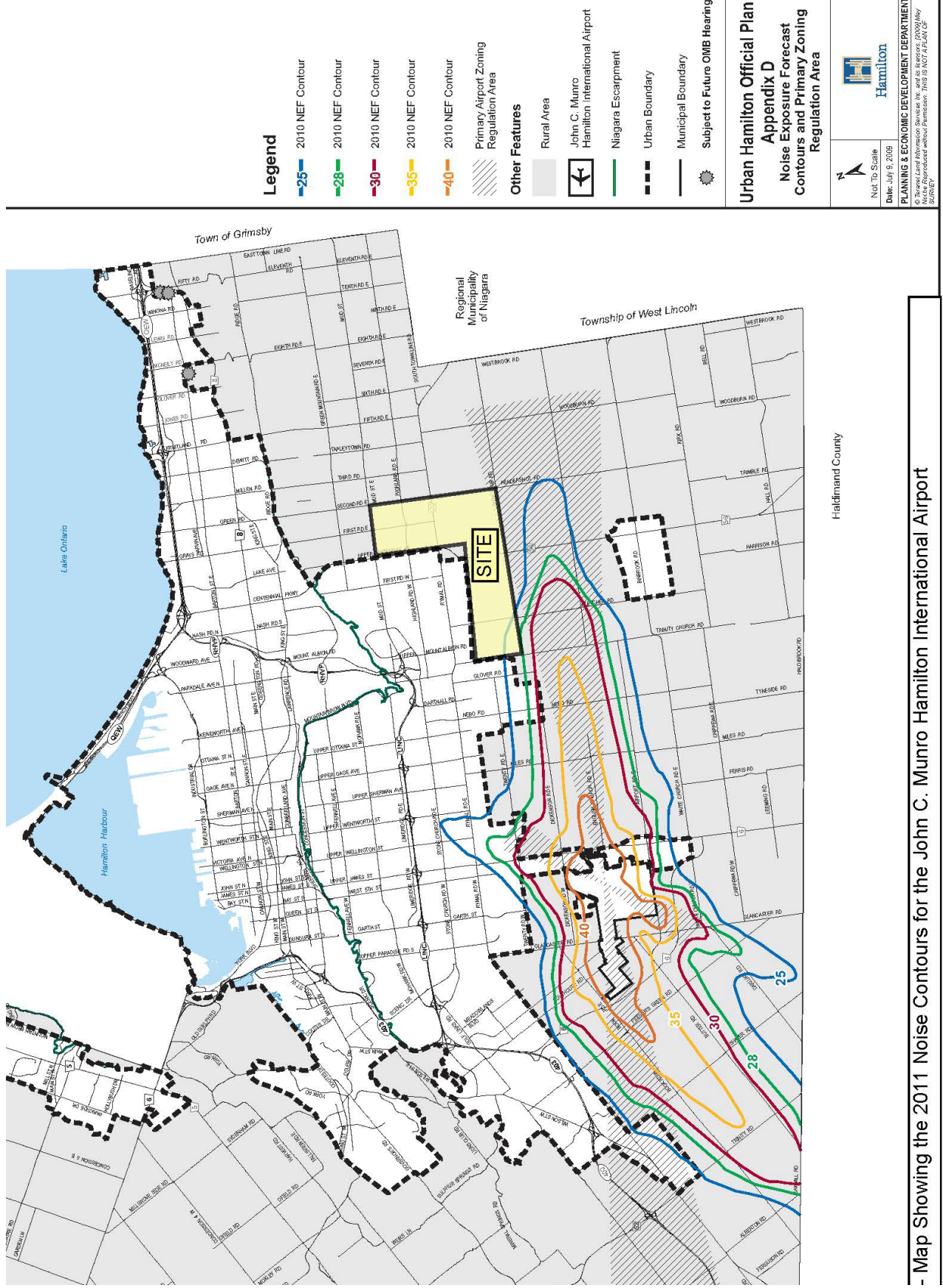
**Purpose:** To evaluate whether the proposed development is feasible, considering potential noise conflicts with nearby land uses.

## Key Findings:

- A 2011 Airport Master Plan study recommended that new residential development not occur above Noise Exposure Forecast (NEF) 28, which applies to a portion of the proposed development (see map on reverse).
- The author notes that, if the 2025 Noise Exposure Projection mapping for the John C. Munro International Airport are used, the lands fall outside the NEF/NEP contours.
- The author anticipates that road traffic noise may be mitigated through noise barriers for rear yards, as required, as well as air conditioning or the provision to install air conditioning by the occupant in the future.
- Upgraded building constructions may be recommended with a detailed review of architectural drawings considering both air traffic and road traffic noise. Interior sound level targets may be achieved with upgraded glazing constructions.
- Warning clauses are recommended to inform future residents of the traffic noise issues.
- A detailed noise study at the time of Draft Plan of Subdivision application is also recommended by the author, which they indicate should include:
  - A review of architectural drawings, considering air and road traffic noise;
  - A review of the sizes of the windows and floor areas; and,
  - Recommended upgrading of glazing constructions, where required.
- According to the author, the proposed development is feasible with some constraints imposed. The author recommends individual noise studies be completed for the residential and commercial lands as development applications proceed. Recommendations could include:
  - Minimum distance setbacks (e.g., 20 m for residential lands near industry);
  - Design of the site plan to consider commercial uses/parks/schools as buffer areas between residential and industrial uses;
  - Mitigation in the form of acoustic barriers, if residential and industrial lands share a mutual property line; and
  - Noise mitigation in the form of berms or acoustic barriers (the setbacks or required mitigation may be controlled through municipal approvals).



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



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# Elfrida - Odour Impact Study

**Prepared by:** SLR Consulting (Canada) Ltd.

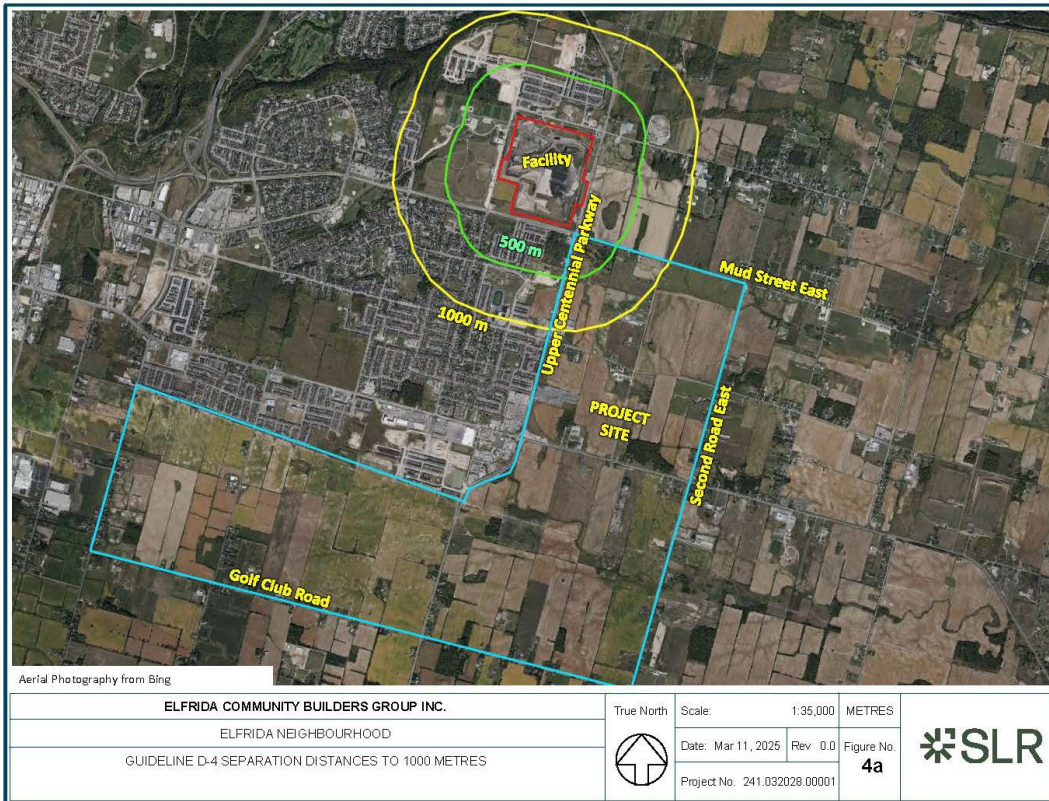
**Purpose:** To identify any existing and potential land use compatibility issues and to identify and evaluate options to achieve appropriate design, buffering and/or separation distances between the surrounding sensitive land uses, including residential uses, and nearby Employment Areas and/or major facilities. This preliminary Odour Impact Study focused on air quality and fugitive odour emissions related to the GFL Stoney Creek Regional Facility landfill site ("Facility").

## **Key Findings:**

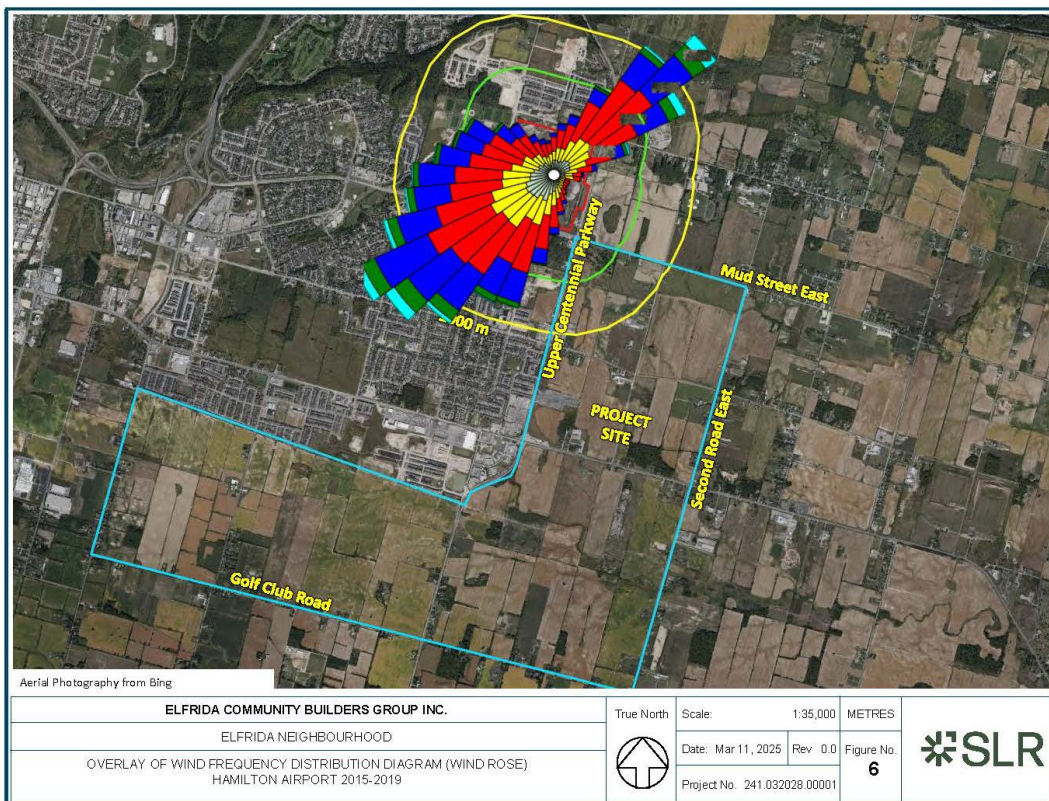
- Based on the review of mixed odour data made available to the public alongside measurements collected, the author indicates that Facility operations have the potential to generate detectable mixed odours beyond the limits of the property boundary.
- The mixed odours were typically identified as objectionable and consist primarily of metallic and sulphurous odours. The mixed odours have primarily been detected relatively close to the Facility property boundary and in alignment with the predominant wind directions (see map on reverse of page).
- The odour detections observed to date have been less than 1000 m from the Facility, with a small portion of the Elfrida Community Builders Group lands located within this potential Area of Influence.
- To address the potential for future complaints, it is possible to use Warning Clauses and receptor based physical mitigation measures in the architectural design of the proposed land structures that are located within 500 m of the Facility. The mitigation measures that may be considered include buffering of sensitive land uses, strategic location of fresh air intakes facing away from the Facility, installation of carbon and MERV rated filters, and if appropriate, positive pressurization of building features.
- It is the opinion of the author that residential uses are feasible on the proposed development's site. For the small portion of the site that is located within the Area of Influence of the Facility, they note that mitigation measures could be considered. They also recommend that an additional air quality study be undertaken to evaluate the need for mitigation in relation to odour emissions from the Facility once more details are provided for the Project.



**Map Showing Guideline D-4 Separation Distances to 1000 Metres (from SLR Consulting report)**



**Map Showing Overlay of Wind Frequency Distribution (from SLR Consulting report)**



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# Elfrida – Subwatershed Study – Preliminary Opportunities and Constraints Mapping

**Prepared by:** GeoProcess Research Associates Inc. (GeoProcess), Palmer Environmental Consulting Group part of SLR Consulting Ltd. (Palmer/SLR), and Stantec Consulting Ltd. (Stantec)

**Purpose:** To provide a representation of natural heritage constraints within the study area, based on preliminary data gathered in 2023 and 2024.

## Key Findings:

- Preliminary geomorphological, ecological, and hydrological constraint limits were prepared and mapped, with the following high-level description of constraints provided:
  - Geomorphic constraints:
    - All watercourses within the study area are considered unconfined features, and therefore the governing erosion hazard allowance was based on the meander belt width, as reflected in the mapping.
  - Ecological constraints:
    - The proposed development site includes the following natural heritage features: wetlands, woodlands, Headwater Drainage Features (HDFs), fish-bearing watercourses, and Bobolink/Eastern Meadowlark habitat.
    - Minimum Vegetation Protection Zones (VPZs) outlined in the Urban Hamilton Official Plan were also applied to applicable natural heritage features.
    - Potential linkage opportunities are proposed to provide connectivity between natural heritage features.
  - Hydrological constraints:
    - Flood hazards for both 100-year storm and regional flood events were identified based on 2018 reporting and applied to the preliminary constraints mapping. Updated hydrology and hydraulic models and associated floodplain mapping will be advanced in 2025, which will further refine the flood hazard information.
- The information provided by the author is intended to inform the future Subwatershed Study, anticipated to be completed in fall 2025 to help inform the development of a future Secondary Plan application.



Preliminary Mapping of Existing Natural Heritage Features and Vegetation Protection Zones (GeoProcess/Palmer/SLR/Stantec report)

