



__UPPER__ WEST SIDE

Planning Justification Report

UPPER WEST SIDE SECONDARY PLAN

Prepared For:

City of Hamilton

Prepared By:

Corbett Land Strategies Inc.

November 2023

Table of Contents

1.0	Introduction.....	1
2.0	Subject Lands.....	3
2.1	Secondary Plan Area.....	3
2.2	Surrounding Land Uses	3
3.0	Background.....	8
3.1	AEGD OMB Decision.....	8
3.2	Urban Hamilton Official Plan.....	8
3.2.1	GRIDS 2 / MCR.....	8
3.2.2	OPA NO.167 and NO.34.....	9
3.2.3	Secondary Plan Guidelines and Framework for Urban Expansion Areas.....	9
3.2.4	10 Directions to Guide Development	11
3.2.5	Official Plan Review Next Steps.....	11
3.3	Planning Context.....	12
3.3.1	Secondary Plan	12
3.3.2	Secondary Plan Terms of Reference.....	12
3.3.3	Integrated EA (Transportation Network)	13
3.3.4	Twenty Road West EA.....	14
3.3.5	Garth Street Draft Plan of Subdivision.....	15
4.0	Constraints and Opportunities.....	16
4.1	Natural Heritage.....	16
4.1.1	Provincially Significant Woodlands.....	16
4.1.2	Provincially Significant Wetlands.....	16
4.1.3	Vegetation, Flora and Fauna	16
4.1.4	Significant Wildlife Habitat	17
4.1.5	Habitat of Endangered and Threat	17
4.1.6	Linkages.....	18
4.1.7	Headwater Features.....	19
4.2	Noise.....	20
4.2.1	Traffic Generated Noise	20
4.2.2	Airport Generated Noise.....	21

4.3	Servicing and Stormwater	21
4.3.1	Drainage.....	21
4.3.2	Water.....	22
4.4	TRANSPORTATION.....	22
4.4.1	Boundary Roads Constraints	22
4.4.2	AEGD Road Network	22
4.5	Agriculture.....	23
4.5.1	Soils.....	23
4.5.2	Existing Agricultural Land Uses	25
4.5.3	Agricultural Potential	25
4.6	Cultural Heritage.....	26
5.0	Planning Policy	28
5.1	Planning Act.....	28
5.2	Provincial Policy Statement (2020).....	29
5.3	A Place to Grow: Growth Plan For the Greater Golden Horseshoe (2019).....	33
5.4	10 Directions to Guide Development & Council Strategic Priorities	38
5.5	Urban Hamilton Official Plan.....	40
5.6	City of Hamilton Zoning By-law 05-200.....	49
6.0	Upper West Side Secondary Plan.....	55
6.1	Community Description	55
6.1.1	Land Use, Proposed Unit Mix and Density.....	55
6.1.2	Residential.....	59
6.1.3	Mixed Use.....	59
6.1.4	Employment.....	60
6.2	Natural Heritage System.....	61
6.3	Transportation Network.....	63
6.4	Servicing and Infrastructure.....	66
6.4.1	Servicing.....	66
6.4.2	Stormwater Management	66
6.5	Community Infrastructure	67
7.0	Technical Studies.....	69

Planning Justification Report
Upper West Side Secondary Plan

7.1	Master Servicing Report and Sub-Watershed Study Update	69
7.2	Urban Design & Architectural Control Guidelines	71
7.3	MAster Environmental Impact Study and Linkage Assessment Report	71
7.4	Geotechnical and Hydrogeological Investigations	73
7.5	Parks and Community Infrastructure Assessment.....	75
7.6	Energy and Environmental Assessment REport	75
7.7	Noise Feasibility Study.....	76
7.8	Financial Impact Assessment.....	77
7.9	Fluvial Geomorphological Assessment.....	77
7.10	Master Transportation Study.....	78
7.10.1	Existing Road Network Operations.....	79
7.10.2	Background 2031 Traffic Operations	79
7.10.3	Total 2031 Traffic Operations.....	79
7.10.4	Total 2041 Traffic Operations.....	80
7.10.5	Recommended Road Network	80
7.11	Agricultural Impact Assessment.....	81
7.12	Karst Assessment	82
8.0	Implementation.....	83
9.0	Conclusion	84

Table of Figures

FIGURE 1: UPPER WEST SIDE SECONDARY PLAN CONTEXT MAP (CORBETT LAND STRATEGIES INC.).....	5
FIGURE 2: EXISTING CONDITIONS (CORBETT LAND STRATEGIES INC.)	6
FIGURE 3: PLANNED CONDITIONS	7
FIGURE 4: OMAFRA - AGRICULTURAL LAND BASE - MAY 2023	24
FIGURE 5: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, SCHEDULE A	35
FIGURE 6: URBAN HAMILTON OFFICIAL PLAN, LAND USE DESIGNATIONS	42
FIGURE 7: EXISTING ZONING BY-LAW MAP	51
FIGURE 8: PROPOSED ZONING BY-LAW MAP	52
FIGURE 9: UPPER WEST SIDE SECONDARY PLAN - URBAN STRUCTURE PLAN.....	56
FIGURE 10: UPPER WEST SIDE SECONDARY PLAN - LAND USE PLAN	57
FIGURE 11: UPPER WEST SIDE SECONDARY PLAN, NATURAL HERITAGE SYSTEM.....	62
FIGURE 12: UPPER WEST SIDE SECONDARY PLAN, TRANSPORTATION PLAN	65
 TABLE 1: PLANNED TRANSPORTATION NETWORK DETAILS.....	 23
TABLE 2: DISTRIBUTION OF POPULATION AND EMPLOYMENT FOR THE GREATER GOLDEN HORSESHOE TO 2041 (FIGURES IN 000s)	34
TABLE 3: 10 DIRECTIONS TO GUIDE DEVELOPMENT & COUNCIL STRATEGIC PRIORITIES	38
TABLE 4: URBAN HAMILTON OFFICIAL PLAN POPULATION FORECASTS.....	41
TABLE 5: REQUIREMENTS FOR DEVELOPMENT IN THE VICINITY OF JOHN C. MUNRO AIRPORT (TABLE C.4.8.1).....	45
TABLE 6: LOW, MEDIUM AND HIGH DENSITY DESIGNATION POLICIES.....	46
TABLE 7: EXISTING ZONING BY-LAW STANDARDS	49
TABLE 8: NPCA DEVELOPMENT GUIDELINES.....	53
TABLE 9: LAND USE STATISTICS - PROPOSED LAND USE PLAN	55
TABLE 10: LAND BUDGET.....	58
TABLE 11: PROPOSED DENSITIES	58
TABLE 12: PROPOSED UNIT MIX	58
TABLE 13: PROPOSED TRANSPORTATION NETWORK DETAILS.....	63
TABLE 14: GROUNDWATER MEASUREMENTS SUMMARY	74

1.0 INTRODUCTION

Corbett Land Strategies Inc. (CLS) has been retained by the Upper West Side Landowners Group (UWSLG) to prepare a comprehensive planning and technical justification to support the advancement of the UWS Secondary Plan 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 (UWS Study Area).

In accordance with OPA No.167, the Urban Hamilton Official Plan identifies the locations where growth is to be planned to achieve the minimum population and employment targets to the planning horizon of 2051. As part of the subject lands are identified as Urban Expansion Areas, they are intended to accommodate a portion of the planned population and employment. However, prior to development occurring, the completion of a Secondary Plan is required.

Further, the Provincial Policy Statement and Growth Plan are specific around requirements to plan for complete communities and to maximize the utility of existing and planned infrastructure. This prerogative has led the formulation of 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 UWS Study Area;
- 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 West;
- 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.

The purpose of this project is to produce a Secondary Plan which can be relied upon to assess future development applications to ensure the realization of a complete community consisting of residential, commercial, employment, institutional and natural heritage uses. This includes the provision of a vision, goals, objectives, land use policies and implementation strategies. The Secondary Plan will facilitate the development of the broader UWS Study Area and update the City's Official Plan land use mapping and policies. Assessment of critical disciplines including (but not limited to) engineering, transportation, environment, urban design, built heritage, finance and noise will be required.

The goal of the project is to create a vibrant, complete community that supports transit, brings residential uses in proximity to places of employment, establishes a land use buffer between future

employment around the airport and existing residential on the north side of Twenty Road West, enhances the natural heritage system and provides direct linkages to critical municipal infrastructure including the John C. Munro Hamilton International Airport.

The UWSLG have compiled a comprehensive, experienced and professional consultant team for the following disciplines:

- Project Management & Land Use Planning - Corbett Land Strategies Inc.
- Civil Engineering (Servicing, Stormwater etc.) - Urbantech Engineering
- Urban Design - NAK
- Transportation - R.J. Burnside & Associates
- Ecology and Environment - NRSI
- Land Needs and Financial Impact - MGP City Plan Ltd.
- Fluvial Geomorphological - GEO Morphix Ltd.
- Archaeological - AMICK & PHC
- Cultural Heritage - Golder & WSP
- Geotechnical - EXP
- Hydrogeological - Crozier
- Public Engagement - The Monarch Park Group

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.

2.0 SUBJECT LANDS

2.1 SECONDARY PLAN AREA

The UWSLG is advancing the UWS Secondary Plan for a portion of the lands generally bound by Twenty Road West to the north, Upper James Street to the east, Dickenson Road West to the south and Glanaster Road to the west (UWS Study Area) (Figure 1). The limits of the UWS Secondary Plan generally include lands currently designated "Urban Expansion Area – Neighbourhood" (identified as Twenty Road West 1 and Twenty Road West 2, as per OPA No.167), "Urban Expansion Area – Employment Area" (identified as within Twenty Road West 1, as per OPA No.167), delineated and designated natural heritage features and some lands within the Airport Employment Growth District (AEGD) Secondary Plan that are located between the Urban Expansion Areas and the NEF 30 contour as illustrated within Figure 12 of the Airport Hamilton Master Plan (2006) (UWS Secondary Plan). The UWS Secondary Plan is approximately 283 hectares (700 acres) in area and the UWS Study Area is approximately 388 hectares (960 acres).

The UWS Secondary Plan is legally described as Part of Lots 2 and 3, 4 – Concession 2, geographic Township of Glanford as well 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 UWS Secondary Plan has been prepared comprehensively to address the holdings of participating and non-participating landowners to ensure the development of a fully integrated and functional community. The intent of the Secondary Plan is to deliver a community supported by a range of residential forms and types, the mixing of uses, employment, enhanced natural heritage, community infrastructure, all of which are planned to be achieved within existing or planned transportation and servicing infrastructure.

2.2 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 UWS Secondary Plan lands are also located immediately south of an existing residential community which features several retirement communities including Twenty Place, Garth Trails and Villages of Glanaster (Figure 2).

The surrounding land uses are as follows:

- | | |
|--------|---|
| North: | To the immediate north of the UWS Secondary Plan 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 1: Upper West Side Secondary Plan Context Map (Corbett Land Strategies Inc.)



Figure 2: Existing Conditions (Corbett Land Strategies Inc.)

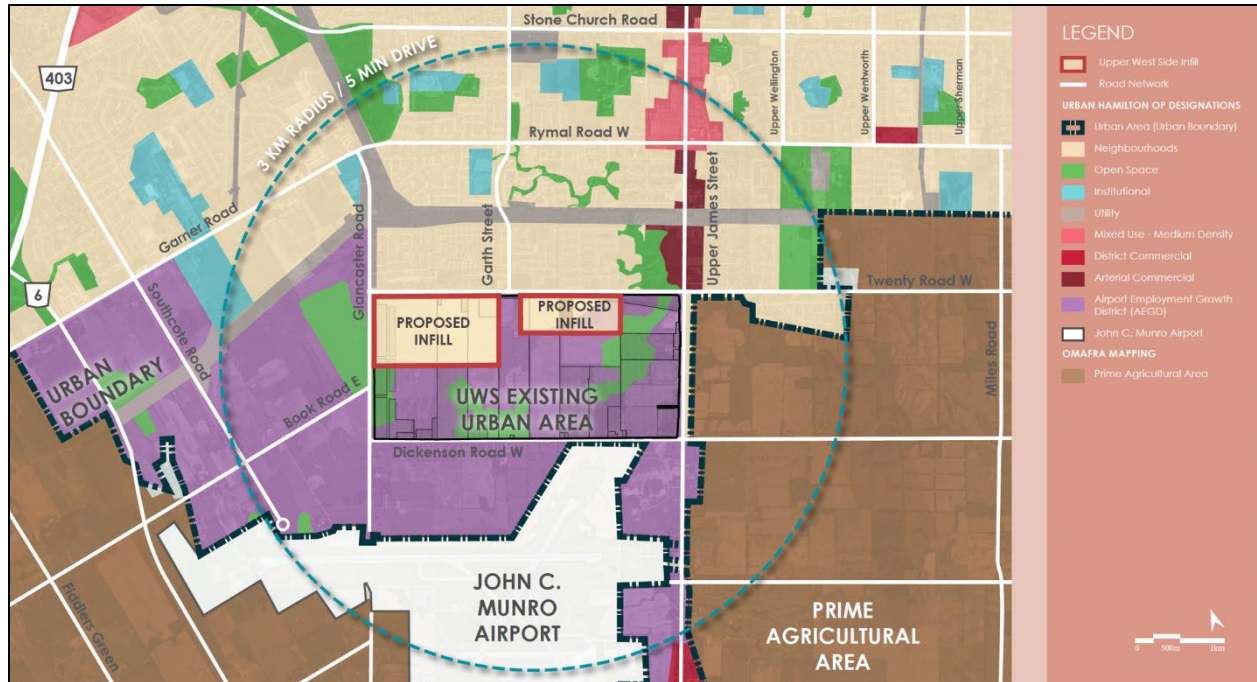


Figure 3: Planned Conditions

3.0 BACKGROUND

3.1 AEGD OMB DECISION

The City adopted the AEGD Secondary Plan in 2010 which included the subject lands within its limits. The Secondary Plan was referred to the Ontario Municipal Board (OMB) which determined that 555 net hectares (1,371 acres) of employment lands were appropriate for the AEGD. It was determined that the full employment land requirement could be satisfied in the area surrounding the airport, but not including the two small fragments on the either side of the Garth Street extension within the Twenty Road West lands. In the OMB's decision for the Phase 3 hearing dated April 10, 2015, the Board contained specific reference for the City to expedite a Municipal Comprehensive Review to determine the ultimate disposition of these two remaining land fragments. This decision to 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 the lands inclusion were to be fully considered through the next MCR.

3.2 URBAN HAMILTON OFFICIAL PLAN

3.2.1 GRIDS 2 / MCR

The Growth Related Integrated Development Strategy (GRIDS) 2 and the Municipal Comprehensive Review (MCR) were undertaken to ensure conformity with Provincial planning documents and to determine how and where to plan for forecasted population and employment growth to the year 2051, in accordance with the Provincial population and employment growth forecasts and land needs assessment methodology.

The City completed a Land Needs Assessment (LNA), prepared by Lorus & Associates, which examined the capacity of the City's Urban Area to accommodate the projected growth. The draft LNA was presented on December 14, 2020 to the General Issues Committee, following which staff conducted public and stakeholder consultation in early 2021 regarding the various land need scenarios presented. In March 2021, Staff presented the final Land Needs Assessment and recommended that the 'Ambitious Density' scenario which was modelled in the LNA. This growth scenario was based on an average intensification rate of 60% and a planned density of 77 persons and jobs per hectare (pjh) for new Designated Greenfield Areas (DGA). With these considerations, it a requirement for an urban boundary expansion of 1,340 ha to accommodate Community Area (population) growth, was identified to be necessary and therefore staff recommended it be adopted for the GRIDS 2 process.

However, Council directed that a "No Urban Boundary Expansion" growth scenario be further examined by City staff to understand what the growth implications would be if Council were to adopt such an approach. At the same time, Council requested that a Through additional considerations by City Staff and the City's consultant, it was identified that a "No Urban Boundary Expansion" growth scenario would necessitate an intensification rate exceeding 80% for the period between 2021 to 2051. But that both Staff and the City's Consultant advised that the "No

Urban Boundary Expansion” option would not meet the requirements of a market-based housing supply under the Provincial LNA methodology as it requires the City to plan for a full range of market needs.

3.2.2 OPA NO.167 and NO.34

On June 8, 2022, Council approved the decision to adopt Official Plan Amendment No. 167 and Official Plan Amendment No. 34. Under Section 26 of the Planning Act, both amendments required approval by the Minister of Municipal Affairs and Housing (MMAH) prior to coming into force and effect. The MMAH issued the decision to approve the amendments on November 4, 2022, subject to modifications. As it pertains to the proposed study area, the related modifications include:

- The expansion of the urban boundary to include the Twenty Road West, alongside other lands for a total of 2,200 ha.
- The removal of the City’s minimum intensification and density targets, which were to be established as a future Official Plan Amendment.
- The permission of further expansions to the urban boundary of 40 hectares or less without needing a municipal comprehensive review.
- The requirement that no development can occur in the new urban lands until the completion of a Secondary Plan.

3.2.3 Secondary Plan Guidelines and Framework for Urban Expansion Areas

Following the Minister’s approval of OPA No.167, the City established a strategy to plan for the lands designated as “Urban Expansion Areas”. A framework and guideline was prepared which set out how Secondary Plans are to be completed by the City and landowners groups. The strategy sets out a process which sought to coordinate planning and infrastructure strategies, in ways which are innovative, equitable and focused in receiving a high level of public input. In July 2023, the City adopted the framework and guidelines to create.

While further details on the specific policies within the Urban Hamilton Official Plan are discussed in the policy review section, the guidelines have been outlined in the following:

- Purpose, Prepared By, Background – The Guidelines set out expectations and standards for the secondary planning process including that the Secondary Process is to include a Registered Professional Planner as a project lead as well as background details of what a Secondary Plan is.
- Prior to Commencing a Secondary Plan – The Guidelines set out that a detailed Terms of Reference be completed prior to the initiation of a Secondary Plan. These terms of reference will require approval by the City and are to identify all supporting/aligning studies providing input into the Secondary Plan process.
- Foundational Directions for Secondary Planning – The Guidelines set out that the 10 Directions to guide development should be considered foundational directions to

address as part of all planning processes (further discussion on the following sections below).

- **Secondary Plan Phases** – The Guidelines set out that the process to create a Secondary Plan is to include three general phases including (but not limited to) Phase 1 Background Work, Phase 2 Analysis of information and Phase 3 Identification of a preferred plan.
- **Components of A Secondary Plan** – The Guidelines set out the specific components which need to be included and addressed.
- **Public Engagement, Project Email** – The Guidelines set out the Public Consultation expectations necessary to be completed at each phase of the process. At minimum, for privately-initiated secondary plans an advance meeting with a City staff review group; a meeting with a Community Liaison Group, one in-person public meeting or workshop and one virtual public meeting or workshop. A project email is to be established and monitored on a regular basis and that the project team is to respond to inquiries in a timely manner. All comments and feedback received throughout the public engagement is to be documented and compiled into a Public Consultation Summary and Comment Response report.
- **Public Notice Requirements** – The Guidelines set out the notice requirements to be followed throughout the secondary plan process including a mailed notice to all addresses within 240 m of the study area as well as a mail notice to major stakeholders and agencies, mayor and all councillors, neighbourhood associations, planning staff and a newspaper notice.
- **Indigenous Consultation** – Notification of the project as well as opportunities to discuss the project are to be advanced with Indigenous Nations. This consultation is to be conducted to ensure first nation interests have been incorporated within the secondary plan.
- **Final Report** – The final Secondary Plan report will be required for a Complete Application and is to include the following:
 - Basic background information about the Secondary Plan area;
 - A summary of the process undertaken to create the Secondary Plan, including a review of supporting studies and how they were incorporated;
 - A review of applicable planning policy and how the proposed plan conforms to those policies;
 - A summary of all consultations undertaken throughout the process of creating the Secondary Plan;
 - A summary of public feedback received, and copies of feedback in an appendix;
 - Information about how public feedback was considered at each phase and incorporated into the Plan;
 - A detailed analysis and rationale for the recommended Secondary Plan. This should include growth estimates for the plan, land use information for different types of land uses, transportation network information, infrastructure information, and

information about other planning priorities such as housing, urban design, natural and cultural heritage conservation, sustainability and climate change adaptation; and,

- A final draft of the proposed Official Plan Amendment to establish the Secondary Plan, including all policies, maps and schedules.

3.2.4 10 Directions to Guide Development

The 10 Directions to Guide Development were established in December 2020 to provide a framework to guide and evaluate decisions related to growth. The directions are as follows:

1. Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions.
2. Encourage a compatible mix of uses in neighbourhoods, including a range of housing types and affordability's, that provide opportunities to live, work, learn, shop and play, promoting a healthy, safe and complete community.
3. Concentrate new development and infrastructure within existing built-up areas and within the urban boundary through intensification and adaptive re-use.
4. Protect rural areas for a viable rural economy, agricultural resources, environmentally sensitive recreation and the enjoyment of the rural landscape.
5. Design neighbourhoods to improve access to community life for all, regardless of age, ethnicity, race, gender, ability, income and spirituality.
6. Retain and intensify existing employment land, attract jobs in Hamilton's strength areas and targeted new sectors, and support access to education and training for all residents.
7. Expand transportation options through the development of complete streets that encourage travel by foot, bike and transit, and enhance efficient inter-regional transportation connections.
8. Maximize the use of existing buildings, infrastructure, and vacant or abandoned land.
9. Protect ecological systems and the natural environment, reduce waste, improve air, land and water quality, and encourage the use of green infrastructure.
10. Maintain and create attractive public and private spaces and respect the unique character of existing buildings, neighbourhoods and communities, protect cultural heritage resources, and support arts and culture as an important part of community identity.

3.2.5 Official Plan Review Next Steps

In addition, to advancing a new density target for new greenfield areas (in accordance with OPA No.167), the City is advancing several other Official Plan Review initiatives. In addition to policy updates to Major Transit Station Area (MTSA) policies, updates to the Rural Hamilton Official Plan to update agricultural system and natural heritage mapping as well update certain rural policies. A local context official plan update is proposed to be advanced which will implement new and

revised local strategies, updates to secondary plans and policy refinements to implement local objectives.

3.3 PLANNING CONTEXT

3.3.1 Secondary Plan

As noted above, a Secondary Plan is necessary for the study area given its designation as “Urban Expansion Area” and the requirement to undertake such an exercise as prescribed within the UHOP, in accordance with OPA No.167. As noted in this report, the secondary plan has been prepared to be innovative, equitable, climate resilient and is designed to achieve a complete community.

The UWS Secondary Plan establishes the planned function and long-term planning vision for portions of lands located within the UWS Study Area. Lands within this area are designated “Urban Expansion Area - Neighbourhoods” and “Urban Expansion Area – Employment” under the Urban Hamilton Official Plan (“UHOP”) as well as designated under the Airport Employment Growth District Secondary Plan. The purpose of the UWS Secondary Plan is to guide the comprehensive development of the a new greenfield community and establish policies, designations and infrastructure for the development of the future community.

The Upper West Side Secondary Plan:

- Provides growth management policies that facilitate a minimum population of 14,200 residents and 2,050 jobs over the span of 20 years;
- Establishes a land use planning framework through a series of land use designations that will guide growth, encourage positive land use changes, ensure compatibility of uses, and contribute to the development of a complete community;
- Implements policies that support the operations of the John C. Monroe Hamilton International Airport and designation of employment lands;
- Encourages a compact, urban community with a mix of densities, built forms, and land uses to support the needs of current and future residents;
- Establishes policies that protect and, where possible, enhance the natural heritage features, forms, and functions, as well as endangered species and species at risk;
- Establishes a transportation network that supports the movement of people and goods and incorporates active transportation, including facilitating the extension of Garth Street to Dickenson Road West; and
- Encourages development that supports long-term economic, social, and environmental sustainability.

3.3.2 Secondary Plan Terms of Reference

In accordance with the City of Hamilton’s Guidelines on Secondary Plans, privately initiated Secondary Plans require Terms of Reference’s be prepared which set out the way in which the Secondary Plan will be advanced. The UWSLG submitted a Terms of Reference to the City of

Hamilton on August 3, 2023. The Terms of Reference provided further information on the study area, background, project administration, policy framework, public engagement as well as details on the project scope and phasing. On October 13th, 2023, the City provided comments on the Terms of Reference.

3.3.3 Integrated EA (Transportation Network)

As part of the development of the study area, 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” (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 a Terms of Reference (ToR) document to outline the process, studies and public consultation events to be undertaken. A TOR for the Integrated EA authored by R.J. Burnside & Associates Limited and dated July 2018 was circulated to the City of Hamilton and the Niagara Peninsula Conservation Authority (NPCA) for review and comment. The Notice of Commencement was circulated to the public in September 2019.

In June 2020, 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 Glanaster Road EA which is currently seeking consultants to work on the project;

In March 2021, the draft Phase 1 & ESR report was completed which included a detailed background of the subject lands, municipal class EA and study approach and study team. The report identified the problems and opportunities and provided a detailed existing conditions summary of the study area. As part of the Phase 2 Alternative Solution section, the ESR report outlined the description and analysis of alternative solutions. The report also provided a summary of the consultation plan including events which have occurred and those which are planned in the future.

In May 2021, the project team held the virtual PIC #1. A video of the presentation was posted online for access by the public and commenting agencies. The PIC explored the project background, the municipal class environment assessment and integrated EA processes, shared the problem and opportunity statement, providing policy context and identified the work and its key findings which have completed to date. Comments were received following the posting of the PIC and are currently being reviewed.

Next steps include the completion of Phases 3-5 which will involve selecting a preferred solution, identifying design alternatives, completion of supporting studies, the evaluation of design alternatives and PIC #2. It is the goal of the project team to complete the remaining work and issue the Notice of Completion in the near future.

3.3.4 Twenty Road West EA

As is identified in the AEGD Revised Road Network (December 2016), the upgrading of Twenty Road West from Upper James Street to Glanaster Road is identified as a Phase 2 Project (Medium Term). The AEGD TMP also identifies this road as a Major Arterial Road, which will include Proposed Reserved Bike Lanes and Sidewalks. Through the ongoing TMP (2021) update for the AEGD Secondary Plan, Twenty Road West is identified as a Minor Arterial Road (4 lanes) but that separate bike lanes and sidewalks will still be required. In the 2021 update, the City advised that the proposed improvements will be evaluated to minimize conflict with Hydro One property and that the improvements will look to remove possible disturbance effects to environmental features.

The Development Charge Background Study identifies the Twenty Road improvement (between Glancaster Road to Aldercrest Avenue) to occur between 2023-2031 with an associated gross capital cost estimate of \$17,826,000. Prior to construction, a Municipal Class Environmental Assessment will be required. It is proposed that given the advanced nature of the ongoing UWS Environmental Assessment for the internal transportation network of the study area, that the Twenty Road West EA be incorporated and conducted through that process. Further coordination with City Staff will be needed to confirm direction.

3.3.5 Garth Street Draft Plan of Subdivision

A Draft Plan of Industrial Subdivision was submitted in July to expedite the extension of Garth Street (between Twenty Road West and Dickenson Road) as well as to establish the development blocks along the proposed Garth Street extension. In addition to a block structure, the proposed Draft Plan sought to establish the formal limits of a Natural Heritage System, Stormwater Management facilities and a Road Network. Applications for Official Plan Amendment, Zoning By-law Amendment were submitted concurrently.

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.

As a greater road network is has been planned for the entire study limits, the Plan of Subdivision boundary is intended to reflect that network for the area along the Garth Street extension only. As noted above, the complete road network is being assessed through the Integrated EA. Upon its completion, the Draft Plan will be updated to reflect the approved alignment. A revised submission is planned to be submitted in Q1 of 2024.

4.0 CONSTRAINTS AND OPPORTUNITIES

4.1 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.

4.1.1 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 UWS Secondary Plan, including a feature located to the southeast of the Secondary Plan area and another feature occurring to the southwest of the UWS Secondary Plan. Other features mapped as Significant Woodlands are present within the UWS Study Area and are further examined within the Environmental Impact Study.

4.1.2 Provincially Significant Wetlands

Similar to Significant Woodlands, Significant Wetlands are areas where development is not permitted. A small portion of the Upper Twenty Mile Creek PSW Complex is located adjacent to the east of the UWS Secondary Plan. 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 UWS study area. Several unevaluated wetland features are present in the UWS Secondary Plan and located intermittently in the southern portions of the UWS Secondary Plan.

4.1.3 Vegetation, Flora and Fauna

The majority of the UWS study area consists of agricultural fields and hedgerows with several HDFs, meadow marsh wetlands, and naturalizing orchard and golf course areas. Hedgerows are present throughout the subject site and provide numerous corridors of natural cover between the existing natural features. 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, 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 Redbellied Snake and Eastern Gartersnake.
- 32 mammals were observed near the study area including bats, coyote and white-tailed deer.
- 71 butterfly species were reported in the study area including the monarch.
- 4 odonata (dragonfly and damselfly species) were observed.
- A single fish, grass pickerel was reported in the Upper Twenty Mile Creek Watershed.

4.1.4 Significant Wildlife Habitat

Following field studies, three 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 UWS Secondary Plan area 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 areas of the UWS Secondary Plan subject; no marsh bird species were recorded.

Reptile Hibernaculum

Candidate Reptile Hibernaculum SWH is potentially present in the wetlands through-out the UWS Secondary Plan, 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.

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 UWS Secondary Plan area.

Turtle Overwintering Habitat

The Floating-leaved Shallow Aquatic (SAF1) pond in the western portions of the UWS Secondary Plan 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.

4.1.5 Habitat of Endangered and Threat

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 Secondary Plan area.

Barn Swallow

Probable Barn Swallow breeding evidence was recorded in parts of the UWS Secondary Plan area. During targeted breeding bird surveys conducted in 2018, Barn Swallow individuals were observed entering and exiting the abandoned residence located in the east portion of the UWS Secondary Plan area. 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 former golf course clubhouse in the west of the UWS Secondary Plan. Barn Swallows were also regularly observed across the entire UWS 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 UWS Secondary Plan area that could provide habitat for SAR bats.

4.1.6 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. 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.

4.1.7 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. The HDF reaches in the Central and East Blocks were assessed over 3 site visits in 2019.

Branch TTMC-3

Headwater tributary TTMC 3 extends through the central portion of the UWS, Secondary Plan, 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 former Glancaster Golf Club, near Glancaster Road. The feature passes through the former golf course, and through unmaintained online ponds prior to entering the southwest corner of the central portions of the UWS Secondary Plan. The feature extends northeast towards Twenty Road West and exits the study area near the northeast corner of the east portion of the UWS Secondary Plan. 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 portion of the UWS Secondary Plan and flows eastward through agricultural fields and an abandoned orchard where it terminates at Twenty Road West north of the east portion of the UWS Secondary Plan. 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 portion of the UWS Secondary Plan 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 former golf course to the west UWS Secondary Plan and flows through the central portion of the UWS Secondary Plan 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 UWS Secondary Plan.

4.2 NOISE

4.2.1 Traffic Generated Noise

The dominant road traffic noise sources in the UWS Study Area include the existing roads: Twenty Road West, Glancaster Road, Dickenson Road West and Upper James Street. As part of the development, four arterial collector roads are proposed that could represent significant sources of noise for noise sensitive land uses: Collector Road A, Collector Road B, Collector Road C and an extension to Garth Street.

Road traffic data was provided by the City of Hamilton for Glancaster Road, Twenty Road West and Upper James Street which was extrapolated to 2033 with an assumed growth of 2% per year. As the proposed development included the construction of new roads which will influence the local traffic, a second set of data was provided by the Traffic Engineer retained by Corbett Land Strategies to prepare a Traffic Impact Study to support this application. This data was also

extrapolated to 2033 at an assumed growth of 2% per year. The two data sets were compared and the larger traffic volume for each road was used to predict the future road traffic noise impact.

There are no significant sources of stationary noise such as an industrial facility or large commercial operation in the vicinity of the proposed development that require assessment for the determination of land use compatibility.

4.2.2 Airport Generated Noise

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.

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.

4.3 SERVICING AND STORMWATER

4.3.1 Drainage

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.

4.3.2 Water

The existing water infrastructure available to service the Upper West Side Lands 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.

4.4 TRANSPORTATION

4.4.1 Boundary Roads Constraints

The UWS Secondary Plan is 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 widen 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.

4.4.2 AEGD Road Network

In accordance with Airport Employment Growth District Transportation Master Plan, the subject lands are located adjacent and in close proximity to numerous consequential roads. Table 1 provides details on the planned function of the roads of greatest relevance to the subject lands:

Table 1: Planned Transportation Network Details

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

Source: Table 5, Road Improvement Plan, AEGD TMP, 2016

4.5 AGRICULTURE

4.5.1 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 former golf course is poorly drained Toledo silty clay loam.

It is noted that the Ontario Ministry of Agriculture, Food and Rural Affairs does not designate the UWS Secondary Plan area as Prime Agriculture, except for a small fragment located on a non-participating landowner parcel which is likely a remnant or a technical oversight on the agencies mapping software (Figure 4).

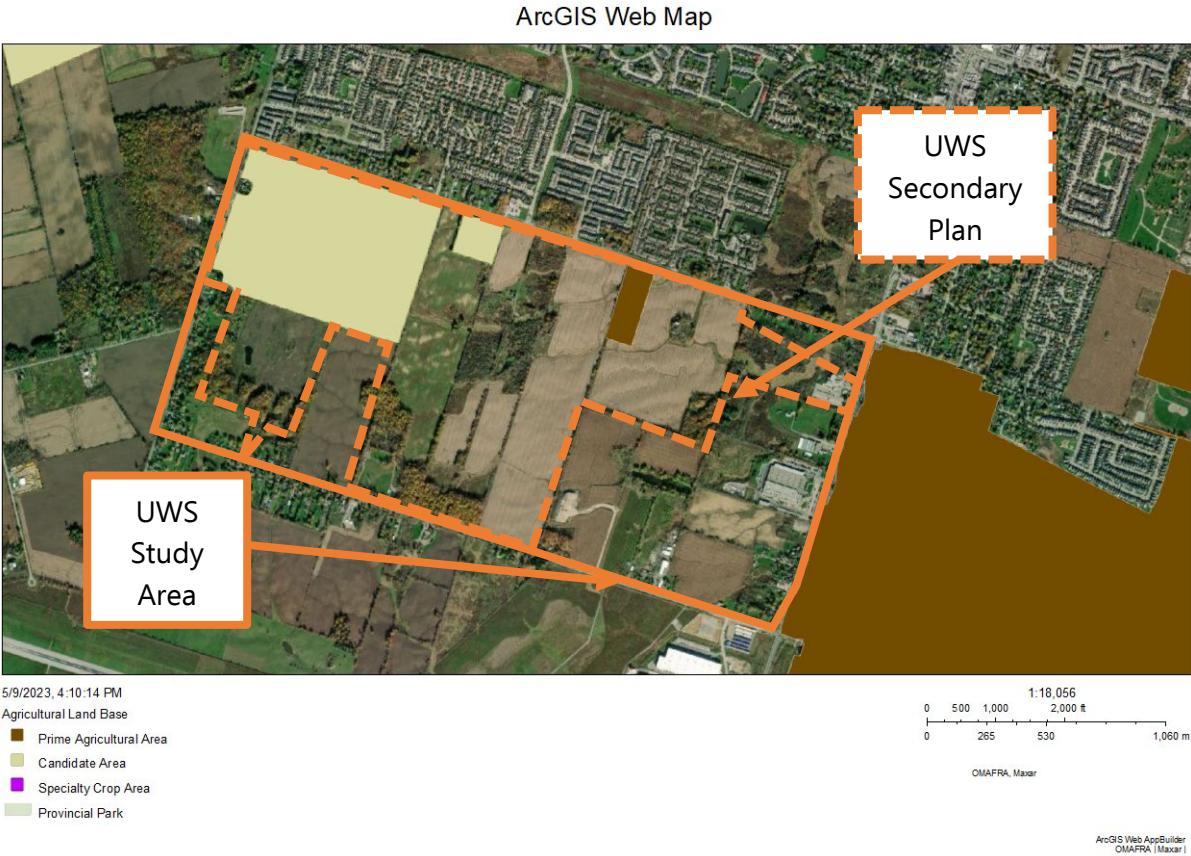


Figure 4: OMAFRA - Agricultural Land Base - May 2023

4.5.2 Existing Agricultural Land Uses

In the completion of the Agricultural Impact Assessment, the existing agricultural land uses were assessed. Based on the field conditions the agricultural lands within the UWS Study Area 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 UWS Secondary Plan 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.

4.5.3 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.

4.6 CULTURAL HERITAGE

The cultural heritage has been examined through the completion of a Cultural Heritage Impact Assessment (CHIA) for the subject lands through multiple 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.

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, for its high degree of craftsmanship and association with the Marshall family, and for its contextual value;
- 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, for its high degree of craftsmanship and association with the Marshall family, and for its contextual value.
- 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, for its high degree of craftsmanship and association with the Smith family, and for its contextual value.

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.

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.

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.

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.

5.0 PLANNING POLICY

5.1 PLANNING ACT

In accordance with Part 1, Section 2 of the Planning Act, matters of provincial interest are established. The following matters are of particular relevance of the proposed Secondary Plan.

2 *The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as, (a) the protection of ecological systems, including natural areas, features and functions;*

(b) the protection of the agricultural resources of the Province;

(e) the supply, efficient use and conservation of energy and water

(h) the orderly development of safe and healthy communities;

(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;

(j) the adequate provision of a full range of housing, including affordable housing;

(k) the adequate provision of employment opportunities;

(l) the protection of the financial and economic well-being of the Province and its municipalities;

(m) the co-ordination of planning activities of public bodies;

(p) the appropriate location of growth and development;

(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

(r) the promotion of built form that,

(i) is well-designed,

(ii) encourages a sense of place, and

(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

(s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

The proposed development has regard to matters of Provincial interest under the Planning Act in accordance with the following:

- The Secondary Plan accommodates and enhances the Natural Heritage System through the extension of natural heritage features through the implementation of

- vegetation protection zones, the establishment of new linkages and the inclusion of restoration areas.
- The Secondary Plan will result in directing growth to settlement areas which have been added through OPA No.167.
 - The Secondary Plan seeks to advance residential uses which accommodate a broad range of household types and sizes and which feature a full range of housing including single-detached, townhouses and apartments.
 - The Secondary Plan can be accommodated by existing and planned infrastructure ensuring that the development can be sustainable and financially accountable to the City of Hamilton.
 - The Secondary Plan has been prepared to accommodate a range of uses and community infrastructure which can be adequately accessed by all members of the community both future and existing.

The proposed Secondary Plan has regard for the matters of Provincial interest, as prescribed within the Planning Act.

5.2 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 proposed community will achieve Section 1.1.1 through the creation of efficient land use patterns which reduce the financial impact on municipalities by minimizing new, major infrastructure beyond existing and planned infrastructure and through the provision of housing in close proximity to employment. The residential planned includes a broad range of types and forms which will accommodate multiple household types and sizes. The efficiency and sustainability of the proposed community is further supported by existing infrastructure (including existing capacity allocations) as well as planned infrastructure (improvements necessary to service the broader AEGD area).

Section 1.1.2 sets out that municipalities are to make sufficient land available for a range and mix of land uses to meet the projected need up to a time horizon of 25 years. As documented through GRIDS 2, in support of the City's MCR, additional greenfield lands were noted to be necessary to accommodate growth to the planning horizon of 2051. City Staff advise that the City has sufficient community based lands to satisfy growth needs up to 2031, however beyond that time frame additional lands will be necessary. The proposed secondary plan, assists in providing additional lands for growth up to 2051 which is supported by positive financial impacts, existing/planned infrastructure, defined transportation networks and a detailed land use program.

The proposed community has been planned to achieve the provisions of Section 1.1.3.1, 1.1.3.2 and 1.1.3.3. The community will maintain the direction that settlement areas remain the focus of growth and development as it represents an efficient use of land and resources, is accommodated by existing or planned infrastructure and public service facilities, prepares for the impacts of climate changes, is supported by a transportation network anchored by planned expansions of transit and active transportation infrastructure.

In accordance with Section 1.1,3.8, the UWS Secondary Plan is a direct outcome of the Minister's decision on OPA No.167, which identified the need to expand the settlement area to include portions of the subject lands. This decision is supported by the City's land economist consultant as well as staff's recommendation that an expansion to the settlement area was necessary to ensure consistency and conformance to provincial policy. Particularly with the subject lands, the expansion of the settlement area accommodates growth to 2051 in a manner which can satisfy market demand, not otherwise possible in other growth areas. Further, it avoids the development on prime agricultural lands, as depicted by OMAFRA.

Within Sections 1.3.2.1-1.3.2.5, the PPS sets out the provisions on the assessment of employment needs and the potential to consider conversions through a comprehensive review. As illustrated within the submitted land use plan, the UWS Secondary Plan requires portions of the lands proposed for residential uses be converted. It is put forward that the conversion will not preclude the planned employment function of the broader area but rather facilitate improved conditions in which to support the City's employment aspirations including bringing additional housing in closer proximity. Further, protection through numerous means including physical barriers and separation tools as well as administrative controls would be relied upon to mitigate conflicts between the uses. This is intended to ensure the protection of the employment area over the long term. As demonstrated within the submitted Land Needs Assessment, the need for additional housing is severe and, given the identified surplus of the City's employment lands to 2051, it outweighs the need for new employment lands. The conversion of the employment lands is further supported by the fact that the evolving working conditions include a significant rise in people working from home. As identified by StatsCan, the amount of the population working permanently from home is approximately 20%. Therefore, it is proposed that the lands proposed for conversion be considered for non-employment use, through the proposed Secondary Plan process which can be considered a comprehensive review. In accordance with Section 1.3.2.5, there is a need for the conversion to achieve residential growth needs, it will promote (rather than adversely affect) the employment area as it will also deliver critical infrastructure necessary for the realization of the AEGD and can occur in short order given the existing and planned infrastructure necessary to support the planned community.

Section 1.4.1 sets out that that municipalities are to provide a range and mix of housing to meet projected requirements of current and future residents. This includes maintaining at all times a minimum of 15 years, lands which are designated and available for residential development. As part of the Land Needs Assessment completed in July 2021 by Lorus & Associates for the City, as

part of the Municipal Comprehensive Review, it concluded that under the mandated method for analysis, as prescribed in the PPS, a minimum of 1,340 gross developable ha is required. The LNA advised that within the existing Designated Greenfield Area Supply Potential (year-end 2019), approximately 20,780 total housing units were available. The LNA then determined that the Designated Greenfield Area housing demand ranges from 65,980 to 43,990, depending on the Land Need Scenario. As it pertains to single/semi-detached and row units this means a shortfall of approximately 49,320-28,660 units. When converted into a land area, approximately 3,440 to 1,340 gross developable hectares would be required. As set out in the accompanying staff Report, staff advise that in response to policy 1.4.1, "the required 15 year residential supply cannot be met through intensification alone because it would result in a unit mix comprised primarily, of apartments, and would not meet the provincial requirements for a market based housing supply". (PED17010, page 9). Based on the above, the proposed Secondary Plan could be relied upon to the municipality to achieve the minimum 15-year supply of residential growth within the built-up area.

In accordance with Section 1.4.3, a mix of housing options is to be permitted to meet projected market-based and affordable needs. As adopted within OPA No.167, housing targets for ownership and rental including targets for affordable to low & moderate income households, as set out in Table B.3.2.1 of Volume B.3.2.2.2 of the UHOP, establish the target number of annually units as well as percentage of annual targets by tenure. The proposed community will facilitate the achievement of these targets as a wide range and mix of housing options and densities which are proposed to meet current and future resident needs. As set out in the policies of the Secondary Plan, residential options vary across the proposed residential designations: Low Density, Medium Density, High Density and Medium Density – Mixed Use. Affordable and assisting housing is permitted and will be established within the secondary plan at the time of future development approvals including zoning by-law amendment, site plan approval and draft plan of subdivision. Further, the compact nature of the predominant housing form (i.e. townhouses) will encourage a more efficient use of the land, resources and infrastructure as well as facilitate a higher population base to use active transportation and planned transit.

Section 1.5.1 sets out that healthy, active communities are to be planned with public streets, spaces and facilities which are safe and meet the needs of pedestrians, is planned for a full and equitable range of accessible and natural spaces for recreation. The proposed Secondary Plan has been designed to include parks and access to natural space which is accessible and equitable. Trails have been proposed throughout the community, including along a future east/west channel where pedestrian access are conceptualized at strategic locations.

Section 1.6 sets out that Infrastructure and public service facilities are to be planned in an efficient manner and which are coordinated to prepare for the impacts of a changing climate as well as integrated with planning and growth management. Further, infrastructure and public service facilities are to financial viable over their life cycle and that the use of existing or adaptive re-use should be investigated before new services are constructed. The proposed UWS Secondary Plan

has been planned on existing infrastructure to service the lands at the north limits, with any remaining to occur on planned improvements, currently being developed to support the surrounding AEGD area. As set out in the Master Servicing Report, the north portions of the community are able to function on allocated capacities currently available from the Twenty Road West Pumping Station. This capacity has been identified to be approximately 130 hectares.

Section 1.6.7 looks to ensure transportation systems are planned to be safe, efficient, facilitate the movement of goods and people and make use of existing and planning infrastructure. Further that the system be appropriate given the surrounding land use pattern, density and mix of uses so as to promote active transportation. The proposed Secondary Plan has been designed to accommodate the transportation network recently advanced, through the updated Transportation Master Plan for the AEGD Secondary Plan. This updated network was presented to the October Planning Committee and has been incorporated within the submitted land use plan. Further, the locations for future transit and active transportation have been integrated within the Transportation Network schedule, as submitted within the Secondary Plan submission.

Section 1.6.8.3 sets out the protection of planned corridors to ensure that development in planned corridors which preclude or negatively affect the use of the corridor be prohibited and that new development adjacent to the existing or planned corridors be compatible with the use of the corridor. As the Secondary Plan is located immediately south of an existing hydro one corridor, policy has been crafted to ensure the protection of the corridors function. The land use plan has been prepared also to proposed a pedestrian trail within the corridor which is understood to be secondary use which can be permitted as it does not preclude the function of the corridor. Further, policy has been included within the Secondary Plan which is aimed at regulating the proposed development for the lands located adjacent to the corridor.

As set out in Section 1.6.6.2, the preferred form of servicing for settlement areas is municipal sewage services and municipal water services. In particular where settlement areas are serviced by existing systems, opportunities for redevelopment and intensification are to be promoted. The proposed community is located on existing services which have been planned with capacity allocations for the subject lands. As such, despite this area being a new settlement area, opportunities to include intensification within the secondary plan have been included.

In accordance with Section 1.6.9.2, new residential development and other sensitive uses are prohibited in areas near airports above the 30 NEF/NEP. The PPS further directs that the redevelopment of existing residential uses may occur above the 30 NEF/NEP, only if it has been demonstrated that there will be no negative impact on the long-term function of the airport and that land uses which may cause a potential aviation safety hazard area discouraged. The proposed community has been planned in support of a Noise Impact Study which has assessed the noise implications of the proximity of the airport. The report determines that the community can occur through the implementation of warning clauses and other administrative controls which are to be established at the plan of subdivision and site plan approval stages and registered on title through the necessary agreements. The intent, as is customary throughout the Greater Toronto and

Hamilton, is that this will indemnify the airport of noise impacts and reduce the ability to raise noise related complaints. The long-term function of the airport is maintained as the warning clauses will be aimed at reducing noise complaints and all permitted land uses are proposed to be subject to a provision which limits height in accordance with Transport Canada restrictions to prevent impact on runway surface approaches.

Section 2.1 establishes that natural features are to be protected for the long-term including the diversity and connectivity of the ecological function with the recognition of the importance of linkages on the natural heritage features health. It is set out that development and site alteration is not to be permitted on adjacent lands to natural heritage features unless the ecological function has been evaluated and it has been demonstrated that the development will have no negative impacts on the feature or the ecological function. As identified within the Master Environmental Impact Study, the natural features protected under the PPS, which are located within the Study Area including the following:

- Significant wetlands (Upper Twenty Mile Creek PSW Complex);
- Significant woodlands;
- Fish Habitat;
- Potential habitat for endangered and threatened species; and,
- Confirmed and candidate SWH.

Impacts from the proposed Secondary Plan are anticipated to be mitigated by the retention of the specific natural features, the creation and enhancements of habitats as well as the provision of extensive and new linkage functions allowing wildlife to continue under a post-development condition.

As set out in the above, the proposed Secondary Plan is consistent with the policies of the Provincial Policy Statement (2020).

5.3 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.

Table 2 provides direction on how the proposed Secondary Plan is in conformance with the policies of the Growth Plan. In accordance with Sec. 2.2.1 and Schedule 3, the Growth Plan identifies that the City of Hamilton is forecasted to grow with a population of 820,000 and 360,000 employment by 2051.

Table 2: Distribution of Population and Employment for the Greater Golden Horseshoe to 2041 (figures in 000s)

	Population 2051	Employment 2051
City of Hamilton	820,000	360,000
GTAH Total*	11,170,000	5,360,000
Total GGH*	14,870,000	7,010,000

* Total may not add up due to rounding

As parts of the Secondary Plan were recently added to the Settlement Area through OPA No.167 and the remainder is already included within the Settlement Area, it will support the achievement of 2.2.1.2, where growth will be directed to settlement areas and will result in a complete community (Figure 5). Further, growth is to be focused within the locations with existing or planned transit and areas with existing or planned public service facilities. As the UWS Secondary Plan is located within an area which has been subject to recent transportation analysis through the AEGD TMP update (October 2023), the lands are located within a planned transit network as well as an area with existing and planned public service facilities. Further, through OPA No.167, the Minister modified the growth direction to include parts of the Study Area within the settlement area. Given that the added areas were previously completely enclosed by urban boundary, the inclusion is appropriate particularly as it is supported by existing and planned infrastructure and public service facilities and has been financially assessed to ensure the return of the full life cycle of costs over the long-term. As well, with the variety and mix of housing forms and types, a compact built form will be generally achieved. Sec. 2.2.1.3 is therefore achieved.

The Growth Plan defines Complete Communities as:

"Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age- friendly and may take different shapes and forms appropriate to their contexts" (Section 7 – Definitions).

In accordance with Section 2.2.1.4, the UWS Secondary Plan ensures the achievement of complete communities as it has been prepared with a diverse mix of lands uses which ensure that a variety of housing units that will accommodate a diverse range and mix of households. The community has also been planned with recognition of an existing and planned transportation network, infrastructure and public services facilities, pedestrian-accessible and recreational facilities, a compact built form and assists in adapting to the impacts of a changing climate through the incorporation of green infrastructure, enhance natural heritage systems and low impact development.

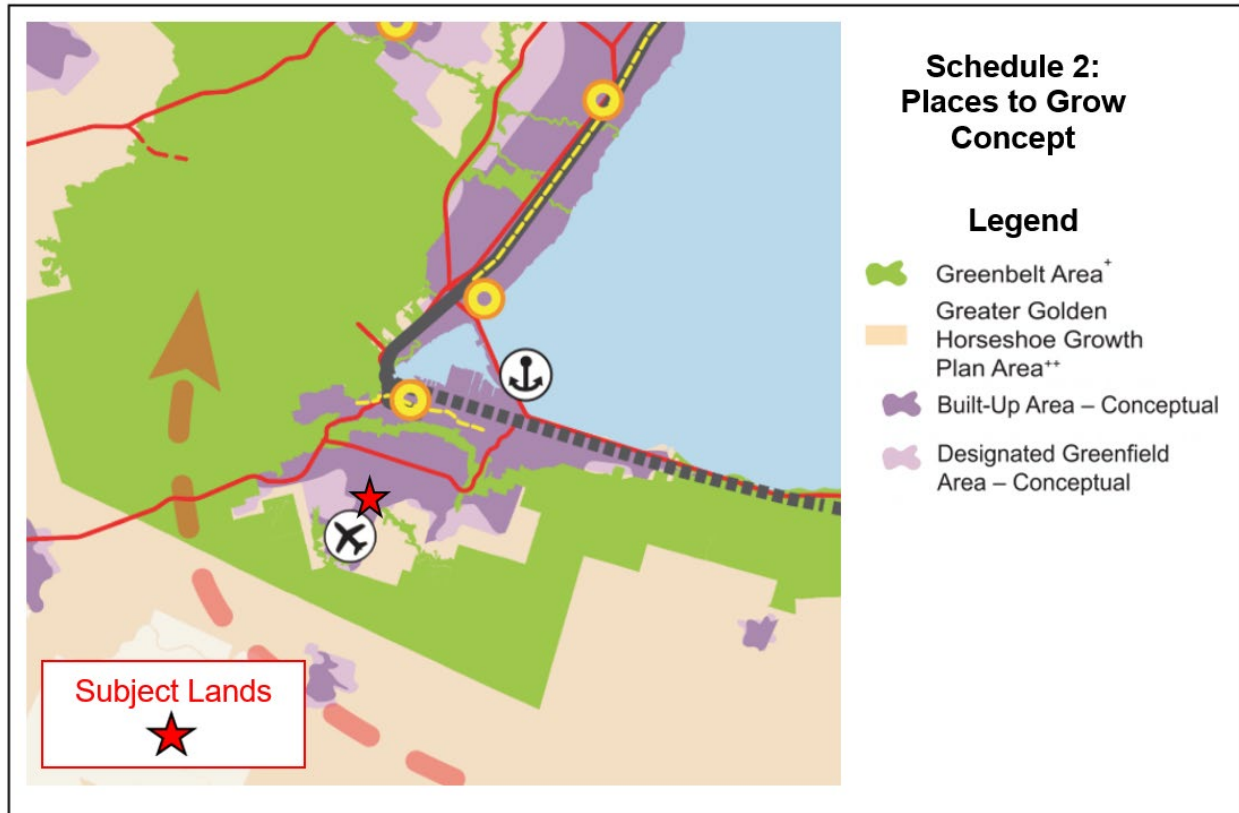


Figure 5: Growth Plan for the Greater Golden Horseshoe, Schedule A

Per Section 2.2.1.5, the Minister has established a methodology for land needs assessment, which was followed by the City in the land needs assessment conducted in support of the MCR and GRIDS 2. Through its use, the land needs assessment determined that an urban expansion was required to accommodate growth beyond 2031. Further, the land needs assessment determined that there was an excess of employment lands. The lands added to the settlement area by the Ministers modifications to OPA No.167, represent the additional lands required to accommodate growth to 2051. This approach is effectively supported within the Staff Recommendation as well as their Land Needs Assessment.

In accordance with Section 2.2.2.1, the City of Hamilton is responsible to accommodate at minimum, 50 percent of all residential development within the delineated built-up area. Through the advancement of the Secondary Plan. Given that the UWS Secondary Plan has been planned to accommodate approximately 6,500 to 7,500 units, it will ensure the achievement of the intensification targets in a manner that supports complete communities, prioritizes development which is supported by planned or existing infrastructure and will be implemented through updated official plan policies.

The Growth Plan sets out the permissions of the conversion of employment areas to non-employment areas, which may be considered prior to a Municipal Comprehensive Review provided the provisions of 2.2.5.9 and 2.2.5.10 can be satisfied. As noted in the following, the proposed conversion can be considered for the following reasons:

- There is a need for the conversion, in that the Land Needs Assessment, conducted as part of the GRIDS2 and MCR, found that additional lands are required to be added to the urban boundary to accommodate residential needs to 2051. As the conversion lands are located in the urban boundary, the expansion of settlement lands or urban boundary is not necessary;
- That given the identified surplus from the land needs assessment and the recent advancement of employment development in the Port Lands (not previously anticipated within the City's Land Needs Assessment), the City has sufficient lands to ensure the forecasted employment to 2051 and achieve the minimum intensification and density targets of the Growth Plan;
- The proposed uses have been planned to ensure compatibility with employment uses of the AEGD and to ensure that they do not adversely affect the viability of the employment area;
- That the lands to be converted are accessible to planned and existing infrastructure and public service facilities;
- That the conversion lands will not be devoid of replacement employment as the UWS Secondary Plan has been prepared to be a complete community featuring the creation of approximately 1,500 to 2,400 new jobs that would be located permanently.

Section 2.2.5.10 however sets out that the conversion cannot occur in any part of an employment area identified as a Provincially Significant Employment Zone. Despite the UWS Secondary Plan proposing to convert employment lands located within a Provincially Significant Employment Zone and which are not located within a major transit station area, the proposed conversion generally maintain the intent of the direction and should be considered at this time. As the Secondary Plan is comprehensively establishing a framework for a future community that features an enhanced natural heritage system which acts as a land use buffer between the AEGD and the UWS Secondary Plan area, the UWS Secondary Plan will include the creation of barriers which otherwise will preclude the development of the lands proposed for conversion with employment uses. That being said, should the conversion not be warranted, transitional policy could be established which permits residential uses only at such a time as the conversion is granted through a future MCR.

In accordance with Section 2.2.7, the UWS Secondary Plan has been prepared as a complete community consisting of residential, employment and mixed use uses, supports active transportation through the inclusion of new pedestrian and cycling infrastructure, encourages the integration of transit services through the incorporation of planned transit facilities and routes. Additionally the Growth Plan requires that designated greenfield areas in Hamilton achieve a minimum density target of 50 residents and jobs per hectare. The proposed Secondary Plan has been prepared to accommodate a minimum greenfield density target of 70 residents and jobs per hectare.

In accordance with Section 3.2, the Secondary Plan has been prepared to ensure the coordination of infrastructure with land use planning including the use of planned infrastructure necessary for the growth areas located in proximity to the subject lands including servicing improvements and transportation network improvements intended to support the advancement of the AEGD. Further, the Secondary Plan has been evaluated to ensure that it will result in a net positive financial return to the municipality and will ensure that the cost of providing and maintaining municipal water and wastewater system is not a burden on municipal coffers.

In accordance with Section 4.2, watershed planning has largely occurred through the preparation of the AEGD back in 2017. This work included the assessment of the UWS Study Area. As a result of the UWS Secondary Plan is being supported by technical studies which have been prepared to supplement the AEGD Sub-watershed with site-specific information, not otherwise available. These recommendations have been incorporated within the land use plan of the Secondary Plan and further discussed in the accompanying Master Servicing Plan and Master Environmental Impact Study.

Overall, the UWS Secondary Plan will assist the City in achieving the forecasted growth to 2051 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 a minimum of 70 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. Therefore, the proposed Secondary Plan is in conformance with the Growth Plan.

5.4 10 DIRECTIONS TO GUIDE DEVELOPMENT & COUNCIL STRATEGIC PRIORITIES

As established within the Official Plan, Section A.2.1, and developed as part of the GRIDS 2 work, City Council has endorsed 10 'Directions' in which to evaluate decisions related to growth. The 'Directions' and proposed justification is set out in Table 3.

Table 3: 10 Directions to Guide Development & Council Strategic Priorities

Policy	Justification
Direction #1 Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions.	The proposed Secondary Plan has incorporated policies which aims to ensure sustainable building practices. Further, other provisions of the land use plan include higher intensification built forms, increased natural heritage system area and improved non-automobile transportation infrastructure which are all proposed to reduce greenhouse gas emissions.
Direction #2 Encourage a compatible mix of uses in neighbourhoods, including a range of housing types and affordability's, that provide opportunities to live, work, learn, shop and play, promoting a healthy, safe and complete community.	The proposed Secondary Plan will establish a neighbourhood that is supported by a range of housing types including single-detached dwellings, townhouses and apartments. Further, the Secondary Plan will facilitate a range of dwelling forms and tenures that are located in close proximity to shopping, work and recreation.
Direction #3 Concentrate new development and infrastructure within existing built-up areas and within the urban boundary through intensification and adaptive re-use.	The proposed Secondary Plan represents an infill of areas, which prior to OPA No.167, were entirely surrounded by urban boundary. Further, these lands are supported by planned and existing infrastructure with sufficient capacity to accommodate the planned intensification.

Policy	Justification
Direction #4 Protect rural areas for a viable rural economy, agricultural resources, environmentally sensitive recreation and the enjoyment of the rural landscape.	As set out in the enclosed Agricultural Impact Assessment, given that the surrounding lands have been planned for urban uses and that urban development is starting to be constructed around the UWS Study Area, the permission of the Secondary Plan may in fact protect rural areas by attracting further urban development which otherwise may further impact the rural economy.
Direction #5 Design neighbourhoods to improve access to community life for all, regardless of age, ethnicity, race, gender, ability, income and spirituality.	In accordance with the Urban Design Guidelines put forth with the proposed Secondary Plan, the community has been designed to facilitate access to community life for all ages, ethnicity, race, genders, ability, income and spirituality but ensuring diversity of uses and by facilitating multiple transportation modes.
Direction #6 Retain and intensify existing employment land, attract jobs in Hamilton's strength areas and targeted new sectors, and support access to education and training for all residents.	Although the proposed UWS Secondary Plan is seeking the conversion of employment land, it is doing so on the basis that there is an identified surplus of employment lands to 2051 and that with the current work-from-home trends, the residential areas will result in a significant amount of permanent employment.
Direction #7 Expand transportation options through the development of complete streets that encourage travel by foot, bike and transit, and enhance efficient inter-regional transportation connections.	In keeping with the AEGD Transportation Master Plan, the UWS Secondary Plan is seeking to facilitate a range of transportation options as well as advancing the implementation of the City's complete streets guidelines.
Direction #8 Maximize the use of existing buildings, infrastructure, and vacant or abandoned land.	Through the Cultural Heritage assessment completed for the subject lands, where possible, any existing buildings of cultural value will be incorporated and preserved to ensure the protection and potential re-use of the heritage resources where possible.
Direction #9 Protect ecological systems and the natural environment, reduce waste, improve air, land and water quality, and encourage the use of green infrastructure.	The UWS Secondary Plan is proposing to expand upon the natural heritages system beyond what is currently established within the Official Plan or AEGD Secondary Plan.

Policy	Justification
	This includes more detailed demarcation of features and the establishment of linkages not otherwise existing. Further, in keeping with the Energy and Environmental Assessment requirements, green infrastructure such as the implementation of LIDS and others will be implemented.
Direction #10 Maintain and create attractive public and private spaces and respect the unique character of existing buildings, neighbourhoods and communities, protect cultural heritage resources, and support arts and culture as an important part of community identity.	The Urban Design Guidelines have been prepared to encourage the creation of a community which is attractive and designed to accommodate a public realm that is visually appealing and enjoyable.

5.5 URBAN HAMILTON OFFICIAL PLAN

The Urban Hamilton Official Plan (UHOP), as amended by UHOPA No.167, came into effect in November 2022. This Official Plan is the planning document for the amalgamated communities of Ancaster, Dundas, Flamborough, Glanbrook, Hamilton and Stoney Creek. The Official Plan establishes that it will play a major role in leading the City to a sustainable, healthy future and is centered on the following principles (Sec. a.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;
- reducing Greenhouse gas emissions and adapting to the impacts of a changing climate;
- a growing, strong, prosperous and diverse economy;
- a wide range and healthy supply of housing options for current and future residents;
- planning for a city that is equitable and inclusive, and which meets the evolving needs of Hamilton’s diverse population;
- financial stability; and,
- strategic and wise use of infrastructure services and existing built environment.

In accordance with Sec. A.2.3.1, the City establishes population forecasts between 2021 to 2051, as per Table 4.

Table 4: Urban Hamilton Official Plan Population Forecasts

Year	Population
2021	584,000
2031	652,000
2041	733,000
2051	820,000
Change 2021-2051	236,000

Through OPA No.167, the minimum density target for greenfield areas shall be established through a future amendment to the Official Plan. Although, at the time of writing this report, the greenfield density target has yet to be established, the UWS Secondary Plan is proposing to accommodate a minimum density target of 70 residents and jobs per hectare. Further that through OPA No.167, the urban boundary is expanded to accommodate growth to 2051 by adding 'Urban Expansion Area – Neighbourhoods' and 'Urban Expansion Area – Employment' but which cannot be developed until the completion of a Secondary Plan (Sec. A.2.4).

The UWS Secondary Plan seeks to achieve these provisions through the approval of a Secondary Plan for the subject lands which have received the 'Urban Expansion Area' designation (Figure 6).

In accordance with Section B.3.2, the Official Plan established that communities are to include a range of housing types, forms and densities, to ensure that housing is provided within complete communities, and to increase housing stock of affordable housing of all types. The Official Plan further establishes housing targets for new ownership housing and new rental housing including for housing with supports and market rate. It is put forward that the full continuum of housing includes built form, tenure and affordability to be built at a range of densities and ownership and rental tenures. Importantly, that the City ensure that the population and household forecasts are accommodated for a minimum of 15 years through residential intensification and redevelopment and in that time ensuring sufficient lands which are designated and available for residential development. The UWS Secondary Plan will accommodate these policies through the provision of a range of housing types and tenures as well as through the provision of affordable housing, to be secured in partnership with the City and affordable housing providers, through future development approval processes.

In accordance with Sec. B.3.3, 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:

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

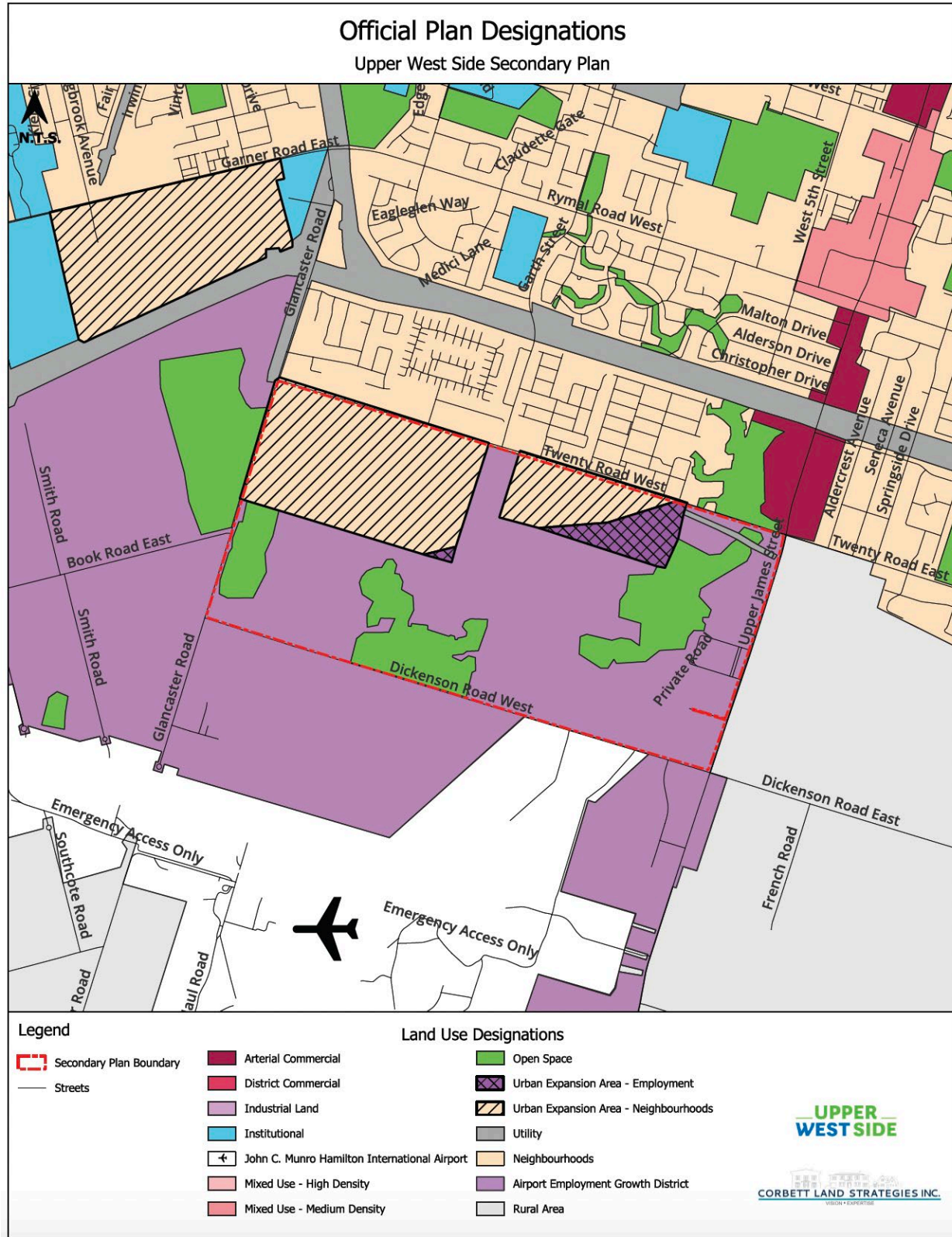


Figure 6: Urban Hamilton Official Plan, Land Use Designations

- Create communities that are transit supportive and promote active transportation.
- 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.
- 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.

In response, the UWS Secondary Plan 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. The UWS Secondary Plan has been designed to produce a quality public environment 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. Public spaces and parks have been developed in accordance with Official plan policies including 2-3 neighbourhood parks and 1 community park which are planned to service both the proposed residential as well as employment areas. 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.

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 (Section B.3.3.2.3). The UWS Secondary Plan 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 in a manner which is cognizant of 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.

General NHS Policies for urban areas are provided in Sections C.2.2, C.2.3, C.2.5 and C.2.7. The UWS Secondary Plan are identified with Core Areas as well as linkages and Key Hydrologic Features. 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 policies 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. The UWS Secondary Plan 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 detailed within the accompanying Environmental Impact Study.

In accordance with Sections C.4.1- C.4.5, 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 some of the UWS Secondary Plan lands are located outside the AEGD, the Secondary Plan sets a road network which consists of collector and arterial roads. 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 of 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.

In Section C.4.8, 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 requirements noted in Table 5.

Table 5: 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	All new development of residential and other sensitive land uses, including infill development and redevelopment, shall be prohibited. New land uses which may cause a potential aviation hazard shall be prohibited.
2	28 NEF and greater, but less than 35 NEF	All new development of residential and other sensitive land uses, including infill development and redevelopment, shall be prohibited. New land uses which may cause a potential aviation hazard shall be prohibited. All development application prior to approval of this plan may proceed.
3	25 NEF and greater, but less than 28 NEF	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. New land uses which may cause a potential aviation hazard shall be prohibited.

The UWS Secondary is accompanied by supportive Noise Impact Studies which include 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 set out in the Airport Master Plan dated 2009. As per Section 1.6.9.2 of the PPS, 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. Further, the PPS 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 set out, the UWS Secondary Plan is advancing policies which explicitly permit residential development up to the NEF 30. Further, the location of the residential is supportable given that the Airport Master Plan suggests that by 2025, significant reductions in noise are anticipated as a result of technology which in turn will shift the contours dramatically.

In accordance with Section E.2.6.7, 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. The UWS Secondary Plan will look to achieve a mixture of low, medium and high density designations. The policies summarized in Table 6 set out the Official Plan requirements for the sections, which are generally achieved or refined to accommodate the development goals of the City.

Table 6: Low, Medium and High Density Designation Policies

Designation	Policy
Low Density (Sec. 3.4)	<p>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;</p>
Medium Density (Sec. 3.5)	<p>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;</p>
High Density (Sec. 3.6)	<p>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; Densities (in areas outside of Central Hamilton) are to be greater than 100 units per hectare and not greater than 200 units per hectare;</p>

Designation	Policy
	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 UWS Secondary Plan 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.

In accordance with Section F.1.2, and as noted above, before development may proceed on lands identified as Urban Expansion Area, Secondary Planning must occur. The UHOP includes specific policies to regulate the preparation of Secondary Plan within Chapter F, Section 1.2 of Volume 1:

1.2 Secondary plans are used to provide detailed and community specific guidance to growth and change in smaller geographic areas of the City. Secondary plans identify more detailed land uses, densities, design requirements, and infrastructure requirements and other implementing actions appropriate for the community. These plans are not intended to repeat the policies in Volume 1, but to supplement Volume 1 policy directions and land use designations. Once secondary plans are completed, they are adopted as amendments to this Plan.

Volume 2 contains the secondary plans.

1.2.1 Secondary plans may be prepared as needed for planning districts, neighbourhoods, nodes, corridors or any other area of the City, and in particular:

a) large tracts of vacant or underutilized land to ensure the appropriate and orderly use of land, co-ordinate local development with City-wide planning infrastructure strategies and ensure the efficient provision of infrastructure; and,

b) areas undergoing change where general Volume 1 policies are insufficient to guide redevelopment or warrant localized reconsideration, and in particular:

i) areas with desirable characteristics or functions such as main streets, heritage areas, the waterfront, etc; and,

ii) areas in need of stability and strengthening such as older residential neighbourhoods, commercial areas and heritage areas.

1.2.2 The individual secondary plan policies and designations are contained in Volume 2. Secondary plan designations shall be identified on the maps appended to the specific secondary plan areas. It is intended that secondary plan policies are to be read in

conjunction with the policies and designations contained in Volume 1. However, should there be a discrepancy between the policies and/or designations, the policies and designations of the secondary plan shall prevail.

1.2.3 *Prior to commencing the preparation of a secondary plan, the City shall prepare a terms of reference which shall set out the need for the Secondary Plan, the intended scope, the process of plan preparation and the opportunities for public participation and involvement. Any privately initiated secondary plans shall require a terms of reference that is approved by the City prior to the commencement of the Plan.*

1.2.4 *Secondary plans shall generally include the following:*

a) a statement of the basis or rationale for the preparation of the secondary plan and rationale for varying or supplementing the Volume 1 policies and designations;

b) a description of the secondary plan area, including a reference map, the role and relationship of the planning district and/or area under study to the City as a whole;

c) a statement of the desired land use of the area along with relevant and related environmental, social and economic goals;

d) the goals and objectives appropriate for the area including a statement demonstrating how they are in keeping with the strategic directions and general goals of this Plan and provincial legislation, policies and appropriate guidelines;

e) new designations and policies for the secondary plan area that amend or detail those policies and designations found in Volume 1; and,

f) cultural heritage resources shall be identified, evaluated and conserved. This identification and protection of cultural heritage resources may be accomplished through the preparation and inclusion of a cultural heritage conservation plan statement within the secondary planning or neighbourhood planning process.

1.2.5 *Where appropriate, the secondary plan shall follow a coordinated secondary planning process under the Planning Act, R.S.O., 1990 c. P.13 and the Municipal Engineers Association Municipal Class Environmental Assessment process.*

1.2.6 *Secondary plans may be undertaken and coordinated where and when appropriate in conjunction with community strategies to address a wider range of issues which cannot be addressed through land use planning alone.*

1.2.7 *Neighbourhood plans were policies adopted by council resolution and do not form part of the Official Plan, and no longer reflect either municipal or provincial policy. (OPA 167, MMAH Mod. 37)*

1.2.8 deleted by OPA 167, MMAH Mod. 38 (subsequent policies renumbered)

1.2.8 When secondary plans are updated, opportunities for achieving the growth management targets of Policy A.2.3.3 shall be considered as part of the secondary plan process.

The UWS Secondary Plan has been prepared to provide detailed and specific direction on growth and land use. These policies supplement the base UHOP provisions and interpretation policies have been confirmed within the Secondary Plan report. The Secondary Plan process is appropriate given that the subject lands are underutilized and are surrounded by existing and planned urban uses. The Secondary Plan is accompanied by maps and schedules which illustrate the land use, urban structure, natural heritage and transportation components. All elements of Sec. F.1.2.4 have been include within the separate, Secondary Plan report.

The UWS Secondary Plan is generally in conformance with the Urban Hamilton Official Plan, and through the Official Plan amendment to permit the Secondary Plan, both documents will be in alignment.

5.6 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 UWS Secondary Plan lands are presently generally zoned as A2 – Rural Zone and P4 – Open Space 4 (Table 7) (Figure 7).

Table 7: Existing Zoning By-law Standards

Development Standard	Zones	
	P4 – Open Space Zone	A2 – Rural Zone
Permitted Uses	Botanical Gardens Cemetery Community Garden Conservation Golf Course (excluding mini-golf) Nature Centres Marina Recreation Seasonal Campground Urban Farm	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

Development Standard	Zones	
	P4 – Open Space Zone	A2 – Rural Zone
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

Following the completion of the UWS Secondary Plan process, Draft Plans of Subdivision and Zoning By-law Amendments will be submitted to establish the land use and blocks in greater detail. However, in keeping with the proposed land use designations of the UWS Secondary Plan, Figure 8 illustrates how the proposed zoning may look should the Secondary Plan be adopted.

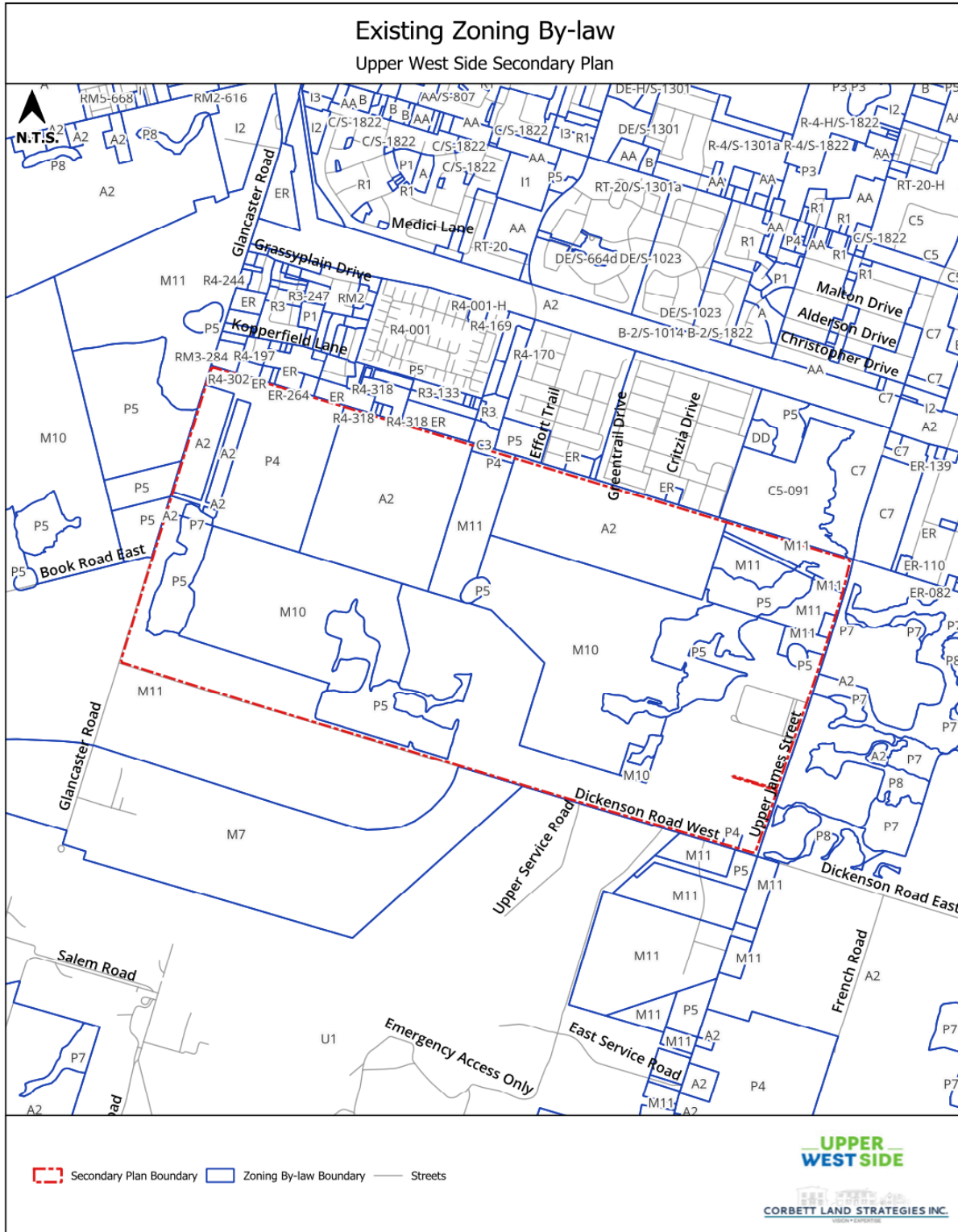


Figure 7: Existing Zoning By-law Map

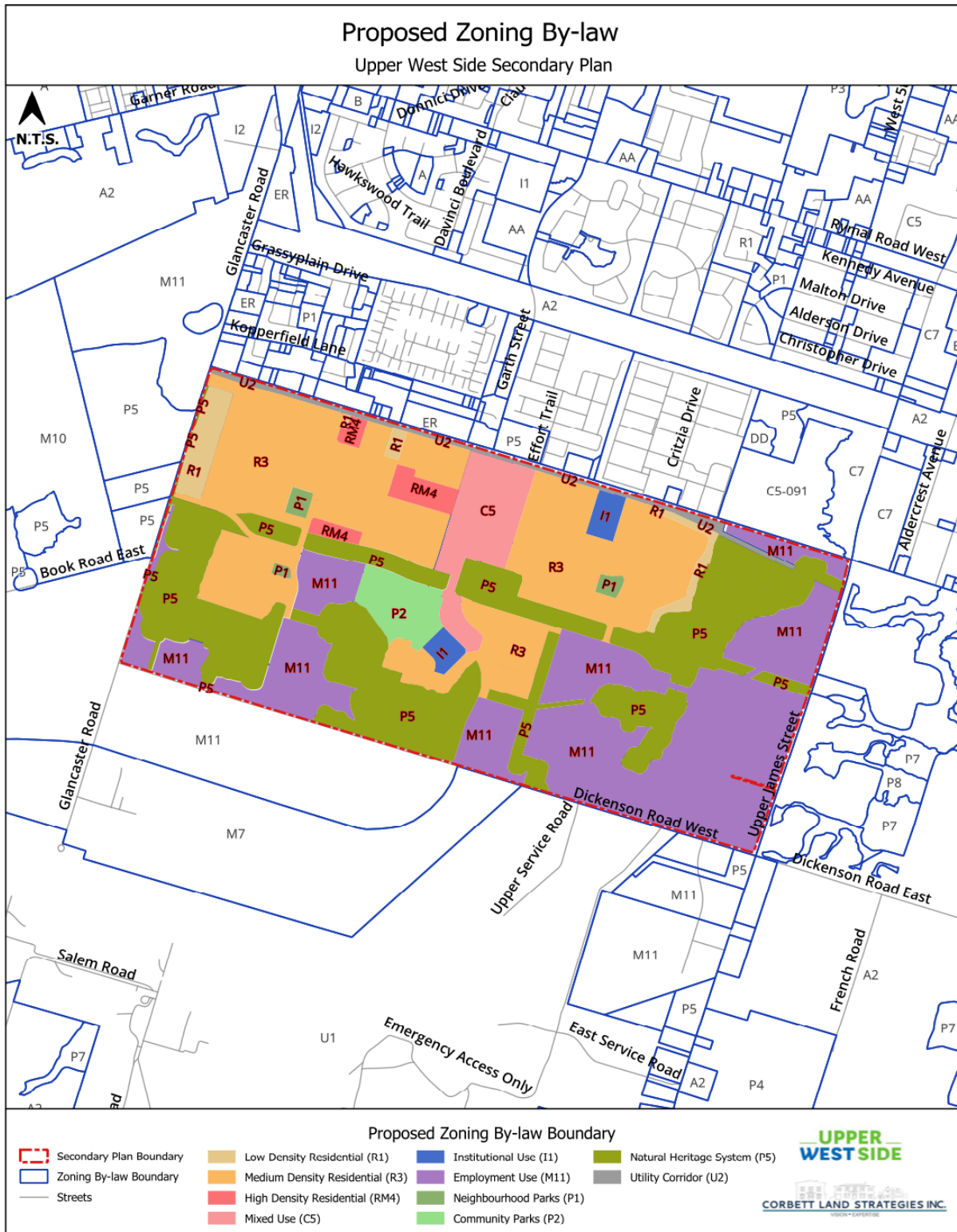


Figure 8: Proposed Zoning By-law Map

5.7 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. 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 Table 8:

Table 8: 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> <ul style="list-style-type: none"> (a) within 15 metres of the stable top of bank of a valley system where a valley is apparent; (b) within the limit of the regulatory floodplain (c) within 120 metres of a Provincially Significant Wetland and all wetlands greater than or equal to 2 hectares in size; (d) within 30 metres of wetlands less than 2 hectares in size; (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; (f) within hazardous lands.
3.2.4 Wetlands: 3.2.4.1 d. Development between 30m and 120m of a Wetland	<p>A single family residential dwelling;</p> <p>Swimming pools, decks, accessory structures to a single family residential dwelling;</p> <p>Minor additions to existing residential buildings/structures provided the addition is located no closer than 30 m from a wetland.</p> <p>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;</p> <p>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;</p>

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;

Minor additions to existing agricultural buildings/structures provided that the total area of the addition and the existing building are equal to or less than 700m² in size; and
Landscaping and minor grading.

**4.4 Wetlands
(Administrative Guidelines)**

Vegetation protection zone:
Minimum 30m > than 2 Ha
Minimum 15m < than 2 Ha

The UWS Secondary Plan has been designed to protect the natural heritage system and significant features such as wetlands and woodlots. Further discussion on the ecological and environment features of the subject lands has been included within the enclosed Environmental Impact Statement (EIS).

6.0 UPPER WEST SIDE SECONDARY PLAN

6.1 COMMUNITY DESCRIPTION

The UWS Secondary Plan comprises a variety of land uses including residential, mixed-use, employment and others. It has been structured to fit seamlessly within the Urban Structure of the UHOP (see Figure 7). These land uses will be supported by a comprehensive road network, stormwater management facilities and an enhanced natural heritage system. As illustrated on the Land Use Plan (see Figure 8), the residential areas are intended to predominantly be developed with compact residential uses such as 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.

6.1.1 Land Use, Proposed Unit Mix and Density

The UWS Secondary Plan has been prepared to achieve the minimum density target of 70 people and jobs per hectare (Figure 9). In consideration of the proposed expansion lands, the unit type, mix, persons per unit as well as densities have been calculated (Table 9). Please refer to the following land budget for further details on the community design metrics (Table 10).

Table 9: Land Use Statistics - Proposed Land Use Plan

	Hectares	Acres
Low Density Residential 1	2.3	5.7
Low Density Residential 2	6.5	16.07
Medium Density Residential	77.71	192.02
High Density Residential	6.08	15.02
Mixed Use	12.83	31.69
Institutional	4.51	11.14
Neighbourhood Parks	2.4	5.91
Community Parks	7.98	19.71
Natural Open Space	100.78	249.05
Compensation Areas	2.98	7.38
Utility Use	6.46	15.97
Stormwater Management	10.46	25.84
Major Roads	41.98	103.74
Total Area	282.97	699.24

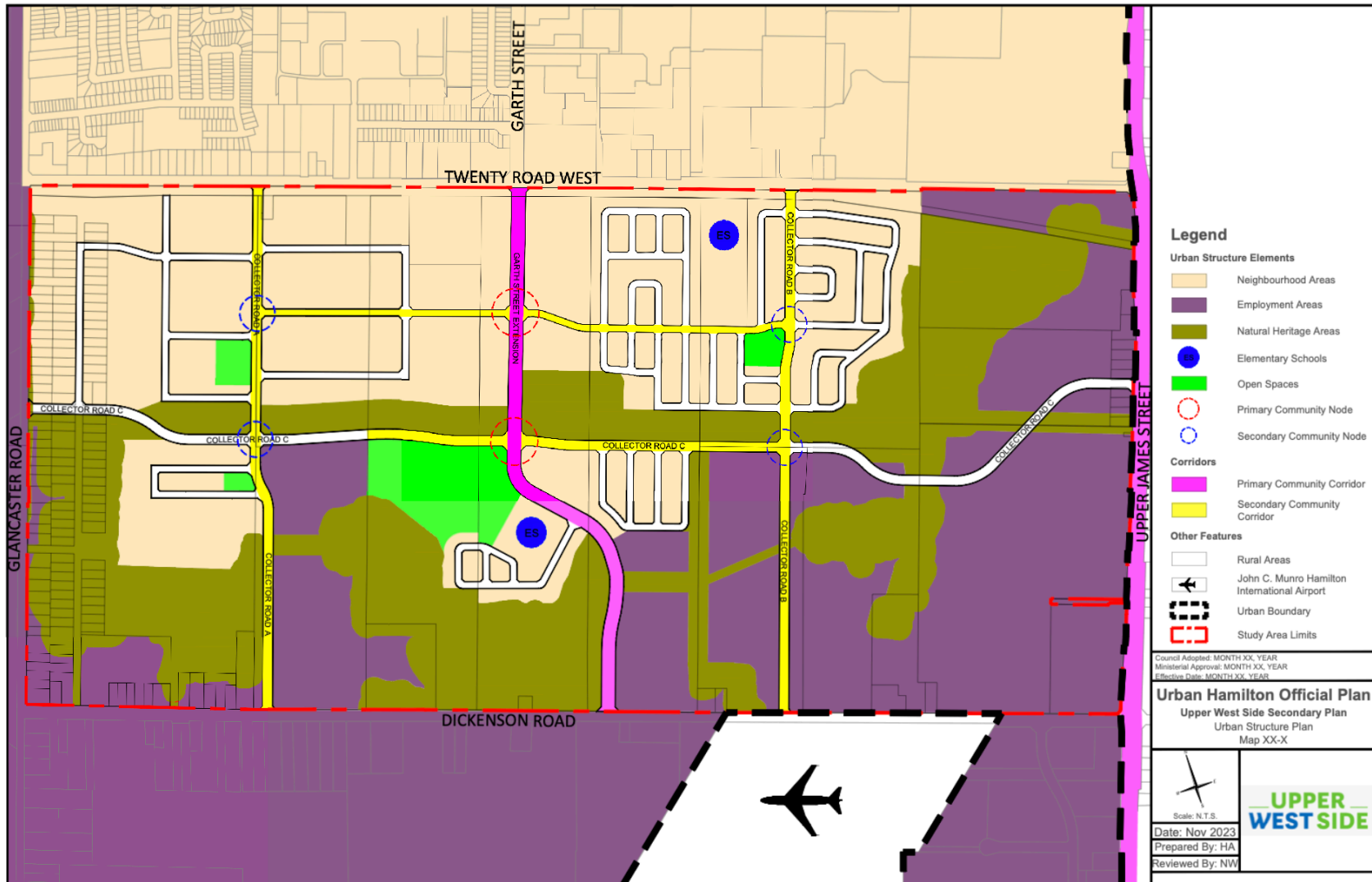


Figure 9: Upper West Side Secondary Plan - Urban Structure Plan

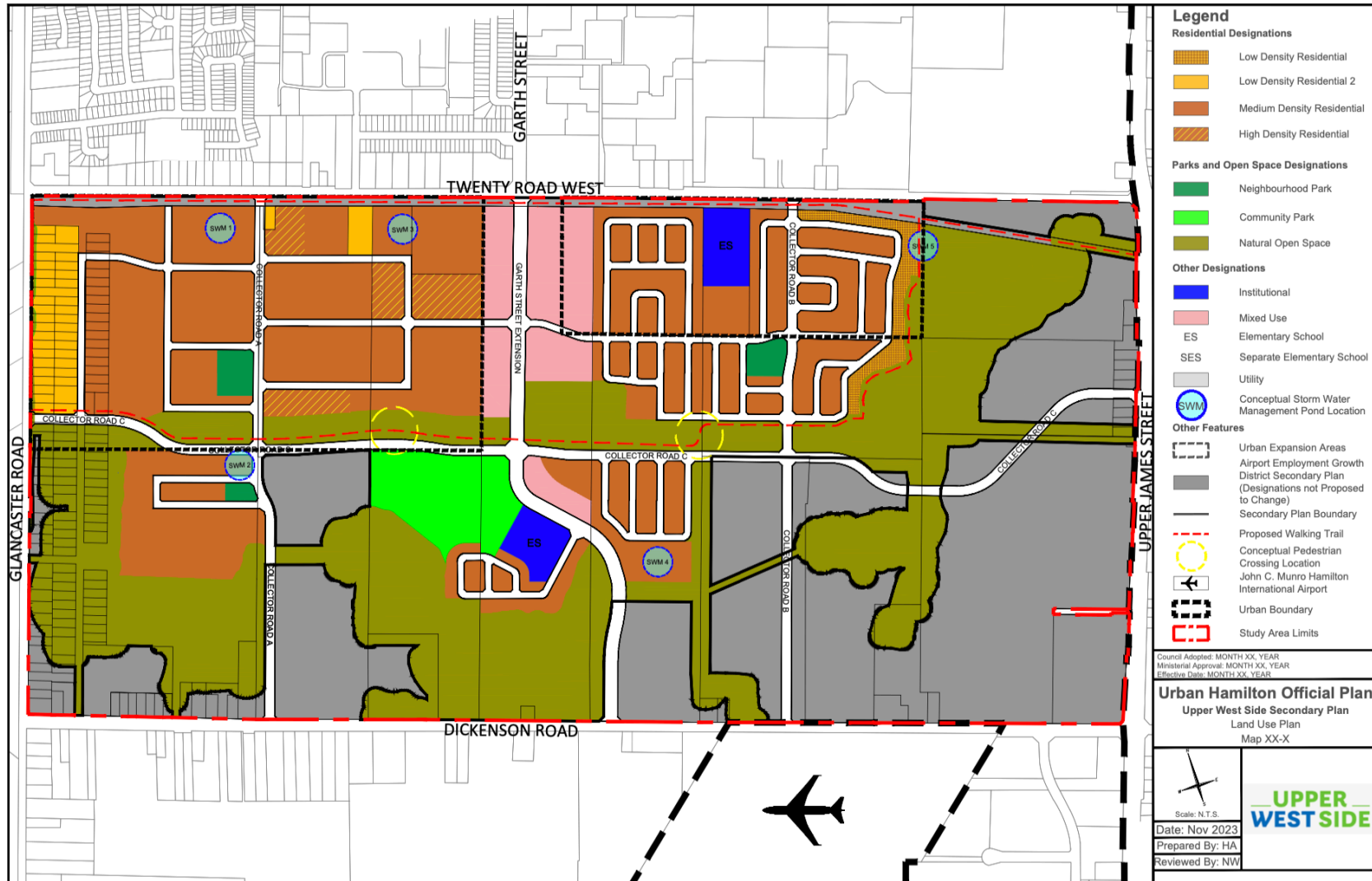


Figure 10: Upper West Side Secondary Plan - Land Use Plan

Table 10: Land Budget

Land Use	Gross Area (Ha)	Net Area (Ha)	Units per Net Hectare	Units (Res)	PPU	Jobs Per Hectare / Household	Pop (Res)	Jobs	People + Jobs (Total)
Low Density Residential 1	2.3	2.1	25	52	3.41	1.24	176	13	189
Low Density Residential 2	6.5	5.9	25	146	3.41	1.24	499	363	861
Medium Density Residential	77.7	69.9	50	3497	2.44	1.24	8533	867	9400
High Density Residential	6.1	5.5	200	1094	1.66	1.24	1817	326	2143
Mixed Use	12.8	11.5	50	577	2.44	45 / 1.24	1409	663	2072
Institutional	4.5	4.1				45		183	183
Total	109.9	98.9		5367			12433	2414	14848

Table 11: Proposed Densities

Gross Density (UPH)	54.2
Net Density (UPNH)	54.2
People and Job Per Hectare	135.1

Table 12: Proposed Unit Mix

Unit Type	Unit Mix	Unit
Single/Semi	8%	429
Townhomes	70%	3757
Apartments	22%	1181
Total	100%	5367

6.1.2 Residential

Within the residential land use designation, a wide variety of housing form and types are being envisioned. This includes a range of low-density residential forms including single-detached, semi-detached and a wide variety of townhouse types. Please note, to achieve a density target of a minimum of 70 people and jobs per hectare, the most common form of residential housing will be townhouses. Apartments are also proposed to be located in certain parts of the UWS Secondary Plan. However, due to the proximity of the subject lands to the airport, the subject lands are required to accommodate the height restrictions established by Transport Canada. Through the future secondary plan process, the residential land use designation will be broken into low, medium and high-density designations which will have a range of densities, to be in line with established city standards.

The UWS Secondary Plan will accommodate affordable, attainable and supportive housing opportunities. The UWSLG are actively looking for partnerships with community organizations for the expressed purpose of the creation of affordable housing. Policies will be implemented which facilitate this as well as facilitate the creation of attainable housing units which will be capped at 30% of gross income. Further, provisions will be established within the future secondary plan which advance specialized housing types such as housing with supports, lodging houses and basement apartments.

6.1.3 Mixed Use

The Mixed-Use Area is proposed to be located along the northern portions 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 goods and services as well as potentially lead into a hotel and convention centre hub, located within the AGED Secondary Plan and towards the intersection at Dickenson Road.

The delivery of this essential spine road extension 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 UWS Secondary 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 UWS Secondary Plan 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 the granting of a employment conversion at the time of this application or through a future MCR.

6.1.4 Employment

As noted above, the UWS Secondary Plan is looking to establish compatible residential and mixed uses in proximity to the AEGD Secondary Plan which establishes employment uses in certain locations. Until such time that the necessary conversions occur, the existing employment designations will continue to apply including the permission of a full range of employment uses, including office, industrial, logistics/distribution, and service-related functions, as set out in the AEGD Secondary Plan.

Following the conversion, the UWS Secondary Plan has been prepared with land use compatibility policies which ensure the long-term protection of the AEGD Secondary Plan as enable housing to occur in close proximity. Buffers which separate employment uses from the proposed residential have been incorporated within the land use plan through the application of features such as the natural heritage system, the proposed greenway channel, stormwater management facilities and roads. In addition, mitigation strategies such as noise fences and development requirements including required air conditioning have been established which are aimed at preserving the intent of the AEGD.

The proposed mitigation and separation strategies are intended to prevent negative impacts on both the proposed residential areas as well as the existing employment areas. It is understood that the AEGD represents a critical location for the cities future employment. Due to its proximity to the airport and major road infrastructure, the employment lands in close proximity to the subject lands are attractive to future employers. It is believed that the proposed residential community is also attractive to future employers as it will ensure that prospective employees are in close proximity to their places of work. Further, the proximity of employment to residential uses would encourage not automobile means of transportation to and from work. These features would reduce potential land use conflicts and promote a more complete community.

6.2 NATURAL HERITAGE SYSTEM

The enhanced NHS has been proposed to ensure an ecologically diverse, healthy, and sustainable NHS in an urbanized setting (). 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.

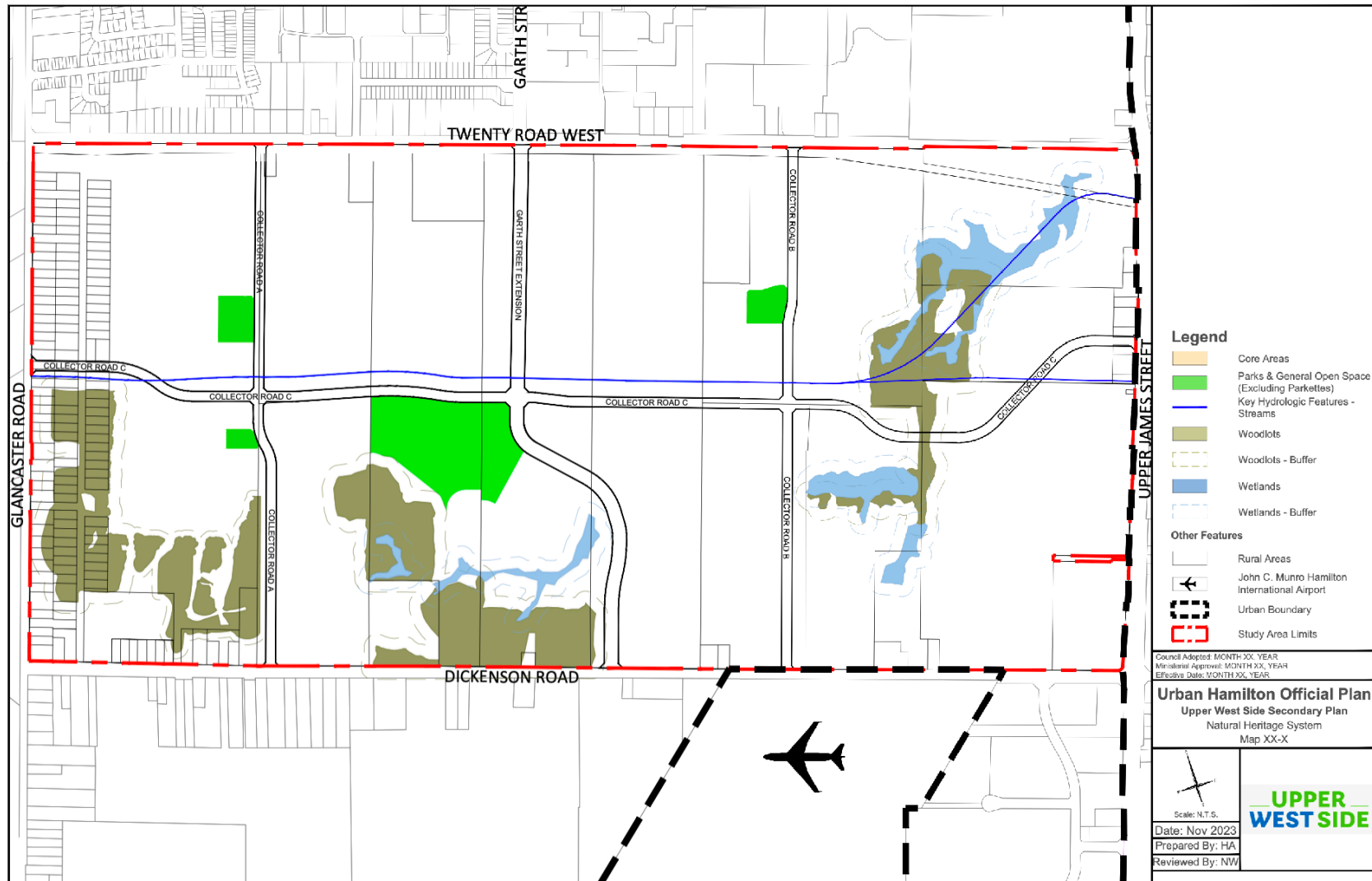


Figure 11: Upper West Side Secondary Plan, Natural Heritage System

The enhanced NHS will also feature the channelization of several existing reaches located on site including 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.

6.3 TRANSPORTATION NETWORK

The overall framework for the UWS Secondary Plan 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 to be extended 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 UWS Secondary Plan and the broader community by facilitating more direct connections to the AEGD and Airport. The proposed road hierarchy will consist of the following street types summarized in Table 13 and mapped in Figure 12.

Table 13: Proposed Transportation Network Details

Type / UWS Secondary Plan Label	Proposed Right-Of-Way	Characteristics
Garth Street (Street "A") Minor Arterial/Character/Spine Road	45.72m R	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")	26.213m (Street "B", "C" and "E")	Connects to residential and employments area 4 travel lanes 2 on-street bike lanes 7.5m boulevard Sidewalks on both sides; Serves to disperse traffic away from local streets

	26.213m (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	20.117 m	neighbourhood social focus 2 travel lanes 4.5m boulevard sidewalks on both sides;
Laneways	8.0m	2 travel lanes sidewalks on both sides access to rear or flankage garage parking.

The UWS Secondary Plan has been prepared to 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.

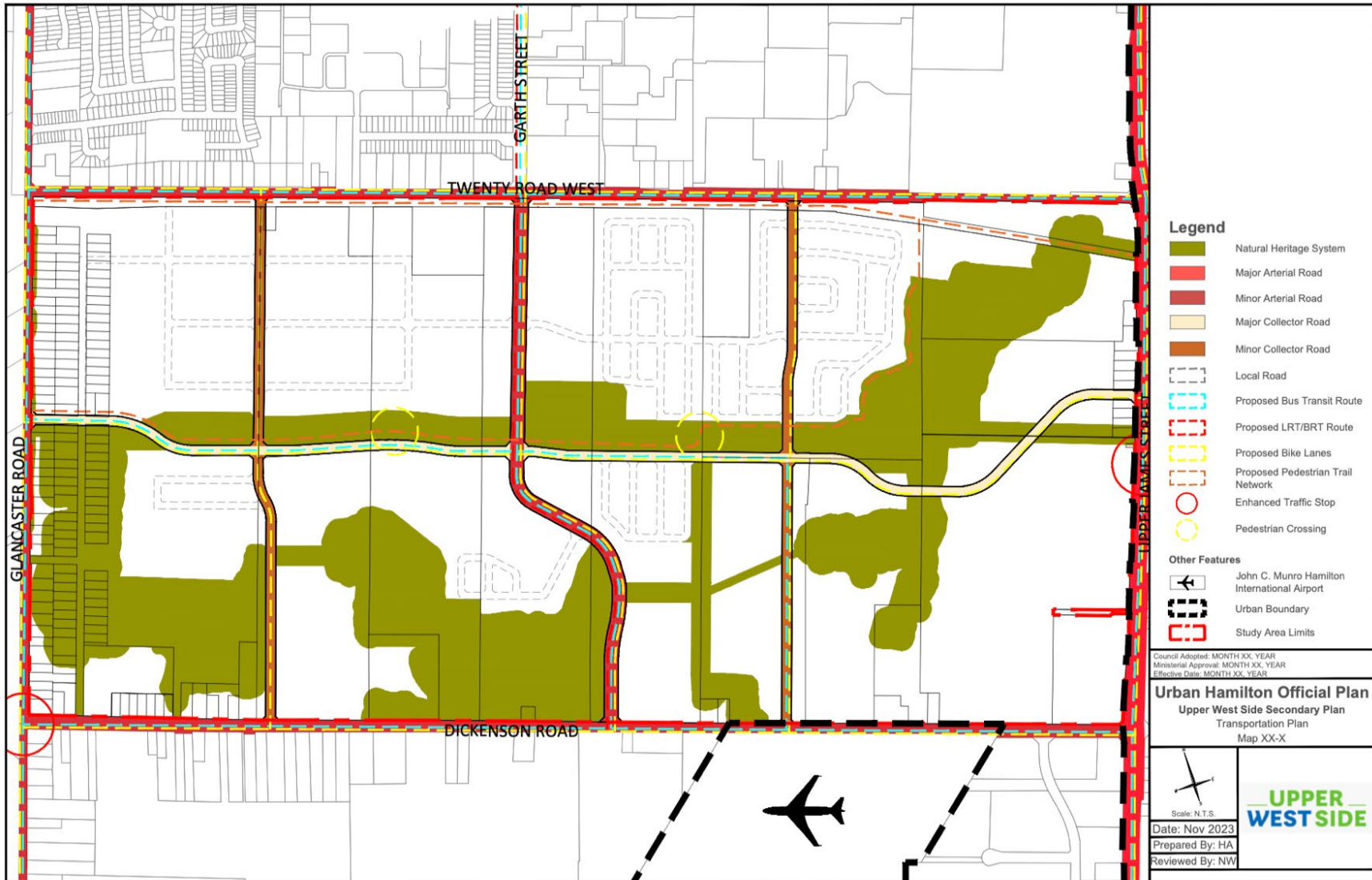


Figure 12: Upper West Side Secondary Plan, Transportation Plan

6.4 SERVICING AND INFRASTRUCTURE

6.4.1 Servicing

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

- 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 Glanaster 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 Glanaster Road, with construction starting in 2020. It will likely take 3 or 4 years to complete construction all the way to Glanaster Road. The proposed 600 mm (MH11-S-14) and 750 mm (MH10-S-14) trunk sewers along Dickenson Road, between Glanaster 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, Glanaster, Upper James and the east-west NHS, as shown on Figure 900.
- Proposed 375 mm diameter Glanaster Road sewer (MH16-S-14) This proposed sewer will be extended northerly along Glanaster 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.
- 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 watermain on the perimeter roads.
- 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 provided adequate water supply for the initial stages of development for the Upper West lands. Subsequent development is easily serviced from the existing perimeter watermain. This is consistent with the phased servicing strategy shown in the AEGD Phase 2 Water and Wastewater Master Plan Update (December 2016).

6.4.2 Stormwater Management

Stormwater management (SWM) facilities have been incorporated into the Secondary Plan 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. 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.

6.5 COMMUNITY INFRASTRUCTURE

The proposed development has been designed to be a complete community. This includes incorporating community facilities like parks, community centres and institutional uses. UWS Secondary Plan is anticipated to result in a population of approximately 14,200 residents and employment of approximately 2,000 jobs. In accordance with the UWS Secondary Plan Land Use Plan, the following community have been illustrates:

- 2.4 ha of neighbourhood parks consisting of 3 parks located within appropriate distance from all proposed residential uses.
- 7.98 ha of community parks, consisting of 1 park intended to accommodate the park needs of a broader area. Community park is envisioned to features soccer fields, baseball diamonds and other infrastructure, as deemed to be necessary by the City.

- 1 recreation facility, contemplated to be located within the lands to be devoted for the Community Park.
- 4.5 ha of institutional lands, for the purposes of accommodating 2 elementary schools, as identified by the HWCDSB and HWDSB.

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 parks have been strategically placed to provide a central focus for individual neighbourhoods as well as service the employment lands. The features of the envisioned parks 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 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. As confirmed during the Formal Consultation and subsequent meetings with the schools boards, the existing elementary schools are or will be at capacity prior to the projected initiation of construction for this subdivision. As such, the envisioned population necessitates two new schools.

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 TECHNICAL STUDIES

The following is a summary of the various studies and reports completed in support of the UWS Secondary Plan. The following summarizes the background work which has been completed to date and which has informed the preparation of the Secondary Plan.

7.1 MASTER SERVICING REPORT AND SUB-WATERSHED STUDY UPDATE

Urbantech Consulting was retained to undertake the completion of a Master Service Report which examined the Drainage, Stormwater Management, Sanitary Servicing and Water Servicing. Further, given that existing Scoped Sub-Watershed Study conducted in support of the AEGD Secondary Plan assessed the subject lands, the Master Servicing Plan has been prepared to update and supplement that report wherever necessary. 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.

7.2 URBAN DESIGN & ARCHITECTURAL CONTROL GUIDELINES

NAK Design Strategies was retained to complete the preparation of an Urban Design & Architectural Guidelines (UDAG) for the UWS Secondary Plan. In summary, the UDB provides the following information:

- Description and analysis of the existing site including site attributes, regional and local context and functional requirements
- The UDAG for the UWS Secondary Plan 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, mixed use, and institutional uses. Parkettes and Neighbourhood Parks will integrate both passive and active recreation opportunities, while serving as primary gathering places throughout the community.
- The UDAG features a summary of policy framework and design requirements which has been prepared in accordance with the Urban 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
 - Residential Architectural Design Guidelines
 - Office & Commercial Architectural Design Guidelines
 - Institutional Architectural Design Guidelines
 - Landscape Design Guidelines
 - Employment Area Architectural Design Guidelines
 - Sustainability & Low Impact Design Guidelines
- The UDAG includes an implementation plan consisting of a summary of the design review process, architectural controls, the establishment of periodic reviews, advisory notes and coordination.

7.3 MASTER ENVIRONMENTAL IMPACT STUDY AND LINKAGE ASSESSMENT REPORT

NRSI was retained by the UWSLG to complete a Master Environmental Impact Study (EIS), Linkage Assessment (LA), and Tree Protection Plan (TPP) in support of the proposed UWS Secondary Plan. Similar to Urbantech, these reports have been prepared to update and add supplemental

information to the existing and applicable Scoped Sub-Watershed Study. 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 natural features in the east and central areas of the UWS Secondary Plan. 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 Secondary Plan, 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, 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.

7.4 GEOTECHNICAL AND HYDROGEOLOGICAL INVESTIGATIONS

In 2018, EXP Services Inc. was 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.

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 per Table 14.
- 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.

Table 14: Groundwater Measurements Summary

	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

In 2023 the UWSLG retained C.F.Crozier & Associates Inc. (Crozier) to prepared an updated Comprehensive Hydrogeological Investigation Report to support the development of the UWS Secondary Plan. At the time of this report, Crozier is prepared to make the following conclusions and recommendations:

- The soils of Study Area are primarily fill, silty clay to silt and silty sand to sandy silt in stratigraphic order. The Study Area sits atop a bedrock basement of dolostone and limestone, interpreted to be encountered at a depth of approximately 30 mbgs.
- Groundwater levels have been observed to be 0.27 mbgs to – 2.82 mags or at elevations of 236.90 to 221.54 masl. Groundwater is interpreted to flow from west to east across the Study Area. Groundwater monitoring is ongoing across the Study Area.
- Artesian conditions have been recorded on the properties within the monitoring wells screened within a confined water bearing, sandy silt to silty sand unit.
- The silty clay to silt unit above the water bearing unit is interpreted to be discontinuous across the Study Area.
- Exceedances of the City of Hamilton Sewer Use By-Law for total suspended solids, iron, aluminum and manganese were reported. Treatment and/or filtration will be required to meet the City of Hamilton standards if short-term or long-term groundwater discharge to the City sewer system is required.
- Due to the high groundwater levels recorded to date and artesian conditions, it is anticipated that active construction dewatering and long-term dewatering will be required if excavations are to extend below an elevation of 228-227 masl in the west area of the Study Area and 220 masl in the east. Dewatering volumes should be evaluated once final floor elevations are determined for the proposed developments planned.
- This report and its findings are advised to be preliminary and should not be used for final design purposes.

7.5 PARKS AND COMMUNITY INFRASTRUCTURE ASSESSMENT

In support of the UWS Secondary Plan, CLS conducted a Community Infrastructure and Issues Assessment to examine the existing supply of parks and community facilities within the surrounding area. CLS then applied the projected population to make recommendations on what would be needed to accommodate the UWS Secondary Plan upon completion. The assessment determined that the proposed development will result in approximately 14,200 residents and 2,000 employees. In accordance with the proposed land use plan, approximately 10 hectares of lands is planned which is intended to accommodate the UWSLG parkland dedication requirements. This planned parkland is dispersed between 3 neighbourhood parks at approximately 2.4 hectares and 1 community park of approximately 7.98 hectares.

In the examination of the existing community facilities, it has been determined that there is a present deficiency for the existing and proposed community. On this basis, the UWS Secondary Plan envisions including a Recreational facility within the Community Park block.

7.6 ENERGY AND ENVIRONMENTAL ASSESSMENT REPORT

An Energy and Environmental Assessment Report has been prepared to comment on how the proposed UWS Secondary Plan 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. Given that the nature of the report is a multi-disciplinary, several of the project consultants have provided input into the analysis and recommendations contained within the report:

- 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.

7.7 NOISE FEASIBILITY STUDY

Aerocoustics 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.

7.8 FINANCIAL IMPACT ASSESSMENT

MGP City Plan Ltd. 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 \$62 million in ongoing revenues annually, which will exceed the expenditures the City will incur as a result of the proposed development (approximately \$40 million).
- The proposed development will therefore have an annual positive net fiscal impact of approximately \$21.0 million.
- In addition, the proposed development will provide the City with an addition \$352 million in one-time revenues including \$327 million in Development Charges and \$24 million in Building permits.

7.9 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.

7.10 MASTER TRANSPORTATION STUDY

The Landowners retained R.J. Burnside & Associates Limited ("Burnside") to undertake the transportation services for the Secondary Plan as well as coordinate the Integrated Environmental Assessment study ("EA Study"). The Landowners, as the Proponent of the EA Study for the collector and arterial roads within the Block, intends to follow the City's Integrated Planning Process to fulfill the requirements of the EA Study process and submit the UWS Secondary Plan. The EA Study is a separate study. The Master Transportation Study (MTS) report provides a summary of the existing transportation conditions and forms one of the background reports required for the Secondary Plan and EA Study. The focus of this report is to examine the existing and future transportation systems for all modes of travel (walking, cycling, transit and vehicles) to accommodate the Secondary Plan.

7.10.1 Existing Road Network Operations

Under existing conditions, all area intersections are operating with excess capacity and a level of service of D or better, except for the eastbound left-right movement at the Upper James Street / Talbot Lane intersection during the weekday PM peak hour, which is experiencing high delay.

7.10.2 Background 2031 Traffic Operations

Under background 2031 conditions, all area intersections will operate with excess capacity and a level of service of D or better, with the intersections of Glancaster Road / Twenty Road West and Glancaster Road / Book Road under signalization.

7.10.3 Total 2031 Traffic Operations

Under total 2031 conditions, all area intersections will operate with excess capacity and a level of service of E or better, with the recommended road network improvements as described below for the noted intersections.

- At the Upper James Street / Twenty Road West intersection:
 - Twenty Road West should be widened from 2 to 4-lanes from Garth Street to Upper James Street by 2031. It is recommended that the City consider changing this future road network improvement from medium priority to high priority. The specific timing of the Twenty Road West widening should be determined as each phase of the Secondary Plan area is built.
 - During the weekday AM peak hour, eastbound and westbound left-turn advanced phases be added.
 - During the weekday PM peak hour, an eastbound left-turn advanced phase be added.
 - The cycle length increased to 120s during both peak hours.
- At the Glancaster Road / Twenty Road West intersection:
 - A northbound right-turn lane is recommended to be added.
 - At the Twenty Road West / Garth Street intersection:
 - During the weekday AM peak hour, westbound and southbound left-turn advanced phases be added.
 - During the weekday PM peak hour, eastbound, westbound and southbound left-turn advanced phases be added.
 - The cycle length increased to 120s during both peak hours.
- At the Upper James Street / Dickenson Road intersection:
 - The following road network improvements are recommended:
 - During the weekday AM and PM peak hours, eastbound and northbound left-turn advanced phases be added.
 - The cycle length increased to 120s during both peak hours.
- At the Upper James Street / Talbot Lane intersection:
 - Signalization is recommended.

- Add exclusive northbound and eastbound left-turn lanes.

7.10.4 Total 2041 Traffic Operations

Under total 2041 conditions, all area intersections will operate with excess capacity and a level of service of E or better, with the same recommended road network improvements under total 2031 conditions.

At the Dickenson Road / Collector Road B intersection, signalization is recommended by 2041.

7.10.5 Recommended Road Network

A summary of the 2031 and 2041 recommended road network improvements based on this study's assumptions and the 2023 AEGD TMP are set out in detail within the MTS.

Upper West Side Block Plan Review

- Road Phasing
 - A road phasing implementation plan will be developed as part of future studies for the Secondary Plan area. It is premature to develop this plan at this point as it will depend upon a number of criteria, such as land ownership and infrastructure availability.
- Pedestrian Route and Sidewalk Analysis
 - Pedestrian access in the form of sidewalks would be provided on both sides of all streets within the Block. The sidewalks will also connect to building entrances, schools, and proposed transit stops with connections provided to Twenty Road, Garth Street extension and Collector Road C where future transit service will be provided. To ensure that pedestrians will feel safe and be encouraged to utilize the sidewalk facilities, the designs are based on the City's *Complete Streets Design Guidelines*, dated June 2022 ("Complete Streets Guidelines"), and incorporate the City's design standards.
 - Two trail systems have been identified on the concept plan along Collector Road C and Twenty Road West to provide connectivity within the Block. The trail along Collector Road C will head northeast to the east of Collector Road B and tie into the path along Twenty Road. Connections from the multi-use paths to the residential areas are recommended.
- Cycling Route Analysis
 - Cycling facilities are proposed on both sides of all proposed collector roads and the Garth Street extension. The proposed multi-use trails along Twenty Road and Collector Road C will provide additional connectivity for cyclists through the Block. The design of the proposed cycling facilities are based on the City's *Complete Streets Guidelines*.
- Transit Assessment

- As discussed in Section 3.5, future transit routes are proposed to service the study area. Transit stop locations are recommended at all arterial-collector and collector-collector intersections, as well as midblock between collector roads. Approximately 95% of all residents within the area will be within a 15-minute walk of a transit stop, based on a 400-m radius from each proposed transit stop.

7.11 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 of an alternative growth area comparison. The central conclusions are as follows:

- The City of Hamilton Urban OP has designated the lands for urban neighbourhoods and employment.
- OMAFRA has not designated the participating lands as prime agricultural land.
- 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 lands in agriculture. PPS Section 2.3.2 states: *Planning authorities are encouraged to use an agricultural system approach to maintain and enhance the geographic continuity of the agricultural land base and the functional and economic connections to the agri-food network.* It is apparent that the City of Hamilton has assessed the agricultural resources along the urban/rural interface and concluded the lands are suitable for urban development.
- Removal of the lands from the Rural area would indicate the City has concluded removing the lands from agriculture will have no adverse impact on the agricultural systems land base within the City of Hamilton or the Province.
- 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 conversion of the lands to Urban will not have a significant adverse impact on the agricultural land base with the City of Hamilton or the GGHA.

- Review of the two previously Rural (Whitebelt Area) parcels within the UWSLG lands from an agricultural perspective did not identify any existing resources that would warrant their retention as a potential rural agricultural land use.

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.

7.12 KARST ASSESSMENT

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.

8.0 IMPLEMENTATION

To enact the proposed UWS Secondary Plan, the following amendment is proposed. Please see Appendix A for the draft Official Plan Amendment.

The purpose and effect of this Amendment is to establish a new Secondary Plan for parts of lands identified as UWS Study Area for the purpose of introducing a new infill complete community. The areas to be amended are set out on the proposed Official Plan schedules. This Amendment modifies the official plan designation and establishes policies for portions of the lands located within Twenty Road West, Upper James Street, Dickenson Road and Glancaster Road.

The basis for this Amendment is to implement a new Secondary Plan in accordance with Provincial Growth Plan: "A Place To Grow: Growth Plan for the Greater Golden Horseshoe (2020)". 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 2051.

More specifically, through the Ministers decision on OPA No.167, policies have been added to the Urban Hamilton Official Plan which bring parts of the UWS Study into the urban boundary as 'Urban Expansion Area – Neighbourhood' and 'Urban Expansion Area – Employment'. Further, OPA No.167, added policy to the Urban Hamilton Official Plan which require that all lands identified as 'Urban Expansion Area – Neighbourhood' and 'Urban Expansion Area – Employment' be required to complete of a Secondary prior to development being permitted.

9.0 CONCLUSION

This report provides the comprehensive planning justification to support the UWS Secondary 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 an infill complete community, that is substantially in conformance with Provincial Policy 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 Province's forecasted residential land needs for the City to 2051 and beyond in an infill context without impacting the intensification goals of the downtown or other strategic growth areas.

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 community to construction 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, demonstrated through the consultant studies submitted alongside this report. We have demonstrated substantial conformance with the Provincial Policy Statement, the Growth Plan and the Hamilton Official Plan, all of which has been demonstrated in this report. It is our opinion 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.

Approved by:



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

President

Corbett Land Strategies Inc.