

# Summary of Key Reports for the White Church Lands UBE Application

(Click links below to be taken to each summary)

<a href="#">White Church - Summary of Official Plan Amendments .....</a>	<a href="#">3</a>
<a href="#">White Church - Planning Justification Report.....</a>	<a href="#">5</a>
<a href="#">White Church - Land Needs Analysis.....</a>	<a href="#">7</a>
<a href="#">White Church - Fiscal Impact Assessment.....</a>	<a href="#">9</a>
<a href="#">White Church - Agricultural Impact Assessment.....</a>	<a href="#">11</a>
<a href="#">White Church - Subwatershed Study .....</a>	<a href="#">15</a>
<a href="#">White Church - Energy and Climate Change Assessment.....</a>	<a href="#">17</a>
<a href="#">White Church - Noise Feasibility Study .....</a>	<a href="#">19</a>
<a href="#">White Church - Odour Feasibility Study .....</a>	<a href="#">21</a>
<a href="#">White Church - Functional Servicing Report .....</a>	<a href="#">23</a>
<a href="#">White Church - Transportation Master Plan Study .....</a>	<a href="#">25</a>
<a href="#">White Church - School Accommodation Issues Assessment .....</a>	<a href="#">26</a>

*This summary represents the comments/opinions of the applicant's consultant and are not the opinions of City staff who are reviewing the application. To access the full report/assessment, please scan the QR code.*

# White Church - Summary of Official Plan Amendments

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

	Rural Hamilton Official Plan Amendment (RHOPA)	Urban Hamilton Official Plan Amendment (UHOPA)
		<p><i>housing options, related public service facilities, including parks and open space and provision for a multi-modal transportation system.</i></p> <p><b>1.2 Secondary Planning</b></p> <p><i>1.2.1 In addition to Policies F.1.2.1 to F.1.2.6 and Section A.2.4 – Growth Management - Hamilton, secondary planning shall be completed for lands designated as “Urban Expansion Area” on all Schedules to this Plan. An application for plan of subdivision, zoning by-law amendment, or site plan control shall not be approved for lands within an Urban Expansion Area until a secondary plan is in effect.</i></p> <p><i>1.2.2 Notwithstanding Volume 1, Chapter F, Policy 1.2.9(h), Secondary planning for new neighbourhoods within the White Church Urban Expansion Area shall support the exploration of all opportunities to provide roads, parks, community facilities and other infrastructure through both public or private tenure.”</i></p>

*This summary represents the comments/opinions of the applicant's consultant and are not the opinions of City staff who are reviewing the application. To access the full report/assessment, please scan the QR code.*

# White Church - Planning Justification Report

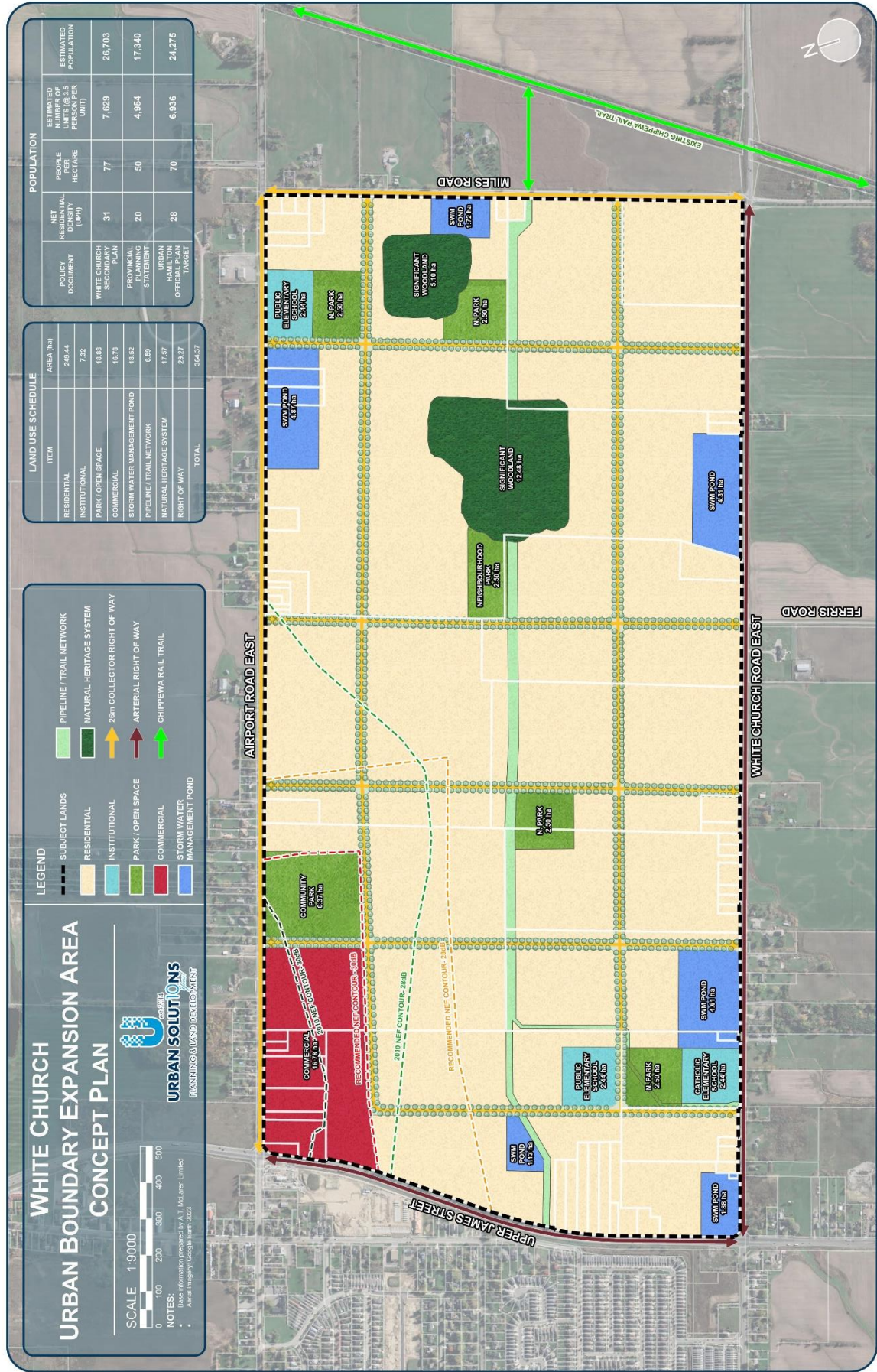
**Prepared by:** Macaulay Shiomi Howson Ltd.

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

**Key Considerations:**

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

# White Church Concept Plan





*This summary represents the comments/opinions of the applicant's consultant and are not the opinions of City staff who are reviewing the application. To access the full report/assessment, please scan the QR code.*

# White Church - Land Needs Analysis

**Prepared by:** Urban Metrics

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

## **Key Findings:**

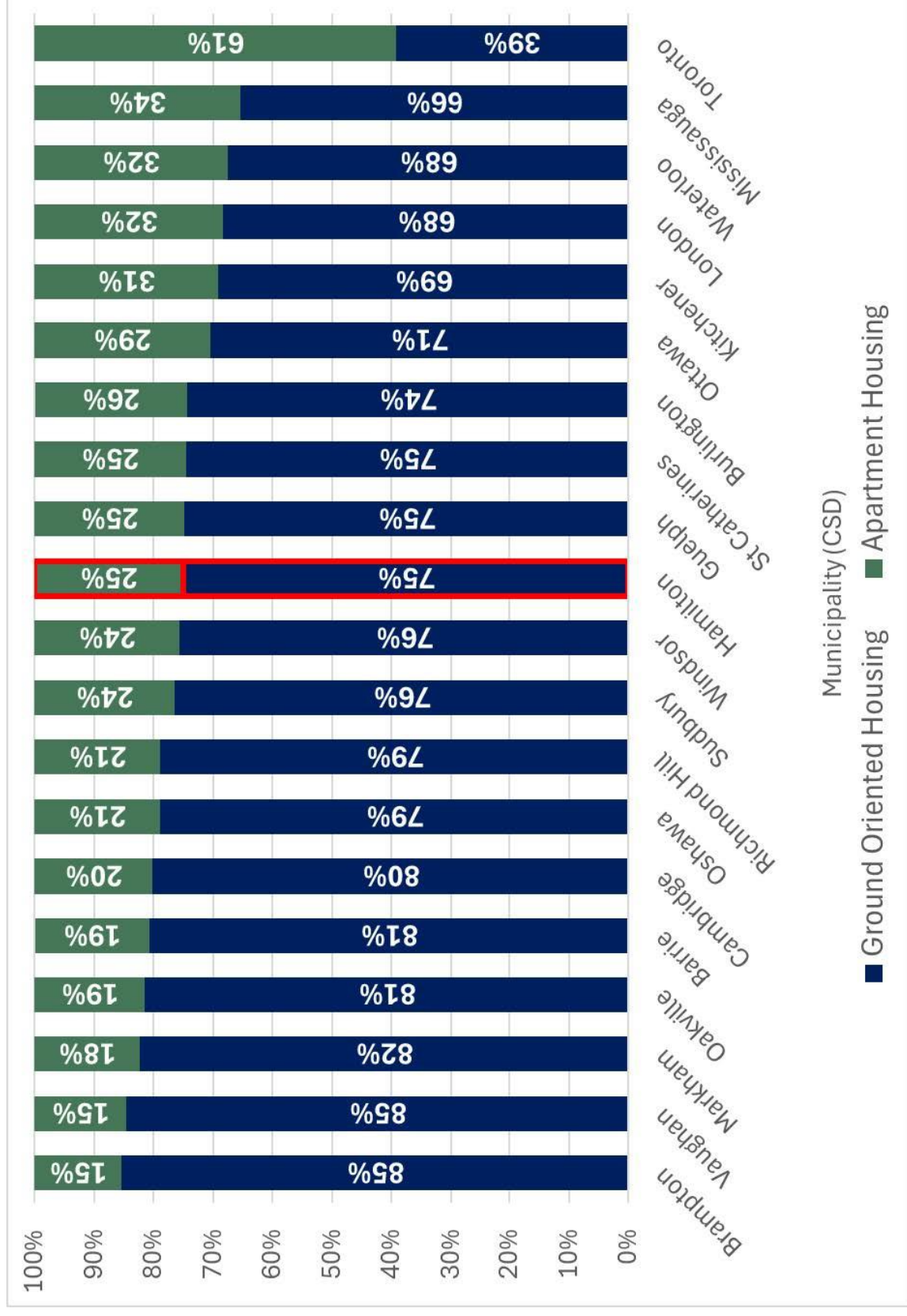
According to the author:

- Hamilton's Designated Greenfield Areas and Built Boundary can currently accommodate about 39,700 new units.
- By 2031, an additional 29,400 units of ground-related housing will likely be needed, with 99,300 ground-related units required by 2051. This estimate is based on assumptions about housing preferences across different age groups.
- Current construction rates suggest that 14,600 Additional Dwelling Units (ADUs) will be built by 2051.<sup>1</sup> However, the author argues this estimate is too high, and that ADUs will not fully meet the demand for ground-related housing.
- Based on these assumptions and an expected 50% intensification rate, the author estimates that Hamilton will need to expand its urban boundary by about 309 hectares by 2031 or 2,386 hectares by 2051.
- The author is of the opinion that the proposed urban boundary expansion is necessary to meet the expected demand for ground-related housing to 2051, that it will meet the required density targets, and that it will not impact the delivery of apartment units in the designated intensification centres and nodes within the City.

---

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

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



*This summary represents the comments/opinions of the applicant's consultant and are not the opinions of City staff who are reviewing the application. To access the full report/assessment, please scan the QR code.*

# White Church - Fiscal Impact Assessment

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

**Prepared by:** Urban Metrics

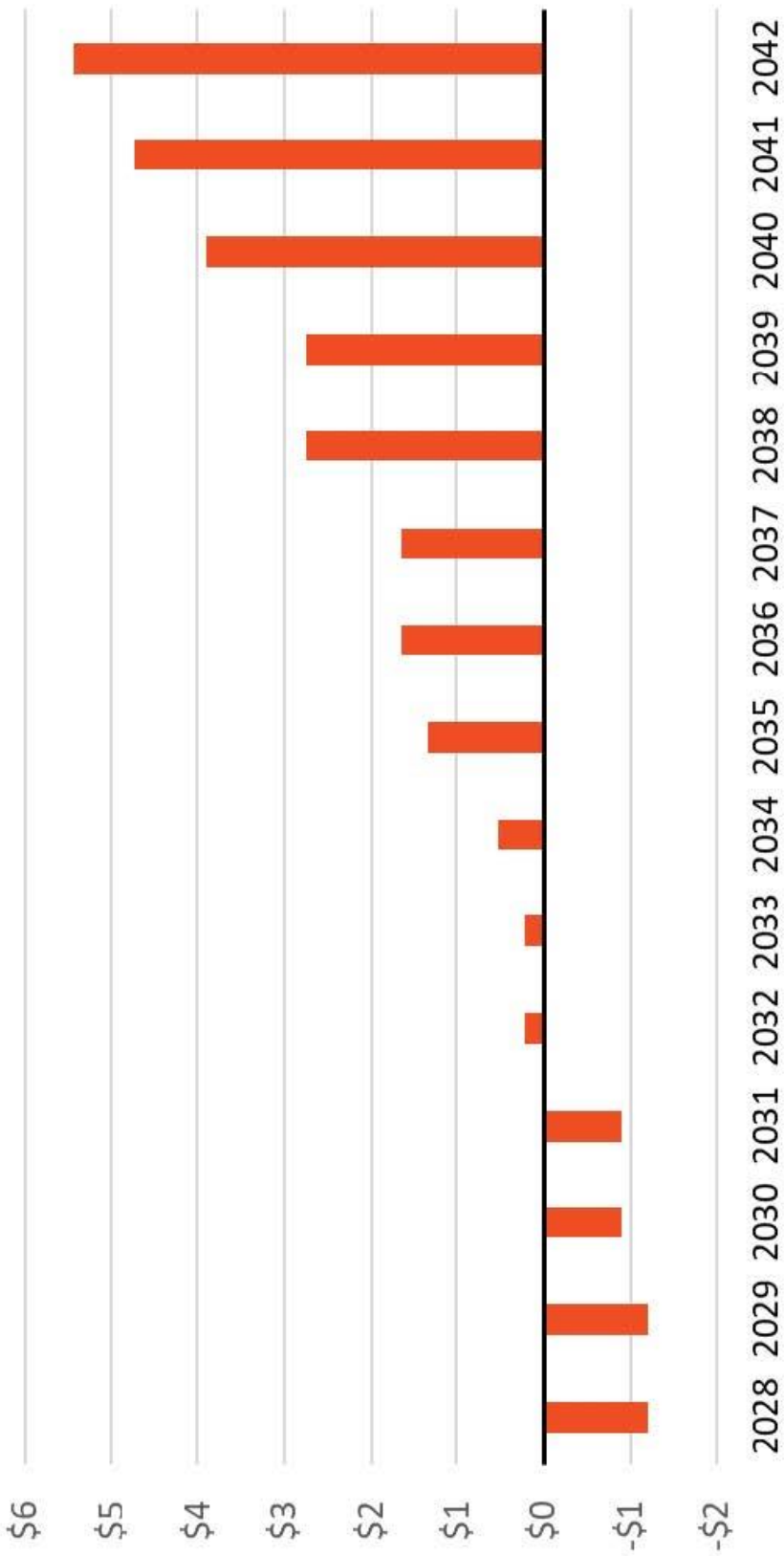
## **Key Findings:**

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

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



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



*This summary represents the comments/opinions of the applicant's consultant and are not the opinions of City staff who are reviewing the application. To access the full report/assessment, please scan the QR code.*

# White Church - Agricultural Impact Assessment

**Prepared by:** DBH Soil Services Inc.

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

**Key Findings:**

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

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



### Legend

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

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

Figure 9

Existing Land Use

DBH Soil Services Inc.

December 2024

*This summary represents the comments/opinions of the applicant's consultant and are not the opinions of City staff who are reviewing the application. To access the full report/assessment, please scan the QR code.*

# White Church - Environmental Impact Study

**Prepared by:** Beacon Environmental Ltd.

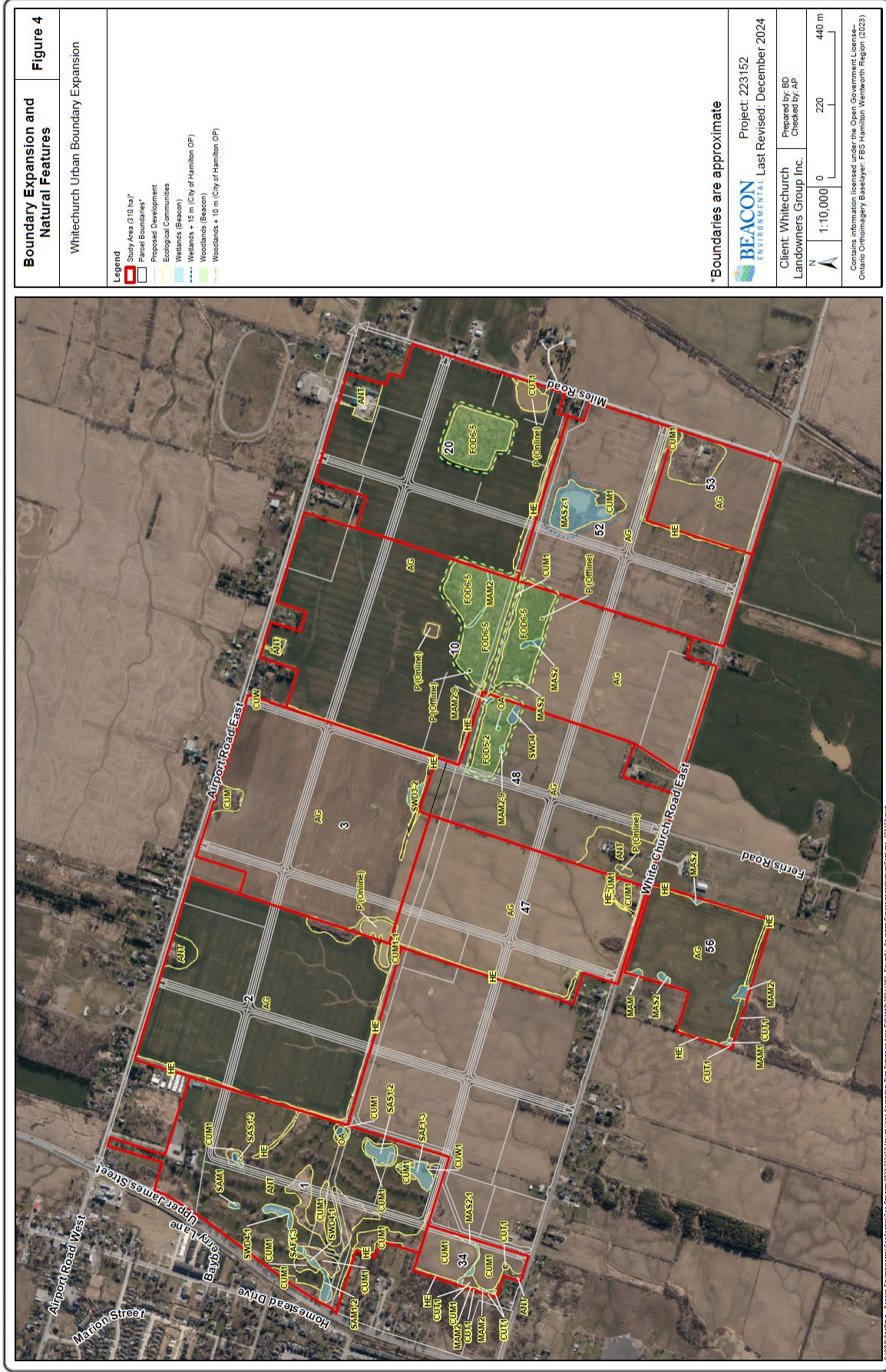
**Purpose:** To identify natural heritage and hydrological features associated with the proposed development lands and assess the impacts of bringing the lands into the City of Hamilton Urban Boundary.

**Key Findings:**

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



Preliminary Map of Natural Features (from Beacon Environmental report)



*This summary represents the comments/opinions of the applicant's consultant and are not the opinions of City staff who are reviewing the application. To access the full report/assessment, please scan the QR code.*

# White Church - Subwatershed Study

**Prepared by:** SCS Consulting Group Ltd.

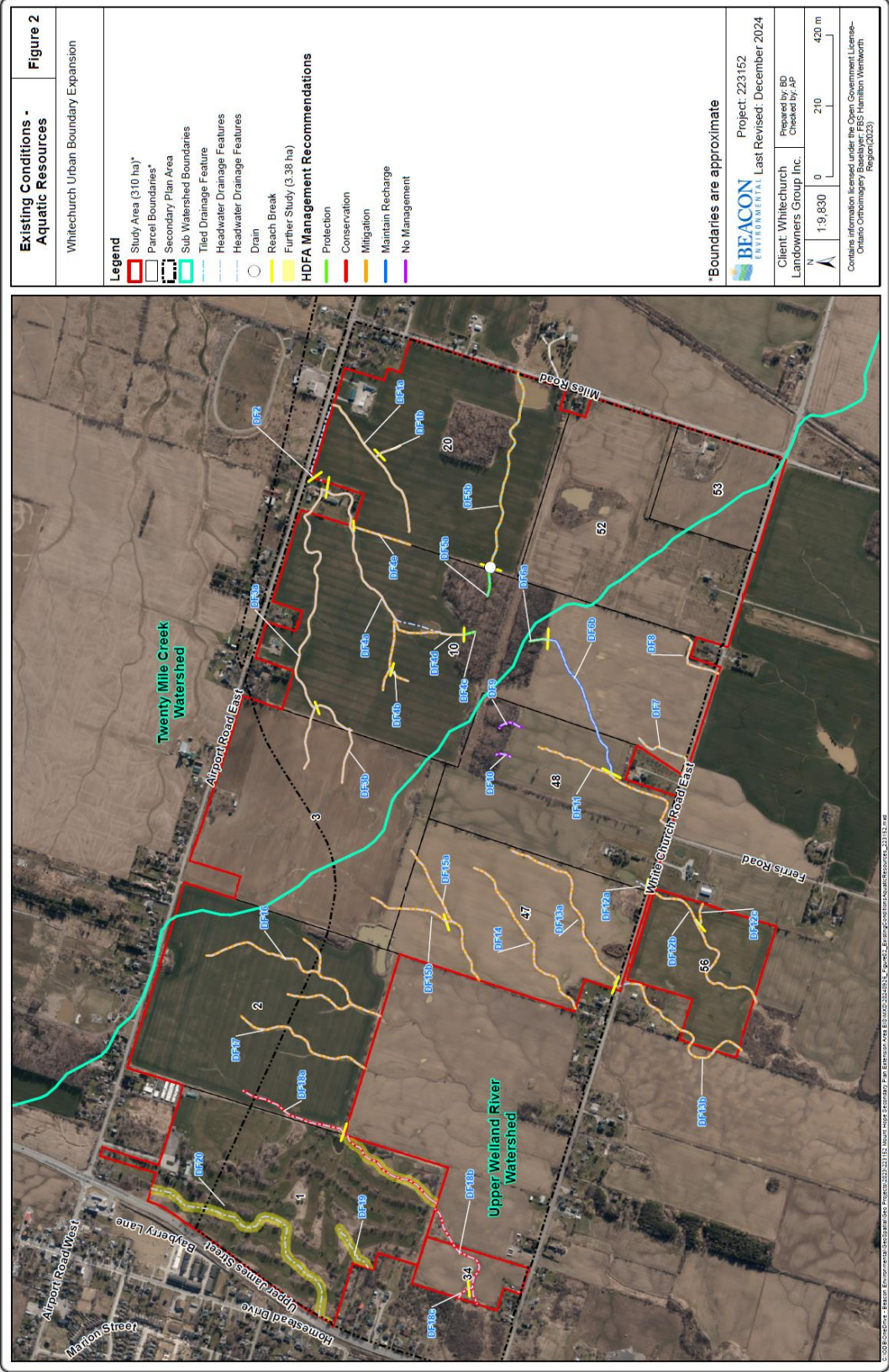
**Purpose:** To develop a plan that allows sustainable development, while ensuring maximum benefit to the natural and human environments on a watershed basis.

## **Key Considerations:**

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



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



*This summary represents the comments/opinions of the applicant's consultant and are not the opinions of City staff who are reviewing the application. To access the full report/assessment, please scan the QR code.*

# White Church - Energy and Climate Change Assessment

**Prepared by:** buildABILITY Corporation

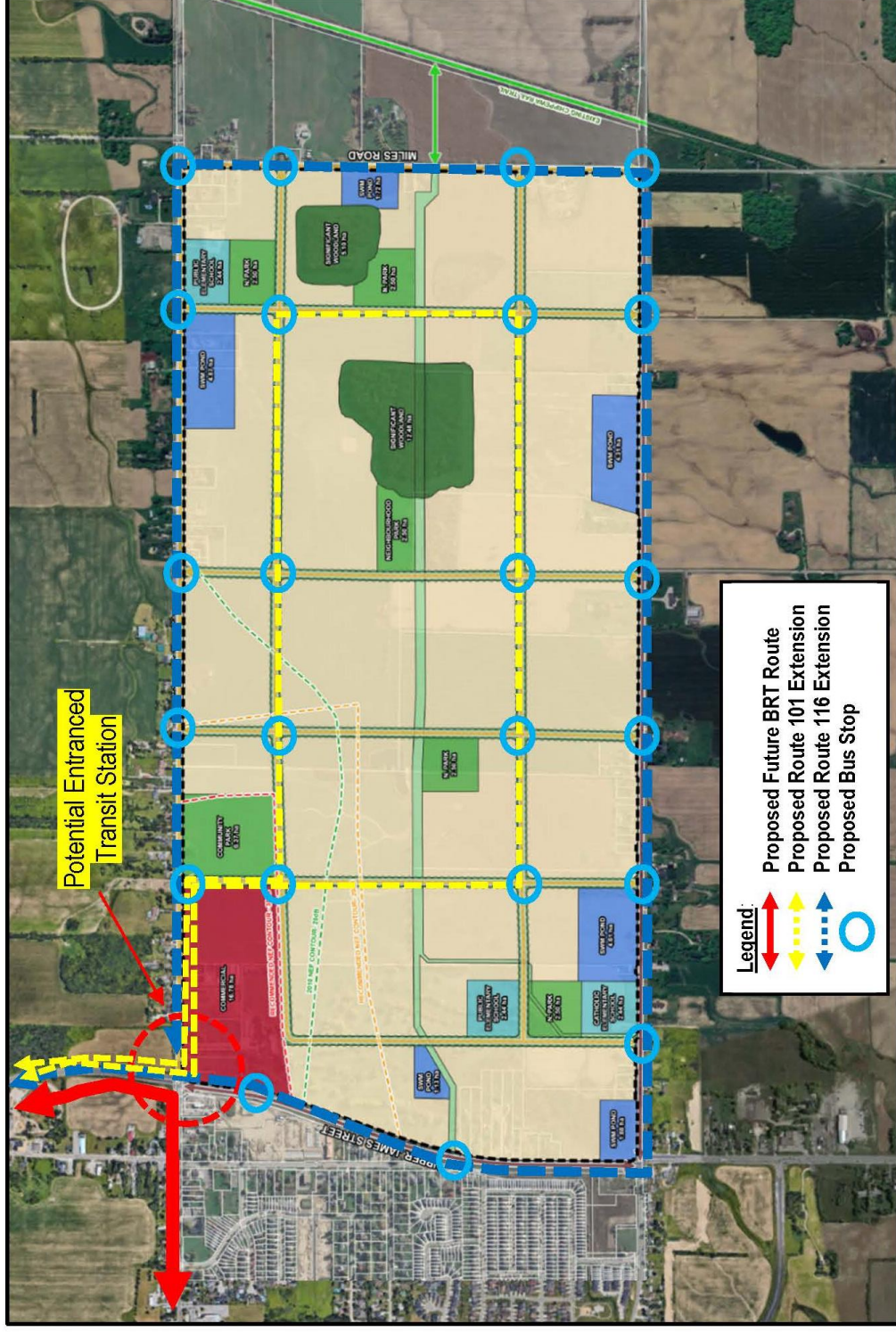
**Purpose:** To demonstrate the impact of the potential settlement area expansion on the City's ability to achieve carbon neutrality and demonstrate the opportunities to reduce climate change impacts.

**Key Considerations:**

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



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



*This summary represents the comments/opinions of the applicant's consultant and are not the opinions of City staff who are reviewing the application. To access the full report/assessment, please scan the QR code.*

# White Church - Noise Feasibility Study

**Prepared by:** HGC Noise Vibration Acoustics

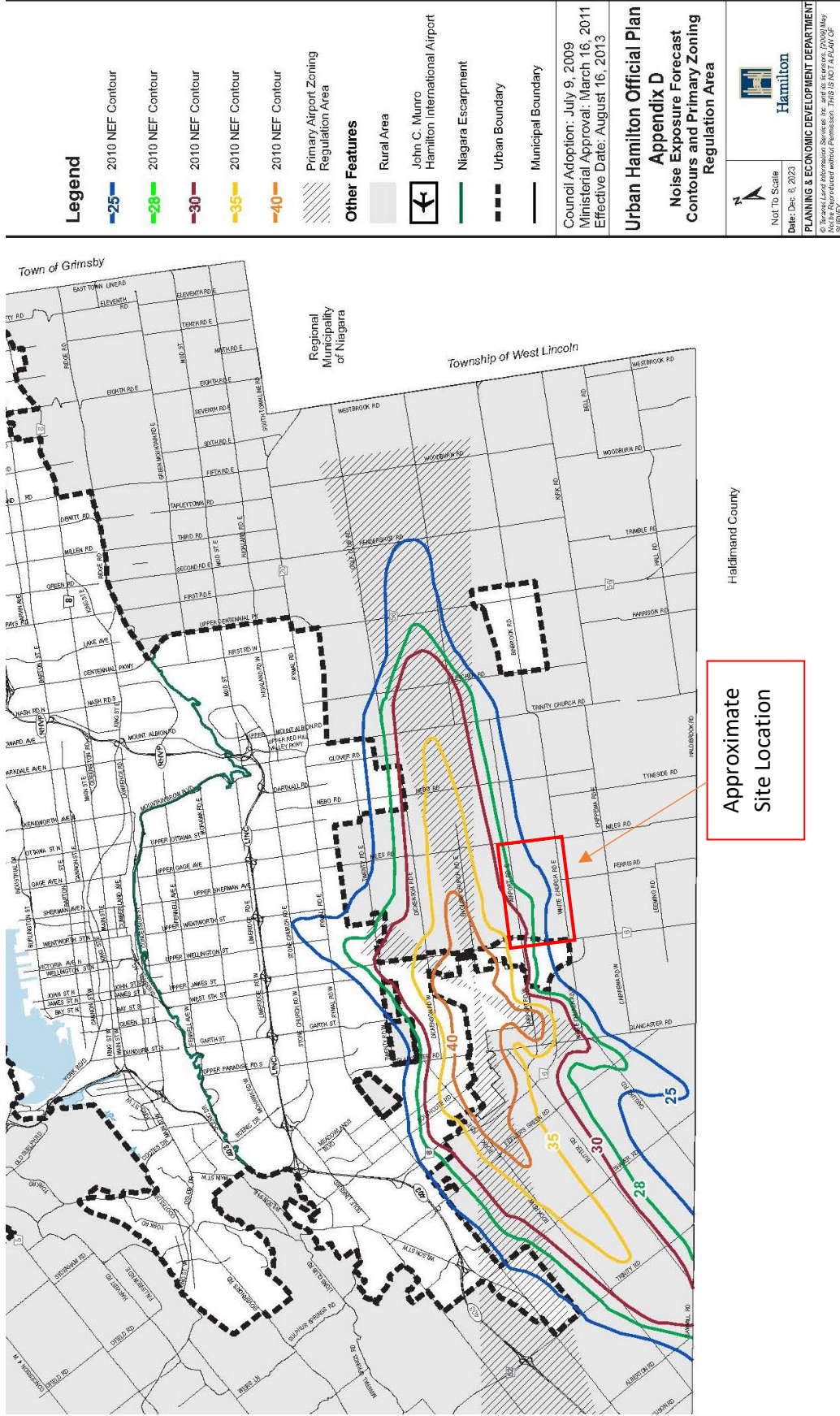
**Purpose:** To evaluate whether the proposed development is feasible, considering potential noise conflicts with nearby land uses.

**Key Findings:**

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



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



*This summary represents the comments/opinions of the applicant's consultant and are not the opinions of City staff who are reviewing the application. To access the full report/assessment, please scan the QR code.*

# White Church - Odour Feasibility Study

**Prepared by:** Alliance Technical Group

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

**Key Findings:**

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



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



*This summary represents the comments/opinions of the applicant's consultant and are not the opinions of City staff who are reviewing the application. To access the full report/assessment, please scan the QR code.*

# White Church - Functional Servicing Report

**Prepared by:** SCS Consulting Group Ltd.

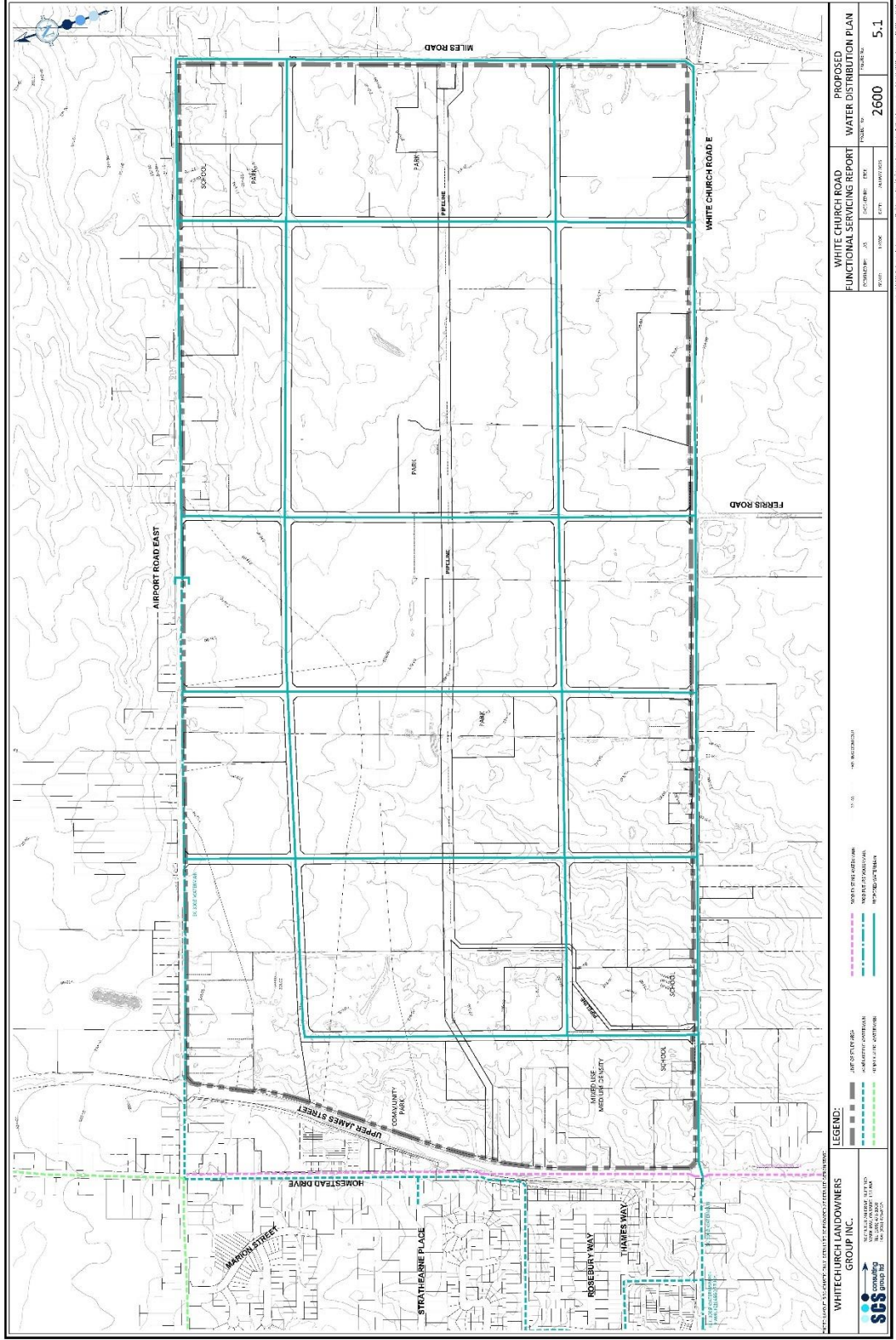
**Purpose:** To demonstrate that the development can be graded and serviced in accordance with the City of Hamilton Draft Framework for Urban Boundary Expansion Applications, the Hamilton Comprehensive Development Guidelines and Financial Policies Manual; and the Niagara Peninsula Conservation Authority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

## **Key Considerations:**

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



Proposed Water Distribution Plan from SCS Consulting report)



*This summary represents the comments/opinions of the applicant's consultant and are not the opinions of City staff who are reviewing the application. To access the full report/assessment, please scan the QR code.*

# White Church - Transportation Master Plan Study

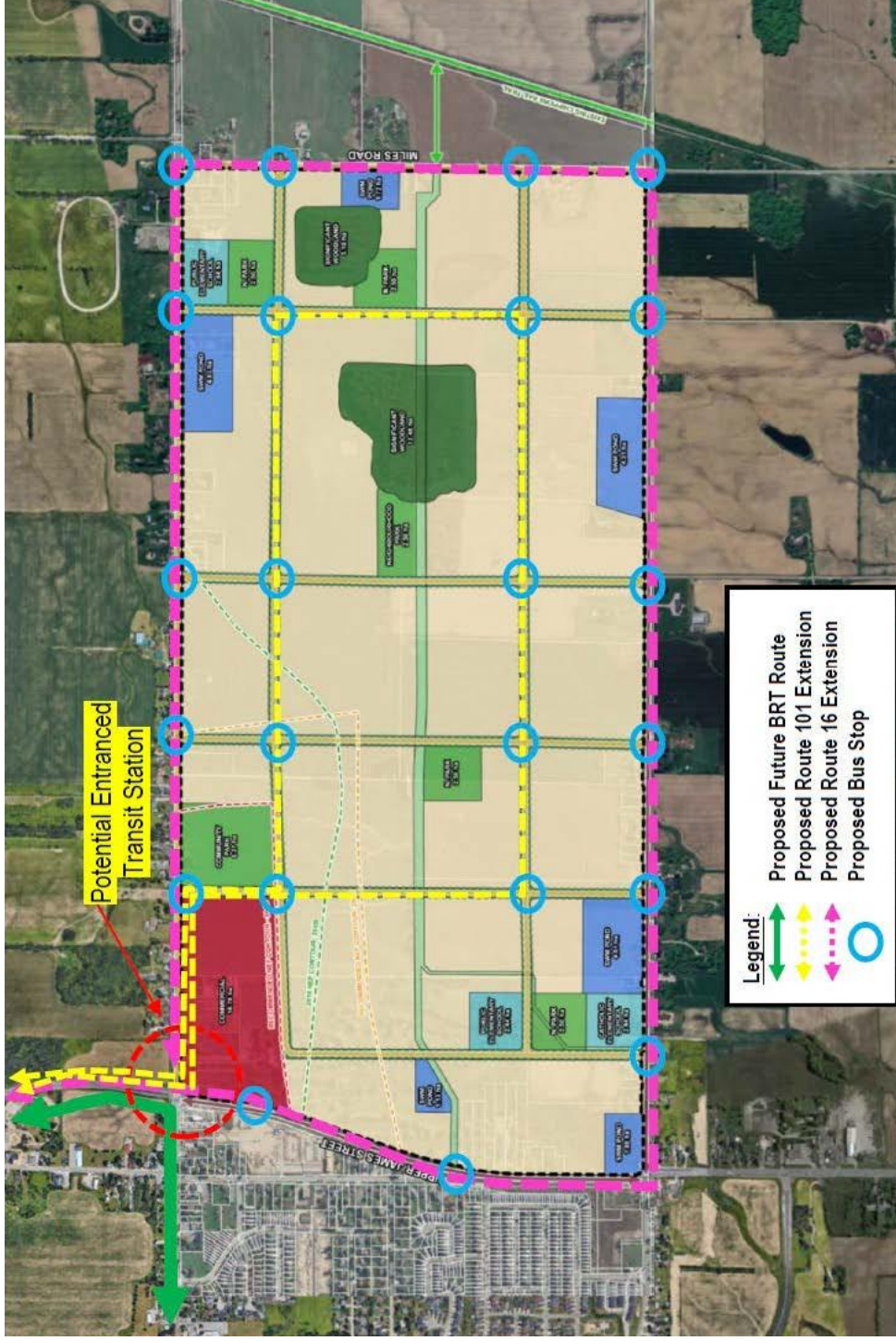
**Prepared by:** NexTrans Consulting Engineers

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

**Author's Key Recommendations:**

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

Potential Transit Route Concept Plan (from NexTrans Consulting report)





*This summary represents the comments/opinions of the applicant's consultant and are not the opinions of City staff who are reviewing the application. To access the full report/assessment, please scan the QR code.*

# White Church - School Accommodation Issues Assessment

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

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

**Key Considerations:**

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

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

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



School Sites Context Map (from Urban Solutions report)

