

WHITE CHURCH URBAN BOUNDARY EXPANSION

PLANNING JUSTIFICATION REPORT

Prepared for: **Whitechurch
Landowners Group Inc.**

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1. Introduction

1.1 Purpose

The Whitechurch Landowners Group Inc. is the registered landowner group associated with the +/- 364-hectare (ha) (900 acre) area known as the White Church Urban Boundary Expansion Area in the City of Hamilton (subject lands - See Figures 1 and 2). Currently, the Whitechurch Landowners Group, which was formed at the beginning of 2023, consists of the landowners of a large portion of the subject lands. The members of the Group comprise Wilson St. Ancaster Inc., Cedar City (Mount Hope) Inc., Alinea Group Holdings Inc. and Greenhorizons Group of Farms Ltd.

This Planning Justification Report (Report) provides a planning opinion with respect to an official plan amendment application to permit the expansion of the Hamilton Urban Boundary to include the subject lands. Should the proposed boundary expansion be approved, a secondary plan will then be prepared to ensure development occurs in conformity with key directions in the official plan in particular the creation of a complete community which implements best planning practices.

The Report outlines in Section 1 an overview of the subject lands and the background to the application. Section 2 describes the proposed White Church Urban Boundary Expansion and summarizes the key conclusions of the supporting background studies. Section 3 reviews and analyzes the applicable Provincial and City planning policy framework. The Report concludes by providing the planning opinion in support of the proposed Urban Area Boundary Expansion.

1.2 Subject Lands Description and Context

The subject lands have a rectangular configuration which generally reflects the historic concession lot pattern. The lands are bounded by Airport Road East to the north (frontage +/- 2,621.0 metres (m)), Miles Road to the east (frontage +/- 1,316.0 m), White Church Road East to the south (frontage +/- 2,848.0 m), and Upper James Street to the west (frontage +/- 1,317.0 m) (see Figures 1 and 2).

The land has a ridge of land at higher elevations extending from the intersection of Upper James Street and Airport Road West to the intersection of White Church Road East and Miles Road. The remaining lands drop in elevation from this ridge toward Lake Ontario to the north and Lake Erie to the south.

Currently the site is occupied by the Southern Pines Golf & Country Club which fronts onto Upper James Street. The remainder of the area is comprised of agricultural lands, scrub lands, ponds and woodlands, as well as a number of single detached dwellings.

The subject lands are located directly east of the Airport Employment Growth District (Schedule E-1 Urban Hamilton Official Plan) and would constitute a natural extension of the Urban Area, specifically the abutting Mount Hope community located to the west. The Mount Hope community includes, in addition to low and medium density residential development, a community core focused along Airport Road West and Homestead Drive. The core area includes a mix of commercial and service uses as well as institutional uses such as a library and elementary school.

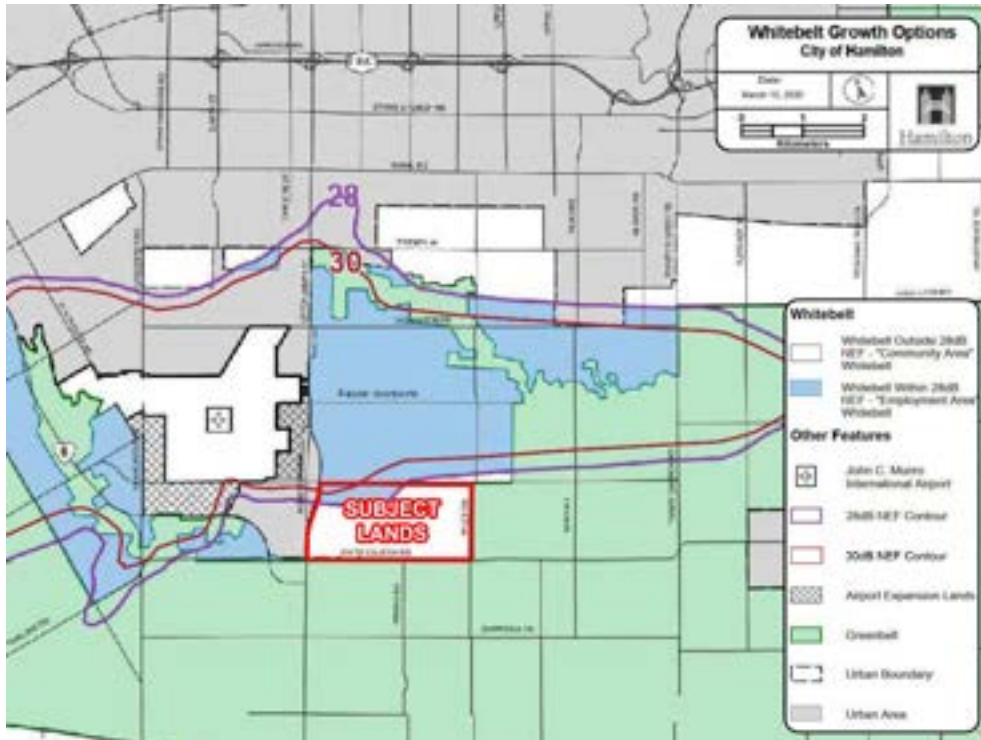


Figure 1 – Subject Lands and Policy Context

More specifically the surrounding lands (See Figure 2) include:

North: Across Airport Road East is a mix of single detached dwellings, farm buildings, agricultural fields and the Willow Valley Golf Course further north.

East: Miles Road forms the east boundary of the subject lands and to the east of it there is a small collection of single detached dwellings and agricultural fields.

South: South of White Church Road East are a small quantity of single detached dwelling and agricultural fields.

West: Upper James Street forms the existing Urban Boundary. West of Upper James Street is the Mount Hope community. As noted, Mount Hope has full municipal services

comprised of a mix of small retail and service commercial uses with low and medium density residential subdivisions. To the northwest, is the Airport Employment Growth District.

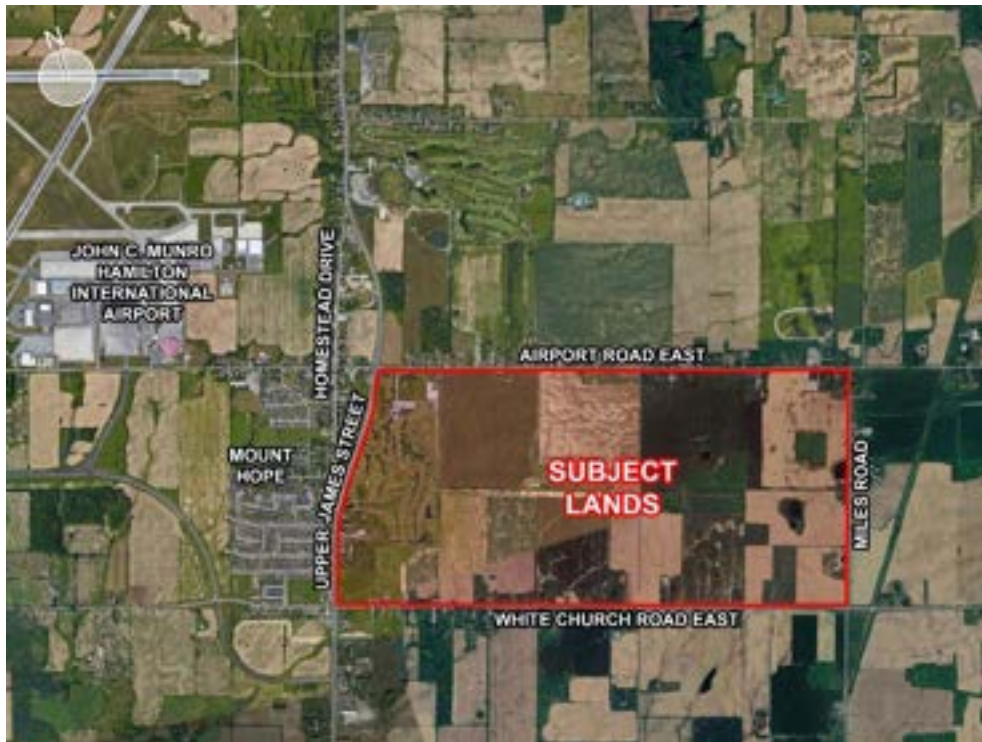


Figure 2 – Subject Lands and Land Use Context

1.3 Application Background

The subject lands have been considered for inclusion in the City’s urban boundary for a number of years. The following summarizes the background to the City’s process and the current application which is a result of changes to Provincial policy, specifically the new Provincial Planning Statement 2024.

Growth Related Integrated Development Strategy (GRIDS 2)

From 2018 to 2021, the City of Hamilton undertook a municipal comprehensive review via the Growth Related Integrated Development Strategy. The purpose of the Growth Related Integrated Development Strategy or GRIDS 2 was to evaluate how best to accommodate the growth and intensification targets set out by the Grow Plan for the Greater Golden Horseshoe through to 2051. Part of this evaluation was the consideration of an Urban Boundary Expansion and the feasibility of alternate growth options that could be pursued in the City. The GRIDS 2 process considered the existing

'Whitebelt Lands' as potential growth options within the City of Hamilton as shown on Figure 1 to this report.

As part of the GRIDS 2 process, the City hired Lorius and Associates (Lorius) to complete a Land Needs Assessment and Residential Intensification Market Demand Analysis (Land Needs Assessment) to help inform the best option to accommodate Hamilton's future growth.

Lorius completed the first draft Land Needs Assessment in 2020. It concluded that an intensification target of 50% would be considered a suitable and aspirational goal with a resulting need for an urban expansion. The City also retained Watson & Associates Economists (Watson) to peer review the Land Needs Assessment prepared by Lorius. Watson found the approach and methodology used by Lorius to be an appropriate application of the Growth Plan and Provincial Land Needs Assessment Methodology.

These recommendations were considered by City Council, and in 2021 Council instead adopted the "No Boundary Expansion" scenario rejecting any boundary expansion and requiring that growth occur through intensification in the existing urban boundary. This decision formed the basis for Official Plan Amendment 167.

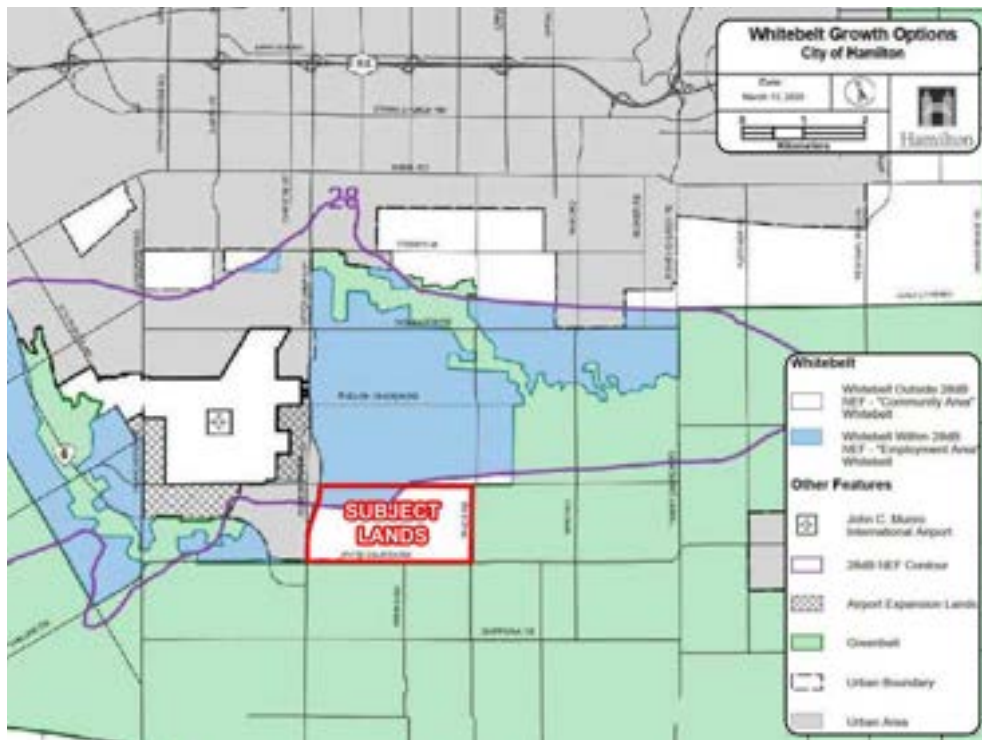


Figure 3 – Whitebelt Lands

Official Plan Amendment 167

After the lengthy GRIDS2 process undertaken by the City, the Ministry of Municipal Affairs and Housing undertook their own review of the background to Amendment 167 in the context of the Provincial Land Needs Assessment Methodology and conformity with the Growth Plan. Based on this review, a decision was made by the Minister of Municipal Affairs and Housing on November 4, 2022, to ensure conformity with the Growth Plan by approving, with modifications, amendments to the City of Hamilton Urban and Rural Official Plans.

The approved modifications included provision for a 2,200 hectare (5,436 acre) urban boundary expansion to accommodate growth to the year 2051. This reflects the Lorus Land Needs Assessment “Growth Plan Minimum” scenario.

As part of the expansion, the subject lands were brought into the City’s Urban Boundary as one of six Urban Expansion Areas. These six Urban Expansion Areas were required to undertake a Secondary Planning process in order to facilitate development in the future.

Formal Consultation (FC-23-040)

In the City of Hamilton, pre-consultation as outlined within Section 22(3.1) of the *Planning Act* is called Formal Consultation. Based on the inclusion of the subject lands within the urban boundary under the Ministry-approved version of OPA 167, in January 27, 2023, the Landowner Group initiated the Secondary Planning process by submitting a Request for Formal Consultation to the City of Hamilton for the subject lands. Following the City of Hamilton’s review of the application, a Formal Consultation Document was issued by the City of Hamilton dated April 18, 2023.

Planning Statute Amendment Act, 2023 (Bill 150)

On November 16, 2023, the Ministry of Municipal Affairs and Housing opened a 30-day public consultation period for the proposed *Planning Statute Law Amendment Act, 2023* (Bill 150). The purpose of this Act was to reverse the Provincial modifications made in approving the Official Plans of twelve municipalities including Hamilton. This applied to Provincial modifications to Hamilton Official Plan Amendments 34, and 167 respecting the settlement area boundary expansions. Prior to the 30-day consultation period concluding, Bill 150 received Royal Assent on December 6, 2023. Accordingly, the subject lands were removed from the City’s Urban Boundary and placed in the rural area.

Subsequently, through Bill 162, Official Plan approvals with modifications previously made by the Minister were restored at the request of the relevant municipal Councils. No such request to restore the previous Minister’s approval as modified of OPA 167 was made by Hamilton Council.

As a result, notwithstanding the recommendations of the City's GRIDS 2 process, and notwithstanding that the subject lands had been brought into the urban boundary by the Minister through the Minister's modification and approval of OPA 167, the Minister's decision to include the subject lands (and other expansion areas) was retroactively repealed through Bill 150 and was not re-instated through Bill 162.

Official Plan Amendment

In keeping with the November 2, 2022, Provincial modifications to the UHOP, but shortly after the Planning Statute Law Amendment Act received royal assent, the Whitechurch Landowners Group submitted an Official Plan Amendment application to the City of Hamilton for the establishment of a Secondary Plan for the subject lands on December 13, 2023. On January 12, 2024, the City of Hamilton issued a Notice of Incomplete Application based on their review of the supporting materials submitted as part of the Official Plan Amendment application.

Ontario Land Tribunal Appeal

On February 9, 2024, a request was filed with the Ontario Land Tribunal by the Whitechurch Landowners Group seeking to challenge the City of Hamilton Notice of Incomplete Application. This request has been acknowledged by the City of Hamilton and remains pending before the Tribunal.

Cutting Red Tape to Build More Homes Act, 2024 (Bill 185)

On June 6, 2024, Bill 185, the *Cutting Red Tape to Build More Homes Act, 2024*, received Royal Assent. Bill 185 contained legislative changes aimed at helping achieve the Government's goal of building 1.5 million homes by 2031. Included in these legislative changes were updates to the *Planning Act* which allow landowners to appeal privately initiated applications to expand an urban boundary to the Ontario Land Tribunal.

Provincial Planning Statement, 2024

On August 20, 2024, the Minister of Municipal Affairs and Housing issued the new Provincial Planning Statement (PPS) which replaced the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019. The new PPS took effect as of October 20, 2024.

Included in the new PPS were updates which allow landowners to apply to expand an urban boundary at any time and without a limitation on expansion size, whereas previously private urban boundary expansions were to be limited to 40.0 ha or less when sought outside of municipal comprehensive reviews.

The policies of Section 2.3.2 of the PPS, New Settlement Areas and Settlement Area Boundary Expansions, now identify the tests which must be satisfied to allow for a settlement boundary expansion. These are set out in policy 2.3.2.1.

Draft Framework for Urban Boundary Expansion Applications

The City of Hamilton, in response to the above-summarized Provincial initiatives, released a Draft Framework for Processing and Evaluating Urban Boundary Expansion Applications (Draft Framework) on August 13, 2024.

While not adopted as Official Plan policy, this Framework

“sets out how the city would receive, process and assess new Official Plan Amendment applications to expand Hamilton’s urban boundary under the most recent version of the Provincial Planning Statement, 2024” (Report PED 24109 Analysis and Rationale for Recommendation August 13, 2024).

The Draft Framework establishes in Part A the Submission Requirements. In addition to the Planning Justification Report, including the Draft Official Plan Amendment, the following materials are required to support any planning application for an Urban Boundary Expansion:

- Survey Plan
- Concept Plan
- Energy and Climate Change Assessment Report
- Financial Impact Analysis and Financial Strategy
- Phasing Plan
- Noise Impact Study
- Transportation Impact Study
- Transit Assessment
- Pedestrian Route and Sidewalk Analysis
- Functional Servicing Report
- Subwatershed Study (Phase 1)
- Geotechnical Study
- Karst Assessment
- Community Facilities and Recreational Needs Assessment
- School Accommodation Issues Assessment
- Emergency Services Assessment
- Agricultural Impact Assessment
- Cultural Heritage Impact Study
- Archaeological Assessment
- Public Consultation Summary and Comment Response Report
- Odour Impact Assessment

- Housing Needs Assessment

Part B sets out the thematic considerations to be considered in preparing an urban boundary application and for City staff in assessing boundary expansion applications. Themes include agricultural systems, climate change, complete communities, growth allocation and infrastructure and public service facilities. See Table 1 for full list and review of same.

Finally, Part C sets out in detail how the applications will be processed including public, First Nations and Indigenous community consultation requirements that exceed the *Planning Act* requirements.

2. Proposed Urban Expansion Application

Section 2 describes the proposed White Church Urban Boundary Expansion Concept Plan, as well as summarizing the key supporting background studies. It also discusses the required Official Plan Amendments.

2.1 Concept Plan

The Draft Framework requires the preparation of a Concept Plan. A version of the White Church Urban Boundary Expansion Area Concept Plan was first presented via Formal Consultation No. FC-23-040 in January 2023. The Plan evolved and was refined in response to legislative changes. The current Plan was also informed by the general policy directions of the PPS and the City's Urban Official Plan, as well as the various studies completed in support of the application. The Concept Plan is designed to reflect an appropriate range and mix of land uses for the White Church Urban Boundary Expansion Area and is found in Map 1 to this report.

The proposed White Church Urban Boundary Expansion Area Concept Plan is designed to allow for the creation of a complete community including, as established in the PPS:

“an appropriate range and mix of land uses, housing options, transportation options with multi-modal access, employment, public service facilities and other institutional uses.... recreation, parks and open space and other uses to meet long term needs” (policy 2.1.4).

The Concept Plan is also designed to implement the following Vision:

“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 housing options, related public service facilities, including parks and open space and provision for a multi-modal transportation system.”

Further, it reflects key directions in the City's Official Plan and other regulatory directions including:

- **Airport Noise:** A plan which will allow for appropriate mitigation measures and design considerations to be implemented as recommended for the eventual development of various areas of the subject lands to ensure sound levels meet the Ministry of Environment, Conservation and Parks guidelines. This includes a design

which locates sensitive uses outside the Recommended NEF Contour -30 dB related to the Airport.

- **Transportation Connectivity:** An extension of the primary corridor identified on Upper James Street (Schedule E Urban Hamilton Official Plan) which is designated as a major arterial road and intended to be developed as part of the Light Rail Transit network for the City in the future.
- **Proximity to Employment:** Establishment of a residential community in support of the Airport Employment Growth District.
- **Internal Connectivity:** A conceptual design with a modified grid road system that supports compact form and the expansion of transit and active transportation networks.
- **Environmental Stewardship:** Protection of existing natural heritage features and their ecological functions.
- **Servicing Expansion:** Provision for servicing options that optimize existing systems.
- **Complete Community Uses:** Establishment of the number and approximate locations of required schools, parks and stormwater management facilities.

The community has also been planned to link with and support the adjacent Mount Hope community, particularly its existing commercial and public service facilities.

The White Church Urban Boundary Expansion Area is anticipated to be developed with approximately 7,600 residential units, three elementary schools, one community park, five neighbourhood parks, 17 ha of commercial land uses, 19 ha of natural open space and a recreational trail system. The residential units will be primarily contained in single detached dwellings, semi-detached dwellings, street townhouse dwellings, stacked townhouse dwellings, and other low rise ground related dwellings.

It is anticipated that the tenure of proposed dwellings will vary from freehold ownership to purpose built rental and condominium units depending on market conditions.

2.2 Supporting Studies

The following studies have been carried out in support of the White Church Urban Boundary Expansion. The key studies are summarized in Section 2.3:

- Whitechurch Urban Boundary Expansion City of Hamilton Agricultural Impact Assessment, DBH Soil Services Inc., February 2025; (Agricultural Impact Assessment)
- White Church Urban Boundary Expansion, Land Needs Analysis, urbanMetrics, February 2025; (Land Needs Analysis)
- White Church Urban Boundary Expansion, Fiscal Impact Assessment, urbanMetrics, February 2025;(Fiscal Impact Assessment)

- White Church Urban Boundary Expansion, Commercial Needs Analysis, urbanMetrics, February 2025; (Commercial Needs Analysis)
- White Church Urban Boundary Expansion Area, Recreation Needs Assessment, urbanMetrics, February 2025;(Recreation Needs Assessment)
- Transportation Master Plan Study, Proposed White Church Urban Boundary Expansion, nexTrans Consulting Engineers, January 2025; (Transportation Master Plan)
- Environmental Impact Study White Church Urban Boundary Expansion, Beacon Environmental Limited, 2024-12-17;
- White Church Boundary Expansion Area, Functional Servicing Report, SCS Consulting Group Ltd., January 2025;
- White Church Boundary Expansion Area, Sub-Watershed Study, SCS Consulting Group Ltd., January 2025;
- Noise Feasibility Study, Proposed White Church Urban Boundary Expansion, Hamilton, ON, HGC Noise Vibration Acoustics, December 2024;(Noise Study)
- Whitechurch Landowners Group Inc. Urban Expansion Area Hamilton Odour Feasibility Study, Alliance Technical Group, January 2025;
- Phasing Plan, Urban Solutions Planning & Land Development Consultants Inc., December 2024;
- Public Consultation Summary & Comment Response, Urban Solutions Planning & Land Development Consultants Inc., January 2025;
- Energy and Climate Change Assessment Report, Whitechurch Urban Boundary Expansion Area, buildABILITY, December 2024;
- Stage 1 Archaeological Assessment White Church Boundary Expansion, Archaeological Consultants Canada, November 2024;
- Cultural Heritage Impact Study, Whitechurch Urban Boundary Expansion, Hamilton, ON, LHC Heritage Planning & Archaeology Inc., January 2025;
- Karst Assessment/Karst Contingency Plan, Terra-Dynamics Consulting Inc., November 2024;
- Geotechnical Investigation Proposed Development of White Church Lands, Landtek Limited, February 2025; and,
- Preliminary Hydrogeological Investigation Proposed Development White Church Road East and Upper James Street, Hamilton Ontario, Landtek Limited, January 2025.

2.3 Key Supporting Studies

The conclusions of the key supporting studies reflected in the applications and Concept Plan are as follows:

- Agricultural Impact Assessment

The purpose of the Agricultural Impact Assessment prepared by DBH Soil Services is to identify and assess agricultural impacts (direct or indirect) and provide avoidance or mitigative measures as necessary to offset or lessen any impacts. Further, the Agricultural Impact Assessment considers whether the proposed urban boundary expansion is consistent with the PPS, policies 2.3.2.1, c, d, e and f. In this case, the Agricultural Impact Assessment assesses the existing agricultural operations in the surrounding community to ensure they are considered when locating sensitive land uses within the White Church Urban Boundary Expansion Area. The Assessment concludes that

“Given the geographical location of the PSA lands and the close proximity to the settlement of Mount Hope, and that these lands were previously designated as settlement area boundary expansion lands, that the proposed future development of the PSA would have minimal impact on the surrounding agricultural activities within the SSA and would form a logical extension of the existing community.” (page 72)

- Land Needs

A Land Needs Analysis was completed by urbanMetrics

“...to address and evaluate the need for additional land to meet the need for housing, as laid out in Policies 2.3.2.1 (a) and 2.2.1 of the 2024 PPS, with the concept of “need” guided by the five topic areas in the City of Hamilton Draft Framework for Processing and Evaluating Urban Boundary Expansion Applications.” (Section 1.1, page 2)

In particular, the Land Needs Analysis

“...has evaluated the need for additional ground-related housing in Hamilton to the years 2031 and 2051, and the ability of the proposed White Church Urban Expansion Area to meet this need while still supporting the intensification of other areas of the City of Hamilton” (Section 6.0 page 65).

The Report concludes that if current housing demand trends were to continue there will be a need in Hamilton for an additional 29,400 units of ground-related housing by 2031, and 99,300 units by 2051, assuming an intensification rate of 50%. This would require a minimum Urban Boundary Expansion of approximately 309 ha. (760 acres) by 2031 and 2,386 has (5,900 acres) by 2051.

The Report concludes that the White Church Urban Boundary Expansion Area

“...can likely achieve the required density target of 77 people and jobs per ha using an efficient street layout, narrow setbacks, a suitable unit mix, suitable schools, parks and commercial uses, and appropriately sized rights of ways.” (Section 6.0, page 65)

The Land Needs Analysis also concludes:

“The White Church Urban Expansion Area will not compete with the demand for apartment units in planned intensification areas, as there are no apartment dwelling units proposed. While a small number of low-rise apartments in the Secondary Plan Area may assist in meeting the density target as further work is done, they are unlikely to be a critical requirement if the City works with developers on the neighbourhood characteristics that will facilitate higher densities in ground-related neighbourhoods. As a result, the expansion will not impact the continued redevelopment of the areas targeted for increased density.” (Section 6.0 pages 65-66)

- Fiscal Impact

A Fiscal Impact Assessment was completed by urbanMetrics. The Assessment measures the financial impact on the City of Hamilton that would be generated by development of the proposed White Church Urban Boundary Expansion Area. The purpose of this study was to determine the growth-related impact of this development on the capital and operating budgets of the City of Hamilton, and to determine if the proposed development can be supported by the local municipal and regional infrastructure. The Assessment found that the proposed expansion would have a positive fiscal impact for the City. It would generate an estimated \$282 million in development charge revenues for the City, as well as \$33.8 million in building permit fees. For ongoing impacts, it is estimated that the proposed project would generate approximately \$5.4 million in annual net operating revenues at full build-out for the City. These surpluses would likely be more than sufficient to cover the future replacement costs of infrastructure needed to support the Urban Boundary Expansion.

- Transportation

The Transportation Master Plan Study prepared by NexTrans Consulting Engineers provides

“....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 Whitechurch Urban Boundary Expansion Area.....The Transportation Master Plan Study was prepared in accordance with the City of Hamilton guidelines indicates that the proposed White Church Urban Boundary Expansion Area can be efficiently accommodated by the existing and recommended transportation network improvements identified in this Transportation Master Plan Study.” (Executive Summary, page i)

In particular, it should be noted that the subject lands have excellent accessibility with frontage on three arterial roads - White Church Road East, Upper James Street, and

Airport Road East. The subject lands are also located just north of the Highway 6 access to Ontario Highway 403 from Upper James Street. (See Figure 3)

Further, an existing Route 20 Hamilton Street Railway (HSR) transit stop is located at the north-west corner of Homestead Drive and Airport Road West, approximately 380 metres northwest of the subject lands. In addition, planned transit improvements on Upper James Street will also be easily accessible. With these options, it is anticipated that eventual build out of the White Church Urban Boundary Expansion Area will generate demand for an expansion of transit options in the area and allow future residents to be well connected to transit infrastructure.



Figure 4 – Urban Hamilton Official Plan – Schedule C: Functional Road Classification

- Noise Feasibility

A Noise Feasibility Study was completed by HGC Engineering with the purpose of measuring all stationary and transportation noise sources in the surrounding area which included road traffic on Airport Road West, Upper James Street and White Church Road East as well as air traffic from the John C. Munro Hamilton International Airport. Road traffic information was obtained from the City of Hamilton. The latest air traffic noise contours for the John C. Munro Hamilton International Airport were obtained and reviewed. This data was then used to predict future traffic sound levels at the development and were compared to the guidelines of the Ministry of the Environment, Conservation and Parks (MECP). Appropriate mitigation measures and design

considerations were recommended for the eventual development of various areas of the study area to ensure sound levels meet the Ministry of Environment, Conservation and Parks guidelines. Once the detailed lotting plans and building locations are determined through future planning applications, the Study recommends a detailed Noise Impact Study be conducted as necessary to refine the noise control measures required based on the additional information on context and building details.

- Functional Servicing Report

A Functional Servicing Report (FSR) was prepared by SCS Consulting. It outlines the means by which the proposed development can be serviced in accordance with established City, Conservation Authority and Provincial policies and procedures. It provides an overview of existing and planned infrastructure which would be available to service the subject lands. It also evaluates if there is sufficient capacity in existing and planned storm servicing, sanitary and water infrastructure for the development of the Urban Expansion area. The FSR demonstrates that the stormwater outlets surrounding the site provide sufficient existing capacity to service the subject lands, as proposed stormwater management facilities will be designed to control post-development peak flows to existing runoff rates to each outlet as per the Sub-watershed Study. In addition, with respect to sanitary servicing and water supply and distribution, the FSR concludes that capacity to service the subject lands can be available through upgrades to existing infrastructure or planning of new infrastructure through the City's typical Water and Wastewater Master Plan update and associated Development Charge By-law update.

- Sub-watershed Study

A Phase 1 Sub-watershed Study was completed by Beacon Environmental, Landtek Limited and SCS Consulting to inform the refinement of boundaries based on water resources and natural heritage systems and to complete an initial assessment of the potential impact of development on the water resource and natural systems, including the associated hydrological and ecological functions. The Study included detailed seasonal surveys to confirm feature limits. This work will form the basis for the establishment of a natural heritage system including linkages as required by the City of Hamilton through the secondary plan process. The Sub-watershed Study includes an Environmental Impact Study, Preliminary Grading Plan, Stormwater Management Strategy, Water Budget and Low Impact Development Strategy. The Environmental Impact Assessment includes the General Vegetation Inventory and Linkage Assessment. Collectively, these studies identify natural heritage and hydrologic features and functions in the study area.

- Other Considerations

A range of additional studies were undertaken in support of the proposed White Church Urban Boundary Expansion and development of the Concept Plan. These studies did

not identify any significant issues with respect to development of the subject lands and provide guidance on various required facilities and services (i.e. schools, parks, emergency services) and additional studies (i.e. areas which require a Stage 2 archaeological assessment).

3. Planning Policy Framework Review and Analysis: Settlement Area Expansion

The following reviews and considers the planning policy framework applicable to settlement area boundary expansion with respect to the subject lands. In particular, within the legislative framework established by the *Planning Act*, any boundary expansion must be consistent with the PPS. Further, unlike previous provincial policy documents, the PPS does not prohibit settlement boundary expansions outside of a municipal comprehensive review. Private settlement boundary expansion applications can be pursued at any time.

Boundary expansions in Hamilton must also consider the Urban Hamilton Official Plan (2024) (UHOP), as well as matters of provincial interest as set out in Section 2 of the *Planning Act*, in the context of the City’s Draft Framework for Processing and Evaluating Urban Boundary Expansion Applications.

This Framework has not yet been adopted or approved; however, City Council has endorsed it in principle for consideration of private settlement area boundary expansion applications. This recognizes that changes in Provincial legislation and the PPS mean that the policies of the UHOP with respect to boundary expansion may not provide the City with policy directions for the consideration of private urban boundary expansion applications.

3.1 Provincial Planning Statement, 2024

3.1.1 Context



The new PPS was issued on August 20, 2024 and took effect as of October 20, 2024. It replaced the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019.

In accordance with Section 3 of the *Planning Act*, all decisions affecting land use planning matters made after October 20, 2024 shall be consistent with the PPS, 2024. Further, Chapter 6: Implementation and Interpretation of the PPS provides that:

“This Policy Statement shall be read in its entirety and all relevant policies are to be applied to each situation.”(policy

6.1.1)

In addition, Section 6.2 Coordination directs that:

“A coordinated, integrated and comprehensive approach shall be used in dealing with planning matters within municipalities...including:

- a) managing and/or promoting growth and development that is integrated with planning for infrastructure and public service facilities....*
- c) managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;*
- d) infrastructure, multimodal transportation systems, public service facilities and waste management systems....*
- g) population, housing and employment projections, based on regional market areas, as appropriate; and*
- h) addressing housing needs in accordance with provincial housing policies and plans, including those that address homelessness. (policy 6.1.1)*

More specific direction regarding the planning matters identified in policy 6.2 is provided in:

- Chapter 2: Building Homes, Sustaining Strong And Competitive Communities;
- Chapter 3: Infrastructure and Facilities;
- Chapter 4: Wise Use and Management of Resources; and,
- Chapter 5: Protecting Public Health and Safety.

In reviewing and considering proposals for settlement area boundary expansions, the key policy is 2.3.2, New Settlement Areas and Settlement Area Boundary Expansions. It provides the framework for evaluating such proposals, recognizing that other PPS policies must also be considered with respect to meeting the tests established in policy 2.3.2. Specifically, policy 2.3.2.1 establishes seven tests that must be considered as follows:

“In identifying a new settlement area or allowing a settlement area boundary expansion, planning authorities should consider the following:

- a) the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;*
- b) if there is sufficient capacity in existing or planned infrastructure and public service facilities;*
- c) whether the applicable lands comprise specialty crop lands;*
- d) the evaluation of alternative locations which avoid prime agricultural areas, and where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas;*

- e) *whether the new or expanded settlement area complies with the minimum distance separation formulae;*
- f) *whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance; and*
- g) *the new or expanded settlement area provides for the phased progression of urban development.”*

Each of these tests is reviewed with respect to the subject lands as follows.

3.1.2 Land Needs - *the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses*

To address the land needs test, a Land Needs Analysis was completed by urbanMetrics. The Land Needs Analysis was carried out consistent with the PPS 2024 in particular policies 2.1.1 and 2.1.2 which relate to population forecasts; policies 2.1.3, 2.1.4 and 2.2.1 with respect to land need and policies 2.3.1.4 and 2.3.1.5 regarding intensification. The PPS policy framework reflects a significant change in approach from that in the Growth Plan. In particular, the focus is on providing for a range and mix of housing options to meet projected needs of residents:

“sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs....” (Policy 2.1.3); and,

“an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area....” (Policy 2.2.1)

The intent is to understand and meet local market demand for a full range of housing options which would include not only higher density housing such as apartments but also ground related housing. That intent is also reflected in the direction with respect to intensification. Intensification targets are not set by the Province but are required to be established by municipalities based on local conditions.

More specifically, policies 2.1.1 and 2.1.2 of the PPS establish the basis for the population forecasts which form the foundation of the land needs analysis as follows:

“2.1.1 As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.”

2.1.2 Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning.”

In this situation, the analysis was carried out by urbanMetrics using both the Growth Plan and Ministry of Finance population projections.

Further, the Land Needs Analysis reflects the direction in policies 2.1.3 2.1.4 and 2.2.1 of the PPS which establish the parameters for determining the amount of land required to accommodate land uses to meet projected needs, and in particular lands required for residential growth. The Land Needs Analysis addresses and evaluates the need for additional land, to accommodate the full range of housing options and densities to meet projected needs for current and future residents. This includes with respect to the White Church lands the need for ground related housing given that urbanMetrics conclude that higher density housing can be accommodated through intensification elsewhere:

“2.1.3 At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon.

Where the Minister of Municipal Affairs and Housing has made a zoning order, the resulting development potential shall be in addition to projected needs over the planning horizon established in the official plan. At the time of the municipality’s next official plan update, this additional growth shall be incorporated into the official plan and related infrastructure plans.

2.1.4 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.”*

“2.2.1 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing that is affordable....*

- b) *permitting and facilitating:*
 - 1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 - 2. *all types of residential intensification....*
- c) *promoting densities for new housing that efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d) *requiring transit-supportive development and prioritizing intensification....in proximity to transit....”*

Finally, land needs were assessed in the context of intensification targets established consistent with PPS policies 2.3.1.4 and 2.3.1.5, recognizing that the City of Hamilton is identified in Schedule 1 of the PPS as a large and fast-growing municipality:

“2.3.1.4 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.

2.3.1.5 Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross ha in designated growth areas.”

The PPS defines “designated growth areas” (Chapter 8 Definitions) as:

“means lands within settlement areas designated for growth or lands added to settlement areas that have not yet been fully developed. Designated growth areas include lands which are designated and available for residential growth in accordance with policy 2.1.4. a), as well as lands required for employment and other uses.”

As noted, the Land Needs Analysis addresses and evaluates the need for additional land to meet the need for housing consistent with the PPS. The concept of need was also guided by the five topic areas in the City of Hamilton’s Draft Framework for Processing and Evaluating Urban Boundary Expansion Applications.

UrbanMetrics projected both a need for additional ground related residential units and apartment units by both 2031 and 2051 (Section 4.5 Overall Land Needs). All additional higher density (apartment) residential units are assumed to be accommodated through intensification. However, to accommodate ground related

housing, the Land Needs Analysis indicates that the City will require additional lands outside the current urban boundary. The Land Needs Analysis considered the ability for the White Church Urban Boundary Expansion Area to assist in meeting the needs for ground related housing while supporting intensification in other areas of the City.

The Analysis was based on the Concept Plan (See Map 1) which provides for an appropriate range and mix of land uses as described in Section 2.1 of this report. The Concept was developed based on the background studies and is also consistent, in my opinion, with directions in the PPS in particular policies 2.1.6, 2.2.1, and 2.3.2.

Policy 2.1.6 provides direction on the features required for the achievement of complete communities including a range and mix of land uses, housing options, transportation options, employment, public service facilities, recreation and parks and open space as well improving accessibility and social equity and overall quality of life.

Policy 2.2.1 establishes requirements for the provision of an appropriate range and mix of housing options and densities to meet the needs of current and future residents of the regional market areas including permitting and facilitating all housing options and all types of residential intensification.

Policy 2.3.2 directs that land use patterns within settlement areas should be based on densities and a mix of land uses which:

- “a) efficiently use land and resources;*
- b) optimize existing and planned infrastructure and public service facilities;*
- c) support active transportation;*
- d) are transit-supportive, as appropriate; and*
- e) are freight-supportive.”*

In addition, the Concept reflects directions in the PPS related to energy conservation, air quality and climate change (Section 2.9); infrastructure and facilities (Chapter 3) including policy 3.9 public spaces, recreation, parks, trails and open space; natural heritage (policy 4.1); and cultural heritage and archaeology (policy 4.6).

The Report concludes that if current housing demand trends were to continue there will be a need for an additional 99,300 units of ground-related housing by 2051, which would require a minimum Urban Boundary Expansion of approximately 2,386 has (5,900 acres).

With respect to the White Church Urban Boundary Expansion Area, the Analysis concludes that the required density target of 77 people and jobs per ha can likely be achieved given factors such as efficient street layout, suitable unit mix and suitable schools, parks and commercial uses. Further, the Analysis notes that this expansion will not compete with the demand for apartment units in planned intensification areas.

Conclusion

The Land Needs Analysis supports the inclusion of the 364.0-ha White Church Urban Boundary Expansion Area in the City's Urban Boundary. The report also notes that this expansion will not compete with the demand for high density (apartment) units in planned intensification areas. In our opinion, the proposed Urban Boundary Expansion Area would assist in addressing the projected need to 2051 for ground-oriented residential units. On this basis, approval of the proposed Urban Boundary Expansion OPA would be consistent with the PPS in particular Policy 2.3.2.1(a).

3.1.3 Servicing Capacity - if there is sufficient capacity in existing or planned infrastructure and public service facilities

The PPS defines "infrastructure" (Chapter 8 Definitions) as:

"means physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications including broadband, transit and transportation corridors and facilities, active transportation systems, oil and gas pipelines and associated facilities."

Related policies are found in Chapter 3: Infrastructure and Facilities of the PPS including 3.1 General Policies for Infrastructure and Public Service Facilities, 3.2 Transportation Systems, 3.3 Transportation and Infrastructure Corridors, 3.6 Sewage, Water and Stormwater, 3.7 Waste Management and 3.8 Energy Supply.

Public service facilities are also defined by the PPS as follows:

"means land, buildings and structures, including but not limited to schools, hospitals and community recreation facilities, for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health, child care and educational programs, including elementary, secondary, post-secondary, long term care services and cultural services. Public service facilities do not include infrastructure."

Related policies are found in Chapter 3, including 3.1 and 3.9 Public Spaces, Recreation, Parks, Trails and Open Space.

To be consistent with the PPS, the application for urban boundary expansion must demonstrate that there is existing or planned capacity sufficient to service the White Church Urban Boundary Expansion Area. It should also be noted that Chapter 3 provides additional context for evaluation of this question. In particular, policy 3.1.1 directs that:

“Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:

- a) are financially viable over their life cycle, which may be demonstrated through asset management planning;*
- b) leverage the capacity of development proponents, where appropriate; and*
- c) are available to meet current and projected needs.”*

To address the question of existing and planned capacity of infrastructure and public service facilities for the subject lands, the background analysis focuses on the following key matters:

- Stormwater servicing, sanitary servicing, and water supply and distribution - Functional Servicing Report for the White Church Boundary Expansion Area, SCS Consulting Group Ltd. (SCS), January 2025;
- Transportation - Transportation Master Plan Study, Proposed White Church Urban Boundary Expansion, nexTrans (nexTrans), January 2025; and,
- Recreation - White Church Urban Boundary Expansion Area, Recreation Needs Assessment, urban Metrics, December 2024.

SCS has also advised in the FSR that local utility companies (i.e. electricity, natural gas, telecommunications), have been contacted and circulated with the proposed concept plan. No impediments have been identified with respect to the capacity of other infrastructure such as electricity and waste management to service the subject lands based on the work to date although it is through the secondary plan process that the methods of delivering these services will be evaluated and/or imposed.

It should be noted that the reports related to the above-noted matters rely for evaluation of services for the subject lands on studies undertaken by the City which would address the parameters established in policy 3.1.1 in particular and other PPS directions.

With respect to capacity of storm servicing, sanitary and water infrastructure the FSR provides an overview of existing and planned infrastructure which would be available to service the subject lands. It also evaluates if there is sufficient capacity in existing and planned storm servicing, sanitary and water infrastructure for the development of the Urban Expansion area. The FSR demonstrates that the stormwater outlets surrounding the site provide sufficient existing capacity to service the subject lands, as proposed stormwater management facilities will be designed to control post-development peak flows to existing runoff rates to each outlet as per the Sub-watershed Study. In addition,

with respect to sanitary servicing and water supply and distribution, the FSR concludes that capacity to service the subject lands can be available through upgrades to existing infrastructure or planning of new infrastructure through the City's typical Water and Wastewater Master Plan update and associated Development Charge By-law update.

The Transportation Master Plan Study prepared by NexTrans Consulting Engineers provides

"....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 Whitechurch Urban Boundary Expansion Area.....The Transportation Master Plan Study was prepared in accordance with the City of Hamilton guidelines indicates that the proposed White Church Urban Boundary Expansion Area can be efficiently accommodated by the existing and recommended transportation network improvements identified in this Transportation Master Plan Study." (Executive Summary, page i)

Further the Study concluded that:

"As the area is undergoing significant transformation with various secondary plan areas and background developments, infrastructure improvements such transportation network are required to accommodate growth." (nexTrans page 22)

Specific road network improvements were identified based on this analysis, such as widening Upper James Street and White Church Road West from 4 to 6 lanes and the introduction of new signalized intersections or roundabouts at key intersections such as White Church Road and Miles Road South.

With respect to transit, there are several transit network improvement projects identified in the area as part of the Airport Employment Growth District and the City of Hamilton Transportation Master Plan Update (2018). NexTrans concludes that:

"From an external connectivity perspective, no further improvements beyond the proposed network ... are required, however, some of these routes are required to be extended to serve the proposed White Church Urban Boundary Expansion." (NexTrans. Page 43)

In addition, the following are identified:

- Sidewalks - Introduction of future sidewalks along the boundary roads as well as internal to the site; and,
- Cycling - Design of the cycling network for the subject lands which connects to the City's existing and planned cycling network.

Recreation needs, like those of other public service facilities such as schools, will largely be met through the development of the subject lands. Assessing the existing and planned capacity therefore requires a determination of the projected population and the type and number of facilities required to serve it.

With respect to recreation needs, the assessment carried out by urbanMetrics, evaluates existing recreation facilities and recommends the location of facilities needed to meet the demands of future population growth based on the Concept Plan and related population projections. The study identifies the required additional facilities by 2051. It concludes that the capacity exists on the lands to accommodate the required facilities:

“There is sufficient park space to accommodate the above needed facilities in appropriate locations, to serve the majority of the Study Area population on buildout.”(urbanMetrics, page 40)

Similarly, it should be noted, the Concept Plan provides for the potential of three elementary schools, which will accommodate the projected number of students. This reflects input from representatives from the Hamilton Wentworth District School Board and Hamilton Wentworth Catholic District School Board provided as part of the previous development applications. They advised that based on their current stock of schools and anticipated student levels, two public and one catholic elementary school would be required. No secondary schools were noted as being required by the school boards.

Conclusion

The analysis indicates that sufficient capacity can be available through upgrades to existing infrastructure or planning of new infrastructure to service the subject lands with respect to storm servicing, sanitary and water infrastructure, as well as transportation. In addition, no impediments have been identified with respect to the capacity of other infrastructure such as electricity, and waste management.

The capacity to provide public service facilities such as recreation facilities and schools will largely be met through the development of the subject lands. The recreation assessment and review of school needs demonstrates that the subject lands have the capacity to accommodate the required facilities. It is anticipated that any additional facilities such as emergency operations can also be accommodated.

3.1.4 Agricultural Land Base - whether the applicable lands comprises specialty crop lands

The PPS defines “specialty crop area” (Chapter 8 Definitions) as:

“means areas within the agricultural land base designated based on provincial guidance. In these areas, specialty crops are predominantly grown such as tender fruits

(peaches, cherries, plums), grapes, other fruit crops, vegetable crops, greenhouse crops, and crops from agriculturally developed organic soil, usually resulting from:

- a) soils that have suitability to produce specialty crops, or lands that are subject to special climatic conditions, or a combination of both;*
- b) farmers skilled in the production of specialty crops; and*
- c) a long-term investment of capital in areas such as crops, drainage, infrastructure and related facilities and services to produce, store and process specialty crops.”*

Direction in the PPS with respect to specialty crop areas is found in Section 4.3 Agriculture, Section 4.3.1 General Policies for Agriculture as follows:

“4.3.1 General Policies for Agriculture

- 1. Planning authorities are required to use an agricultural system approach, based on provincial guidance to maintain and enhance a geographically continuous agricultural land base and support and foster the long-term economic prosperity and productive capacity of the agri-food network.*
- 2. As part of the agricultural land base, prime agricultural areas, including specialty crop areas, shall be designated and protected for long-term use for agriculture.*
- 3. Specialty crop areas shall be given the highest priority for protection, followed by Canada Land Inventory Class 1, 2 and 3 lands, and any associated Class 4 through 7 lands within the prime agricultural areas, in this order of priority.”*

Conclusion

Based on the evaluation in the Agricultural Impact Assessment no portions of the White Church Urban Boundary Expansion Lands are within any provincially or municipally designated specialty crop area. Therefore, the proposal is consistent with PPS 2024 2.3.2.1 c.

3.1.5 Alternative Locations - *the evaluation of alternative locations which avoid prime agricultural areas, and where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas*

The PPS defines “prime agricultural areas” (Chapter 8 Definitions) as:

“means areas where prime agricultural lands predominate. This includes areas of prime agricultural lands and associated Canada Land Inventory Class 4 through 7 lands, and additional areas with a local concentration of farms which exhibit characteristics of ongoing agriculture. Prime agricultural areas may be identified by a planning authority based on provincial guidance or informed by mapping obtained from the Ontario

Ministry of Agriculture, Food and Agribusiness and the Ontario Ministry of Rural Affairs or any successor to those ministries.”

In addition to the test established with respect to settlement area boundary expansions in policy 2.3.2.1, the PPS in Section 4.3.4 Removal of Land from Prime Agricultural Areas provides that:

“1. Planning authorities may only exclude land from prime agricultural areas for expansions of or identification of settlement areas in accordance with policy 2.3.2.”

The Agricultural Impact Assessment in assessing alternatives with respect to the White Church Urban Boundary Expansion Area (which is referred to as the Primary Study Area (PSA)) reviewed the Canada Land Inventory in the White Belt Area and

“determined that the majority of the White Belt Area is comprised of prime agricultural area and high capability agricultural lands. The PPS 2024 directs growth away from prime agricultural areas and where it is not possible or practical to avoid lands within a prime agricultural area to direct growth to lower agricultural priority lands. It has been demonstrated that the PSA are lower priority agricultural lands as the PSA is not a Specialty Crop Area, is located in the White Belt Area, abuts the existing urban boundary of the City of Hamilton, including Rural Lands and Green Space, including non-agricultural lands uses, is located in a fragmented agricultural area, there is no significant amount of capital investments in agricultural infrastructure and land improvements. Further, the PSA included lands that were previously included in the urban boundary. Based on these conditions, the PSA lands are a reasonable alternative location for development. Therefore, the proposal is consistent with PPS 2024 2.3.2.d.”(page 68)

Conclusion

Based on a review of alternatives to development through the Agricultural Impact Assessment the White Church Urban Boundary Expansion Lands are a reasonable alternative for development. The proposal is consistent with PPS 2024 2.3.2.d.

3.1.6 Minimum Distance Separation Formulae - whether the new or expanded settlement area complies with the minimum distance separation formulae

The PPS defines “minimum distance separation formulae”(Chapter 8 Definitions) as:

“means formulae and guidelines developed by the Province, as amended from time to time, to separate uses so as to reduce incompatibility concerns about odour from livestock facilities”.

Minimum Distance Separation (MDS) formulae have been developed by the Ontario Ministry of Agriculture, Food and Rural Affairs (OMFRA). The intent, as outlined in the AIA, was

“to reduce and minimize nuisance complaints due to odour from livestock facilities and to reduce land use incompatibility.” (AIA page 5)

As part of the AIA, a review of “The Minimum Distance Separation (MDS) Document: Formulae and Guidelines for Livestock Facility and Anaerobic Digester Odour Setbacks (Publication 853, Ontario Ministry of Agriculture, Food and Rural Affairs, 2016) was completed.

This establishes the requirement to carry out an assessment of MDSI where an official plan amendment for a settlement boundary expansion is proposed in an agricultural area. This assessment was carried out as part of the AIA.

Minimum Distance Separation I (MDSI) calculations were not completed for the PSA as

“it is assumed that all barns within the PSA will be removed as part of the proposed future development of the PSA.”It is noted that most of the agricultural buildings in the PSA are not capable of housing livestock.” (page 70)

The Agricultural Impact Assessment identified that

“MDSI arcs from three barns in the SSA extended marginally into the PSA. Mitigative measures for those MDS I arc areas may include utilizing those areas for non-residential areas such as storm water ponds, parks, parking, etc. As a result of implementation of mitigative measures to offset impacts from MDSI, the proposal is consistent with PPS 2024 Policy 2.3.2 e.” (page 70)

Conclusion

MDSI arcs from three barns extend marginally into the White Church Urban Boundary Expansion Area. These arcs are capable of being addressed through land use designations, restrictions and/or setbacks prescribed through a subsequent secondary planning and rezoning process. Accordingly, in our opinion, expanding the urban boundary as proposed would be consistent with PPS 2024 Policy 2.3.2 e.

3.1.7 Agricultural System Impacts - *whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance*

The AIA included an assessment of the agricultural system and where impacts can be avoided or minimize and mitigated.

In particular, the Agricultural Impact Assessment reviewed the impacts on the agricultural system in particular investment in buildings, tile drainage and landforming. MDSI calculations were also completed. In addition, a review indicated there were no registered nurseries, specialty farms, industrial operations related to agriculture such as frozen food manufacturing or livestock assets nor where there any registered agricultural services.

“It was determined that there are no impacts to the agricultural network. It has been demonstrated that impacts to the agricultural land base would be similar to any proposed development in the White Belt Area. Therefore it is demonstrated that the proposal is consistent with PPS 2024 Policy 2.3.2 f.”(page 71)

Conclusion:

The analysis carried out through the Agricultural Impact Assessment demonstrates that the proposal is consistent with PPS 2024 Policy 2.3.2.1 f.

3.1.8 Phasing - *the new or expanded settlement area provides for the phased progression of urban development*

UrbanSolutions have prepared an initial Phasing Plan which addresses the phasing of the White Church Urban Boundary Expansion Area with respect the City’s required urban boundary expansion. In addition, it outlines the general phasing of the White Church lands recognizing that the approach will be refined through the secondary plan process.

Conclusion

A proposed initial phasing plan both with respect to the City’s required urban boundary expansion and the White Church lands themselves. The proposal, in our opinion, is consistent with PPS Policy 2.3.2.1 g.

3.1.9 PPS

As demonstrated through the background review and analysis, particularly the Land Needs Analysis, Functional Servicing Report, Transportation Master Plan Study and the Agricultural Impact Assessment, the White Church Urban Boundary Expansion is consistent with the PPS. In particular, it satisfies the tests for allowing a settlement area boundary expansion in policy 2.3.2.1 with respect to:

- Need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;

- Establishment of sufficient capacity in existing or planned infrastructure and public service facilities;
- Appropriateness with respect to agriculture particularly with respect to the evaluation of alternative locations; and,
- Provision for phased development.

3.2 City of Hamilton Draft Framework for Processing and Evaluating Urban Boundary Expansion Applications under the PPS 2024

The Draft Framework for Processing and Evaluating Urban Boundary Expansion Applications (Draft Framework) under the PPS 2024 is intended to be used:

“... by staff in reviewing Official Plan Amendment urban boundary expansion applications until established in the Urban and Rural Official Plans through Official Plan Amendments...” (Recommendation, City Report PED24109, August 2024)

The Draft Framework includes Part B, Urban Boundary Expansion Application – Draft Evaluation and Locational Considerations which establishes criteria/considerations for the evaluation of such applications. These are:

“Built upon Provincial policies and plans, the City’s Urban and Rural Official Plans as well as recent work undertaken through the City’s Growth Related Integrated Development Strategy (GRIDS 2) and the Municipal Comprehensive Review, the City has identified thematic considerations for urban boundary expansion applications that will be used by the City to assess urban boundary expansion applications.

The considerations do not represent minimum criteria which if addressed will result in a positive recommendation from City staff. This framework also does not include a formal scoring process to assess each consideration. The information collected and considered in the following framework is intended to help City staff formulate planning recommendations for expansion applications.”(Part B, City Report PED24109, August 2024)

The criteria/considerations are outlined in a table in Part B of the City Report according to Theme. Table 1 to this report incorporates the criteria/considerations in the Part B table as well as specific related policies from the City’s Urban Official Plan.

It also references matters of provincial interest from Section 2 of the *Planning Act*. Section 2 identifies matters of provincial interest that approval authorities must have regard for when evaluating development proposals. In addition, Table 1 includes for each criteria/consideration an analysis of how the White Church Urban Boundary Expansion addresses the criteria/consideration.

By way of context, the following summarizes the City's Official Plan current policy framework:

Rural Hamilton Official Plan (RHOP)

The subject lands are currently located within the Rural Hamilton Official Plan (RHOP). Schedule D – Rural Land Use Designations of the RHOP illustrate the proposed Expansion Area to include 'Agriculture', 'Rural' and 'Open Space' land use designations as shown on Figure 5 of this Report. To facilitate the proposed Urban Boundary Expansion, an Official Plan Amendment is required to remove the lands from the RHOP schedules and place them within the Urban Hamilton Official Plan schedules. A copy of the proposed amendment to the RHOP is included as Appendix A to this Report.

Urban Hamilton Official Plan (UHOP)

The City of Hamilton's Urban Hamilton Official Plan (UHOP) was adopted by Council and received final approval from the Ontario Municipal Board on August 16, 2013. The UHOP is a guiding planning document which provides policies on community management, land use changes, and physical development in the City. However, since the time the last comprehensive Official Plan Amendment was made to the Urban Hamilton Official Plan through Official Plan Amendment 167 (OPA 167), new legislation and the PPS 2024 have come into effect which impact the current policies of the UHOP particularly as related to boundary expansions.

The City is moving to update the Official Plan with the release of the Draft Framework for Processing and Evaluating Urban Boundary Expansion Applications (Draft Framework) under the PPS 2024. As the most recent direction from the City with respect to boundary expansion, it provides the basis for the evaluation of White Church Urban Area Boundary Expansion, together with the PPS.

Urban Structure & Land Use

Schedule E – Urban Structure of the UHOP notes the subject lands as "Rural Area", while Schedule D – Rural Land Use of the RHOP applies the "Agriculture", "Rural" and "Open Space" designations to the subject lands, as shown in Figures 4 and 5. The proposed Official Plan Amendment to establish an Urban Boundary Expansion also includes site specific policy to ensure development of the lands does not proceed until detailed secondary planning has been completed and incorporated. Future land use designations will be applied to the lands through the implementation of a Secondary Plan.

Transportation

Schedule C – Functional Road Classification of the UHOP identifies Upper James Street as a Major Arterial road, and Airport Road East as a Minor Arterial road.

Schedule C-2 – Future Road Widening indicates that Upper James Street has a planned right-of-way width of 45.000 metres from Rymal Road to 150 metres north of Highway No. 6 South. Additionally, Highway No. 6 South is currently subject to a Class Environmental Assessment (EA) for an expansion project to increase lane capacity from two lanes to four lanes, along with various interchange and intersection improvements along its stretch from Highway No. 403 to Upper James Street.



Figure 5 – Urban Hamilton Official Plan – Schedule E (Urban Structure)

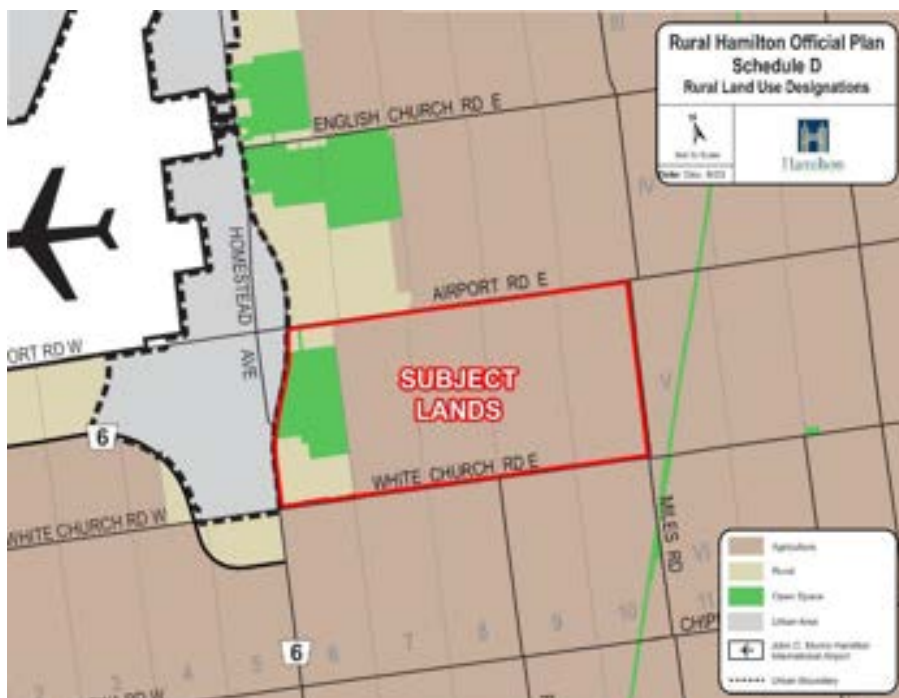


Figure 6 – Rural Hamilton Official Plan – Schedule D (Rural Land Use)

Table 1 City Urban Boundary Expansion Application – Draft Evaluation and Locational Considerations
1.1 Theme: Growth Allocation (Base Consideration)
<p>Consideration: How does the Urban Boundary Expansion impact the City’s ability to meet its residential intensification and redevelopment targets in Section A.2.3 of the UHOP? (New)</p>
<p>City Submission Requirement (SR): Housing Assessment</p> <p>Planning Act: Section 2 (h) the orderly development of safe and healthy communities and (j) the adequate provision of a full range of housing, including affordable housing, (m) the coordination of planning activities of public bodies</p> <p>UHOP: Section B.3.2 outlines Urban Housing Goals which acknowledge the need for diverse housing stock accommodating a range of housing types and densities to meet the social, health and well-being requirements of all current and future residents.</p>
<p>Analysis: The Land Needs Analysis prepared by the City’s external consultant Lorius made an ultimate recommendation for the City to adopt the ‘Growth Plan Minimum’ approach to accommodate the anticipated population to 2051, which would see a 50% intensification target implemented. The Lorius report verified that under this scenario, 3,440 has greenfield area would be required to be added to the City’s Urban Boundary.</p> <p>Through their review of the Land Needs Analysis prepared by Lorius, the City of Hamilton Planning Staff recommended that Council implement the ‘Ambitious Density’ growth scenario to 2051, which would propose an intensification target of 50% to 2031, 60% to 2041 and 70% to 2051. Under the ‘Ambitious Density’ scenario, it would be necessary for approximately 1,240 has to be added to the City’s Urban Boundary to the 2051 planning horizon. Since then, the Ministry of Finance population projections for Hamilton have increased by 83,270 people to 2051, increasing the need for an Urban Boundary Expansion to be implemented.</p> <p>The Land Needs Analysis completed by urbanMetrics for the White Church Urban Boundary Expansion Area was designed</p> <p><i>“...to address and evaluate the need for additional land to meet the need for housing, as laid out in Policies 2.3.2.1 a) and 2.2.1 of the 2024 PPS, with the concept of “need” guided by the five topic areas in the City of Hamilton Draft Framework for Processing and Evaluating Urban Boundary Expansion Applications.” (Section 1.1, page 2)</i></p> <p>In particular, the Land Needs Analysis projected both a need for additional ground related residential units and apartment units by both 2031 and 2051 (Section 4.5 Overall Land Needs). All additional higher density (apartment) residential units are assumed to be accommodated through intensification. However, to accommodate ground related housing, the Land Needs Analysis indicates that the City will require additional lands outside the current urban boundary. The Land Needs Analysis:</p>

Table 1
City Urban Boundary Expansion Application – Draft Evaluation and Locational Considerations

“...has evaluated the need for additional ground-related housing in Hamilton to the years 2031 and 2051, and the ability of the proposed White Church Expansion Area to meet this need while still supporting the intensification of other areas of the City of Hamilton” (Section 6.0 page 65).

The Report concludes that if current housing demand trends were to continue there will be a need in Hamilton for an additional 29,400 units of ground-related housing by 2031, and 99,300 units by 2051, assuming an intensification rate of 50%. This would require a minimum Urban Boundary Expansion of approximately 309 has (760 acres) by 2031 and 2,286 has (5,900 acres) by 2051.

The Report concludes that the White Church Urban Boundary Expansion Area

“...can likely achieve the required density target of 77 people and jobs per ha using an efficient street layout, narrow setbacks, a suitable unit mix, suitable schools, parks and commercial uses, and appropriately sized rights of ways.” (Section 6.0, page 65)

More critically, the Land Needs Analysis concludes:

“The White Church Urban Expansion Area will not compete with the demand for apartment units in planned intensification areas, as there are no apartment dwelling units proposed. While a small number of low-rise apartments in the Secondary Plan Area may assist in meeting the density target as further work is done, they are unlikely to be a critical requirements if the City works with developers on the neighbourhood characteristics that will facilitate higher densities in ground-related neighbourhoods. As a result, the expansion will not impact the continued redevelopment of the areas targeted for increased density.”(Section 6.0 pages 65-66)

Conclusion

The urbanMetrics Land Needs Analysis demonstrates that the White Church Urban Boundary Expansion will not adversely affect the achievement of the Greenfield density targets and the viability of the types of housing that contribute towards intensification such that the expansion will not impact the continued redevelopment of areas targeted for increased density. This is supported also by the recommendations of the City’s own external consultant, Lorius.

Consideration: Is there a need to designate and plan for additional land to accommodate an appropriate range and mix of land uses within the Urban Hamilton Official Plan’s growth forecast? (PPS 2.3.2.1 a))

SR: Concept Plan Housing Assessment

Planning Act: Section 2 (h) the orderly development of safe and healthy communities and (j) the adequate provision of a full range of housing, including affordable housing

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Analysis: The Land Needs Analysis completed by urbanMetrics for the White Church Urban Boundary Expansion Area concludes, as noted, that if current housing demand trends were to continue there will be a need in Hamilton for an additional 29,400 units of ground-related housing by 2031, and 99,300 units by 2051, assuming an intensification rate of 50%. This would require a minimum Urban Boundary Expansion of approximately 309 has (760 acres) by 2031 and 2,286 has (5,900 acres) by 2051.

The Report concludes that the White Church Urban Boundary Expansion Area

“...can likely achieve the required density target of 77 people and jobs per ha using an efficient street layout, narrow setbacks, a suitable unit mix, suitable schools, parks and commercial uses, and appropriately sized rights of ways.” (Section 6.0, page 65)

Conclusion:

The urbanMetrics report identifies a need to designate and plan for additional land to accommodate an appropriate range and mix of land uses, including additional ground related housing, within the Urban Hamilton’s growth forecast. Further, urbanMetrics concludes that the White Church lands can likely achieve the required density target and mix of land uses.

Consideration: Are the residential and/or employment uses within proposed Urban Boundary Expansion area based on the approved population and employment forecasts and time horizon in the Urban Hamilton Official Plan, specifically A.2.3.1-2.3.3?

If so, what time-frame? (e.g. 2031-2041)?

If not, what population and employment forecasts were used? (New)

SR: Housing Assessment Employment Needs Assessment

Planning Act: Section 2 (h) the orderly development of safe and healthy communities and (j) the adequate provision of a full range of housing, including affordable housing and (k) the adequate provision of employment opportunities

Analysis: As stated in the Land Needs Analysis, the new PPS

“requires planning authorities to base population growth on the Ontario Population Projections published by the Ministry of Finance. However, the Urban Hamilton Official Plan (UHOP) growth policies are based on the Growth Plan’s 2051 population forecast, and as mentioned in Section 2.1 of this report the City may continue to use these forecasts under the PPS. urbanMetrics has conducted our land needs analysis using both the Growth Plan and Ministry of Finance population projections in recognition of this policy change.

As shown in Figure 3-1 the Ministry of Finance (2024) population projection identifies an additional 83,270 residents in Hamilton by 2051 compared to the UHOP growth

Table 1 City Urban Boundary Expansion Application – Draft Evaluation and Locational Considerations
<p><i>forecasts which are much lower. The Ministry of Finance projection identifies a total population of 903, 270 residents by 2051 compared to the UHOP forecast of 820,000 residents. The actual 2023 City of Hamilton population is 17,644 higher than forecasted by the UHOP/Growth Plan suggesting that the Ministry of Finance projections maybe more accurate.” (Section 3.1 page 25)</i></p>
<p>Conclusion: The Land Needs Assessment utilized both the UHOP (Growth Plan) forecast to 2051 and the Ministry of Finance Forecast which is required by the PPS.</p>
<p>Consideration: The impact of the proposed expansion on the City’s vision for a sustainable community, as it relates to the objectives, policies and targets established in this Plan; and the impact of the proposed expansion on the City’s communities, environment and economy and the effective administration of the public service. (UHOP F.1.1.5)</p> <p>SR: Planning Justification Report, Energy and Climate Change Assessment Report, Financial Impact Analysis and Financial Strategy</p> <p>Planning Act Section 2 (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians</p> <p>UHOP: Promotes sustainable development through a number of supporting plans and strategies (Section 1.6) and specific policies such as Section 3.2.1.7 – “Promote subdivision design and building orientation to maximize energy efficiency and conservation, improve air quality, reduce greenhouse gas emissions, promote green infrastructure and preserve and/or enhance natural features.”</p>
<p>Analysis: The UHOP establishes the vision for a sustainable community and relies on a number of supporting plans and strategies as implementation tools (Section 1.6 Supporting Plan and Strategies) including a Corporate Energy and Sustainability Policy, a Community Climate Change Action Plan and Corporate Goals and Areas of Focus for Climate Mitigate in and Adaptation.</p> <p>The Energy and Climate Change Assessment Report was prepared for the White Church Urban Boundary Expansion Area by BuildABILITY, December 2024. It demonstrates how the White Church Urban Boundary Expansion Area development aligns with Hamilton Climate Action Strategy. The report</p> <p><i>“provides a high-level plan for the community, serving a Phase 1 Report. It is the intent that Phase 2 of the Report will be developed at the Secondary Plan stage. This report will be a living documentit will guide the development of the Whitechurch UBEA into a complete, transit-oriented, mixed-use area.” (page 26)</i></p> <p>The White Church Urban Boundary Expansion Area Fiscal Impact Assessment prepared by urbanMetrics, February 2025 estimates the fiscal impact of the proposed</p>

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development on the capital and operating budgets of the City and if the proposed development can be supported by local and regional infrastructure. Based on the analysis it was concluded that the development

“will have a positive fiscal impact on the City of Hamilton.” (page 1)

In particular, the surpluses generated

“would be more than sufficient to cover the replacement cost of the required capital infrastructure over the long term.”(page 2)

With respect to services, as outlined in Section 3.1.3 of the PJR, there is sufficient capacity in existing or planned infrastructure and public service facilities as required by the PPS.

Further, the proposed expansion will result in the effective administration of public service, as demonstrated by the positive fiscal impact on the City.

Conclusion:

The Energy and Climate Change Assessment Report establishes the framework required for the development of the White Church Urban Boundary Expansion Area in conformity with the City’s vision for a sustainable community. This includes the natural environment and related matters such as creation of a transit oriented walkable community. The Fiscal Impact Assessment demonstrates that the development will have a positive fiscal impact on the City and its administration.

Consideration: A comprehensive review and land budget analysis is required to determine the need for an urban boundary expansion, which includes an assessment of occupied and vacant urban land, brownfield availability, greenfield densities, and intensification targets to determine if sufficient opportunities to accommodate forecasted growth contained in the UHOP are not available. (Former UHOP Policy deleted by OPA 167)

SR: Housing Assessment

Planning Act: Section 2 (h) the orderly development of safe and healthy communities and (j) the adequate provision of a full range of housing, including affordable housing and (k) the adequate provision of employment opportunities, (m) the coordination of planning activities of public bodies, (n) the resolution of planning conflicts involving public and private interests

Analysis: As required, the urbanMetrics Land Needs Analysis addresses the need for urban boundary expansion including:

Need for expansion;

Impact on City-wide intensification objectives

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<p>Densification of existing neighbourhoods and Designated Greenfield Area (DGA) supply; The Greenfield Density Target; and Phasing of Development (Section 1.1, pages 2-3).</p> <p>Conclusion: The urbanMetrics Land Needs Analysis concluded that there is a need for additional ground-related housing units which will require an urban boundary expansion.</p>
<p>Consideration: The timing of the urban boundary expansion and the phasing of development within the greenfield areas shall not adversely affect the achievement of the residential intensification target and Greenfield density targets. (Former UHOP Policy deleted by OPA 167)</p> <p>SR: Phasing Plan and Planning Justification Report, Housing Assessment</p> <p>Planning Act: Section 2 (h) the orderly development of safe and healthy communities and (j) the adequate provision of a full range of housing, including affordable housing</p> <p>UHOP: Section B.3.2 outlines Urban Housing Goals which acknowledge the need for diverse housing stock accommodating a range of housing types and densities to meet the social, health and well-being requirements of all current and future residents.</p>
<p>Analysis: The urbanMetrics Land Needs Analysis shows that the proposed White Church Urban Boundary Expansion Area would support the greenfield density target of 70 people and jobs per ha from the City of Hamilton Official Plan Policy 2.3.4.3, as well as the greenfield density target of 77 people and jobs per ha in the review of urban expansion area expansion criteria report located in Appendix "A1" to Report PED 24109. The proposed Urban Boundary Expansion Area and development would also not affect the viability of the types of housing (eg. apartments) that contribute towards intensification, such that the expansion will not impact the continued redevelopment of areas targeted for increased density.</p> <p>Conclusion: The urbanMetrics Land Needs Analysis demonstrates that the White Church Urban Boundary Expansion will not adversely affect the achievement of the Greenfield density targets and the viability of the types of housing that contribute towards intensification such that the expansion will not impact the continued redevelopment of areas targeted for increased density.</p>
<p>Consideration: Is there a landowner group established representing all landowners within the proposed Urban Boundary Expansion Area? If so, do they have a formalized cost-sharing agreement? If not, what efforts have been undertaken prior to the</p>

Table 1 City Urban Boundary Expansion Application – Draft Evaluation and Locational Considerations
<p>submission of the application to inform all landowners of the proposed Urban Boundary Expansion. (New)</p> <p>SR: Application Form with all Ownership Information</p> <p>Planning Act: Section 2 (l) the protection of the financial and economic well being of the Province and its municipalities and (m) the coordination of planning activities of public bodies, (n) the resolution of planning conflicts involving public and private interests</p>
<p>Analysis: The Whitechurch Landowners Group Inc. (Group) includes the owners of approximately 44% of the proposed White Church Urban Boundary Expansion Area. The members of the Group comprise Wilson St. Ancaster Inc., Cedar City (Mount Hope) Inc., Alinea Group Holdings Inc. and Greenhorizons Group of Farms Ltd.</p> <p>The Group does not have a formal cost sharing agreement at this time, however, as the project advances an agreement will be established once infrastructure and other costs are known. A letter was sent out to all other landowners in the subject lands on November 1, 2024 advising them that the Group would be submitting an Urban Boundary Expansion application to the City and inviting the owners to</p> <p><i>“learn more about the implications on their lands. If you own land within the proposed Expansion area, we invite you to contact by email at whitchurchlog@gmail.com. Upon receipt, we will respond and arrange a time to discuss the future application, how the Landowners Group is structured and how to join, if interested.”</i></p> <p>Contact has been made with Group by some of the other owners and discussions are on going regarding involvement in the Group.</p> <p>Conclusion: A formal landowner group has been established for the White Church Boundary Expansion Area representing a significant portion of the lands in the Area. This provides the administrative structure which forms the basis for the required Urban Boundary Expansion applications including the establishment of a cost sharing agreement.</p>
<p>1.2 Theme: Growth Allocation (Locational Considerations)</p>
<p>Consideration: Are the expansion lands located within the Greenbelt Plan area? (New)</p> <p>SR: Location Map</p> <p>Planning Act: Section 2 (h) the orderly development of safe and healthy communities and p) the appropriate location of growth and development</p>
<p>Analysis: The White Church Urban Boundary Expansion Area is not located in the Greenbelt Plan area. The closest lands in the Greenbelt Plan area are located south and east of the subject lands with White Church Road East being the boundary to the south and Miles Road to the east.</p>

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<p>Conclusion: The White Church Urban Boundary Expansion Area is not located in the Greenbelt Plan area.</p>
<p>Consideration: Are the expansion lands contiguous with the current Hamilton Urban Boundary and Built-Up Area? Are there any physical (e.g. highways, hydro lines) or natural barriers (watercourses) separating the proposed expansion lands to Hamilton’s current built up area? (New)</p> <p>SR: Location Map, Planning Justification Report Planning Act: Section 2 (h) the orderly development of safe and healthy communities and (p) the appropriate location of growth and development</p> <p>UHOP: Section C.4.8 provides policies for the John C. Munro International Airport.</p>
<p>Analysis: The White Church Urban Boundary Expansion Area abuts the current Hamilton Urban Boundary (Upper James Street) to the west. West of Upper James Street is the Mount Hope community and to the north west is the John C. Munro International Airport (Hamilton International Airport). There are no physical or natural barriers separating the two areas. Further the Airport is one of the City’s major economic nodes and transportation nodes. The White Church Urban Boundary Expansion Area is located approximately 1.0 kilometres east of the airport. Future development will support the long term operation and economic role of the Airport and provide local employment opportunities for residents. Further, the community has also been planned to link with and support the adjacent Mount Hope community, particularly with respect to commercial and public service facilities.</p> <p>Conclusion: The Expansion Area is contiguous with the current Hamilton Urban Boundary and Built-Up Area to the west and there are no physical or natural barriers separating the two areas. The development of the White Church Urban Boundary Expansion area will support the long term operation and economic role of the Hamilton International Airport and allow for integration with respect to commercial and public service facilities with the Mount Hope community.</p>
<p>Consideration: Does the new or expanded settlement area provide for phased progression of urban development? (PPS 2.3.2.1 g)</p> <p>SR: Phasing Plan, Planning Justification Report Planning Act: Section 2 (h) the orderly development of safe and healthy communities</p>
<p>Conclusion: The Phasing Plan, Urban Solutions, December 2024 provides for phasing of the development for the White Church Urban Boundary Expansion Area.</p>

Table 1 City Urban Boundary Expansion Application – Draft Evaluation and Locational Considerations
2. Theme: Land Use Compatibility (Locational Considerations)
<p>Consideration: Does the expansion area and proposed land uses protect Hamilton International Airport from incompatible land uses and supports its long term operation? (PPS 3.4.1, 3.4.2)</p> <p>SR: Noise Impact Study; Concept Plan</p> <p>Planning Act: Section 2 (h) the orderly development of safe and healthy communities, (o) the protection of public health and safety, and (p) the appropriate location of growth and development m) the coordination of planning activities of public bodies</p> <p>PPS: Section 3.4 Airports, Rail and Marine Facilities Policy 3.4.2 a) Airports shall be protected from incompatible land uses and development by: <i>“a) prohibiting new residential development and other sensitive land uses in areas near airports above 30 NEF/NEP....”</i></p> <p>UHOP: Section C.4.8 provides policies for the Hamilton International Airport.</p>
<p>Analysis: The proposed White Church Urban Boundary Expansion is intended to support the Hamilton International Airport as one of the City’s major economic nodes and transportation facilities. The proposed expansion area is located approximately 1.0 kilometre east of the airport and future planning applications will have regard to the Airport Influence Area policies. Further, the provision of housing and commercial land uses within the subject lands will support the long-term operation and economic role of the Airport.</p> <p>The Concept Plan has regard to, and the land use plan to be determined through the secondary planning phase will also have regard to, the existing Airport in the placement and design of land uses to maintain land use compatibility.</p> <p>The Noise Exposure Forecast (NEF) 28NEF and 30NEF contours established previously (noted as “2010”), and within the most recent 2023-2043 Airport Master Plan (noted as “recommended”), are reflected on and inform the Concept Plan. It is also understood that the recommended contours are intended to inform the City’s update to their Official Plan.</p> <p>A Noise Feasibility Study was completed by HGC Engineering with the purpose of measuring all stationary and transportation noise sources in the surrounding area which included air traffic from the Hamilton International Airport. The latest air traffic noise contours for the Hamilton International Airport were obtained and reviewed. This data was then used to predict future traffic sound levels at the development and were compared to the guidelines of the Ministry of the Environment, Conservation and Parks (MECP). Appropriate mitigation measures and design considerations were recommended for the eventual development of various areas of the White Church Urban Boundary Expansion Area to ensure sound levels meet the MECP guidelines and reflects the policies of the PPS.</p>

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The Concept Plan reflects relevant directions by locating commercial and park uses in the northwest section of the subject lands. It also indicates the potential for residential development between the recommended 28 and 30 NEF contours. This is in keeping with the MECP guidelines and reflects the policies of the PPS. It appropriately balances the protection of the airport with the need to provide land for housing.

Regardless, through the secondary plan, this matter will be further reviewed and considered. When detailed lotting plans and building locations are determined through future planning applications, the Noise Study recommends a detailed Noise Impact Study be conducted as necessary to refine the noise control measures required based on the additional information on context and building details. However, the Noise Study did not identify concerns that the ultimate development cannot be designed to ensure compatibility with the Airport or that it would limit the long term operation of the Airport.

An Odour Feasibility Study was also prepared by Alliance Technical Group to assess the feasibility of development proposal with existing potential odour emission sources (i.e., industrial facilities within a study area of 1000 meters and agricultural operations within a study area of 1500 meters). Based on a review of existing land uses within the study area, potential existing odour emission sources were identified within the study area, such as the fuel storage facility of Hamilton Airport, area autobody shops, livestock farms, etc. The Study concludes that the proposed Urban Boundary Expansion is considered compatible with existing industrial operations within the 1000-metre study area and based on the separation distances, potential odour impacts from these industrial uses, including facilities related to the Airport are not anticipated to have an adverse impact for proposed development in the future.

Conclusion:

Based on the background studies carried out to date and the proposed Concept Plan, the ultimate development can be designed to ensure compatibility with the Airport and would not limit the long term operation of the Airport including consideration of residential development between the 28 and 30 NEF contours.

Consideration: Does the expansion area and proposed land use avoid other Major Facilities from sensitive land uses and where avoidance is not possible, protect the long-term viability of existing or planned industrial, manufacturing, or other major facilities (PPS 3.5)

SR: Noise/Odour Impact Study; Planning Justification Report; Concept Plan

PPS: Section 3.5 Land Use Compatibility

Planning Act: Section 2 (h) the orderly development of safe and healthy communities, (o) the protection of public health and safety, and (p) the appropriate location of growth and development

Table 1 City Urban Boundary Expansion Application – Draft Evaluation and Locational Considerations
<p>Conclusion: As noted above, with respect to noise and odour there is no indication of impacts on the viability of existing industrial, manufacturing or other major facilities given the location and design of the proposed Concept Plan.</p>
<p>Consideration: For employment area urban boundary expansions, does the proposed uses maintain land use compatibility between sensitive land uses and employment areas in accordance with policy 3.5.1 to maintain the long-term operational and economic viability of the planned uses and function of these areas? (PPS 2.8.2.4)</p> <p>SR: Planning Justification Report</p> <p>PPS: Section 3.5 Land Use Compatibility Planning Act: Section 2 (h) the orderly development of safe and healthy communities, (o) the protection of public health and safety, and (p) the appropriate location of growth and development</p>
<p>Conclusion: The proposed expansion is not an employment area urban boundary expansion.</p>
<p>Consideration: Does the proposed expansion area and proposed land uses maintain the UHOP and RHOP prohibition of new sensitive land uses within 28+ NEF? (UHOP Table C.4.8.1)</p> <p>SR: Noise Impact Study; Concept Plan</p> <p>Planning Act: Section 2 (h) the orderly development of safe and healthy communities, (o) the protection of public health and safety, and (p) the appropriate location of growth and development</p> <p>UHOP: Section C.4.8 provides policies for the Hamilton International Airport.</p>
<p>Analysis: A Noise Feasibility Study was completed by HGC Engineering with the purpose of measuring all stationary and transportation noise sources in the surrounding area which included air traffic from the Hamilton International Airport. The latest air traffic noise contours for the Hamilton International Airport were obtained and reviewed. This data was then used to predict future traffic sound levels at the development and were compared to the guidelines of the Ministry of the Environment, Conservation and Parks (MECP). Appropriate mitigation measures and design considerations were recommended for the eventual development of various areas of the White Church Urban Boundary Expansion Area to ensure sound levels meet the MECP guidelines and reflects the policies of the PPS.</p> <p>The Concept Plan reflects relevant directions by locating commercial and park uses in the northwest section of the subject lands. It also indicates the potential for residential development between the recommended 28 and 30 NEF contours. This is in keeping with</p>

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the MECP guidelines and reflects the policies of the PPS. It appropriately balances the protection of the airport with the need to provide land for housing.

Regardless, through the secondary plan, this matter will be further reviewed and considered. Further, when detailed lotting plans and building locations are determined through future planning applications, the Noise Study recommends a detailed Noise Impact Study be conducted as necessary to refine the noise control measures required based on the additional information on context and building details. However, the Noise Study did not identify concerns that the ultimate development cannot be designed to ensure compatibility with the Airport or that it would limit the long term operation of the Airport.

Conclusion:

Based on the background studies carried out to date and the proposed Concept Plan, the ultimate development can be designed to ensure compatibility with the Airport and would not limit the long term operation of the Airport including consideration of residential development between the 28 and 30 NEF contours.

3.1 Theme Climate Change (Base Considerations)

Consideration: What mitigation measures are proposed to mitigate the impacts of a changing climate? (PPS 5.2.4)

SR: Energy and Climate Change Assessment Report

Planning Act: 2 (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians and (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate

UHOP: Promotes sustainable development through a number of supporting plans and strategies (Section 1.6) and specific policies such as Section 3.2.1.7 – “Promote subdivision design and building orientation to maximize energy efficiency and conservation, improve air quality, reduce greenhouse gas emissions, promote green infrastructure and preserve and/or enhance natural features.”

Analysis: The Energy and Climate Change Assessment Report (ECCAR) prepared by buildAbility for the White Church Urban Boundary Expansion Area

“provides a strategic framework for aligning the proposed development with the City’s climate change objectives, unique to its built environment.” (page 5) It establishes a Vision and Guiding Principles.

It focuses on the following areas of impact (page 11):

Energy and Carbon - energy efficiency and carbon reduction efforts to align with the emission targets established in the Recharge Hamilton: Community Energy and Emissions Plan (CEEP). Key areas addressed are Site Design, Land Use Pattern, Building Design and Overall Greenhouse Gas (GHG) Emissions

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<p>Low-carbon Energy Solutions -Low carbon energy solutions such as solar, ground-source heat pump and district energy systems, that may be feasible and appropriate for the building environment of the White Church Urban Boundary Expansion Area.</p> <p>Sustainable Mobility and Active Transportation – Design which reduces car dependency, facilitates active transportation and supports public transit reduces energy use and GHG emissions and contributes to improved public health and quality of life.</p> <p>Natural Environment and Water – Design which protects and enhances existing natural heritage features, minimize impacts and consumption of agricultural lands and is compatible with adjacent planned and existing land uses.</p> <p>Climate Resilience- “Resilience in the context of emergency preparedness and climate change adaptation refers to a buildings’ ability to withstand extreme weather events while ensuring occupant safety and comfort.” Report explores resilience strategies through the built environment and building enclosure.</p> <p>Conclusion: The ECCAR is a high-level plan for the White Church Urban Boundary Expansion Area which establishes a comprehensive approach to mitigate the impacts of the changing climate. It is <i>“a living document that will evolve and adapt through ongoing review, monitoring and consultations as the community builds out. Updates will be undertaken at the various stages of the development approvals process....”</i>(Page 5).</p>
<p>Consideration: Does the growth scenario contribute to the City’s long-term goal of carbon neutrality by providing opportunities for reductions in greenhouse gas emissions? (GRIDS2)</p> <p>SR: Energy and Climate Change Assessment Report</p> <p>Planning Act: 2 (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians and (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate</p> <p>UHOP: Promotes sustainable development through a number of supporting plans and strategies (Section 1.6) and specific policies such as Section 3.2.1.7 – “Promote subdivision design and building orientation to maximize energy efficiency and conservation, improve air quality, reduce greenhouse gas emissions, promote green infrastructure and preserve and/or enhance natural features.”</p>
<p>Analysis: The ECCAR <i>“provides a roadmap for the Whitechurch UBEA to develop an energy-efficient, low carbon community that aligns with local and regional policies and targets.”</i>(page 26) It establishes specific directions to provide opportunities for reduction of GHG emissions. Further, while any new development required to meet the City’s residential target <i>“will inevitably contribute to the City’s overall carbon emissions, the impact can be mitigated through adoption of energy-efficient designs and low-carbon construction practices....per capita emissions may remain stable or even decline due to population growth that the development is planned to accommodate.”</i>(page 14) In</p>

Table 1
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addition, alternative energy solutions that can provide low carbon energy solutions will be considered (i.e. solar, ground-source heat pump, district energy).

Conclusion:

The ECCAR provides a roadmap to ensure the White Church Urban Boundary Expansion Area contributes to the City’s long-term goal of carbon neutrality by providing opportunities for reductions in greenhouse gas emissions.

Consideration: Does the expansion area present any significant opportunities to address risks and challenges associated with climate change? (GRIDS2)

SR: Energy and Climate Change Assessment Report

Planning Act: 2 (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians and (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate

UHOP: Promotes sustainable development through a number of supporting plans and strategies (Section 1.6) and specific policies such as Section 3.2.1.7 – “Promote subdivision design and building orientation to maximize energy efficiency and conservation, improve air quality, reduce greenhouse gas emissions, promote green infrastructure and preserve and/or enhance natural features.”

Analysis: The ECCRA explores resilience strategies through the built environment and building enclosure. This includes Built Environment Resilience Strategies related to community planning, infrastructure and services as well as Low Impact Development (LID) and building sites. In addition, consideration is given to Building Enclosure Resilience Strategies particularly resilient building envelopes and basement flooding and sewer backup protection.

Conclusion:

The ECCAR identifies resilience strategies what are designed to ensure that the risks and challenges associated with climate change are addressed through the development.

Consideration: Does the expansion area present any significant risks associated with climate change? (GRIDS2)

SR: Energy and Climate Change Assessment Report

Planning Act: 2 (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians and (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate

UHOP: Promotes sustainable development through a number of supporting plans and strategies (Section 1.6) and specific policies such as Section 3.2.1.7 – “Promote subdivision design and building orientation to maximize energy efficiency and

Table 1 City Urban Boundary Expansion Application – Draft Evaluation and Locational Considerations
conservation, improve air quality, reduce greenhouse gas emissions, promote green infrastructure and preserve and/or enhance natural features.”
<p>Conclusion: Neither the ECCRA or any of the other background reports carried out to date including the Subwatershed Study, Environmental Impact Study or Functional Servicing Study identify any significant risks associated with climate change with respect to the White Church Urban Boundary Expansion Area.</p>
<p>Consideration: Does the proposed development incorporate any of the energy efficient and environmental designed development criteria under B.3.7.2, including:</p> <p>Use of environmental building rating system (LEED). Designs with renewable or alternative energy systems. Designs with cogeneration energy systems. Designs to minimum heat loss in winter / heat island effect in summer. Designs to include sustainable forms of transportation. Pilots new community energy plans. Passive House. Canadian Home Builders Association Net Zero Homes Label.</p> <p>SR: Energy and Climate Change Assessment Report</p> <p>Planning Act: 2 (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians and (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate as well as (r) promotion of built form that:(i) is well designed (ii) encourages a sense of place, and (iii) provides for public spaces that are high quality, safe, accessible, attractive and vibrant</p> <p>UHOP: Promotes sustainable development through a number of supporting plans and strategies (Section 1.6) and specific policies such as Section 3.2.1.7 – “Promote subdivision design and building orientation to maximize energy efficiency and conservation, improve air quality, reduce greenhouse gas emissions, promote green infrastructure and preserve and/or enhance natural features.”</p>
<p>Analysis: The ECCAR, while a high level plan for the community does address the B.3.7.2 criteria as follows, recognizing that more detail will be developed through the secondary plan process and specific development applications:</p> <p>Use of environmental building rating system (LEED). Passive House. Canadian Home Builders Association Net Zero Homes Label. The ECCAR indicates that development “will aim to align with the requirements of the council-approved Hamilton Green Building Standards”. (page 13) Designs with renewable or alternative energy systems.</p>

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Designs with cogeneration energy systems.
 Alternative energy solutions are to be considered including solar, ground-source heat pump and district energy, (Section 4)

Designs to minimum heat loss in winter / heat island effect in summer.
 Building design is to align with the requirements of the Hamilton Green Building Standards which include a requirement to ensure buildings are more energy efficient than Building Code. (page 13)

Designs to include sustainable forms of transportation.
 The ECCAR has as one of its the objectives the creation of “a transit supportive community that is compact and well-connected to increase opportunities for active transportation”.(page 17). This is detailed in the ECCAR including a discussion of active transportation, transit infrastructure and electric vehicles. It is further addressed in the Transportation Master Plan.

Pilots new community energy plans.
 ECCAR proposes a comprehensive feasibility study be conducted to evaluate the potential for a district energy system.

Conclusion:
 The ECCAR provides a roadmap to ensure the proposed development will consider incorporation of the energy efficient and environmental designed development criteria under B.3.7.2.

3.2 Theme: Climate Change (Locational Considerations)

Consideration: Does the location of the expansion area have the ability to promote a community form that reduces reliance on private automobiles helping to reduce transportation GHG’s? (GRIDS2)

SR: Energy and Climate Change Assessment Report Transportation Impact Study; Transit Assessment; Pedestrian Route and Sidewalk Analysis

Planning Act: 2 (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians and (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate as well as (r) promotion of built form that:(i) is well designed (ii) encourages a sense of place, and (iii) provides for public spaces that are high quality, safe, accessible, attractive and vibrant

UHOP: C.4.0 of the UHOP sets out policies to support an Integrated Transportation Network that is balanced, sustainable and includes all modes of transportation.

Analysis: The ECCAR has as one of its the objectives the creation of “a transit supportive community that is compact and well-connected to increase opportunities for active transportation”.(page 17). This is detailed in the ECCAR including a discussion of active transportation, transit infrastructure and electric vehicles. It is further addressed in the Transportation Master Plan.

Conclusion:

Table 1
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Based on the directions in the ECCAR and the Transportation Master Plan the location and proposed design of the development of the expansion area have the ability to promote a community form that reduces reliance on private automobiles based on the background studies carried out to date.

Consideration: Does the location provide an opportunity for district energy, wind, or solar power generation? (GRIDS2)

SR: Energy and Climate Change Assessment Report

Planning Act: 2 (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians and (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate

UHOP: Promotes sustainable development through a number of supporting plans and strategies (Section 1.6) and specific policies such as Section 3.2.1.7 – “Promote subdivision design and building orientation to maximize energy efficiency and conservation, improve air quality, reduce greenhouse gas emissions, promote green infrastructure and preserve and/or enhance natural features.”

Conclusion: The ECCAR proposes a comprehensive feasibility study be conducted to evaluate the potential for a district energy system. This study will confirm whether there is an opportunity for such a system in this area.

Consideration: Is there sufficient capacity in existing stormwater management systems to manage potential changes in weather patterns and increased climate variability?

Does the proposed stormwater management provide resilience and consider climate change adaptability?

Does the proposed stormwater management consider Low Impact Development Best Management Practices (GRIDS2)
 -Other green infrastructure measures (e.g. Rain/ green streets, sponge parks, etc.)

SR: Functional Servicing Report

Planning Act: Section 2 (e) the supply, efficient use and conservation of energy and water

Analysis: As outlined in the Phase 1 Subwatershed Study, “the stormwater management strategies have been developed in accordance with City of Hamilton Draft Framework for Urban Boundary Expansion Applications, the City of Hamilton Comprehensive Development Guidelines and Financial Policies Manual, the Niagara Peninsula Conservation Authority, and the Ministry of Environment, Conservation and Parks design criteria and policies. A SWM Report prepared by SCS Consulting Group Ltd. (December 2024) in support of the Phase 1 SWS is included in Appendix C” (page 19) to the Subwatershed Study. Further, the ECCAR addresses the importance of Low

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<p>Impact Development and notes that “LID practices that could be considered include, but are not limited to, rain gardens (bio-retention basins), bio-swales, green roofs, and permeable pavements. (page 24) Further, the Functional Servicing Report concludes:</p> <p><i>“The municipal drain and other stormwater outlets surrounding the site provide sufficient capacity to service the urban boundary expansion lands, as proposed stormwater management facilities will be designed to control post-development peak flows to existing peak runoff rates to each outlet as outlined in the Subwatershed Study (SWS) ...”</i> (page 6)</p> <p>Conclusion: The initial stormwater management system has been developed in accordance with all applicable City, Conservation Authority and MECP guidelines and policies. It reflects consideration of Low Impact Development practices including green infrastructure measures. The system will be refined through the Secondary Plan process and as part of specific development applications.</p>
<p>Consideration: Does the expansion area support the maintenance and enhancement of the existing tree canopy? (GRIDS2)</p> <p>SR: Subwatershed Study (Phase 1)</p> <p>Planning Act Section 2(a) the protection of ecological systems, including natural areas, features and functions.</p> <p>Analysis: As established in the ECCAR: <i>“The proposed expansion will aim to protect trees within the NHS and the greater subject lands according to the City of Hamilton’s Tree Protection Guidelines, ensuring the preservation of existing valuable trees in the development will be optimized. The development will also aim to advance the objectives of the City’s Urban Forest Strategy by planting non-invasive, native, resilient plants and enhancing urban canopy cover to work toward the City’s goal of achieving 30% canopy coverage.”</i>(page 22)</p> <p>Details with respect to terrestrial and aquatic ecology including woodlands are also provided in the Phase 1 Sub-Watershed Study and the Environmental Impact Study.</p> <p>Conclusion: Any proposed development in the White Church Urban Boundary Expansion Area will be designed to support the maintenance and enhancement of the existing tree canopy based on the background studies carried out to date.</p>
<p>4.Theme: Natural Hazards (Base Considerations)</p> <p>Consideration: Are the Urban Expansion lands directed away from hazardous lands? (GRIDS2, PPS)</p> <p>SR: Karst Assessment; Floodline Delineation Study / Hydraulic Analysis</p>

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<p>Planning Act: Section 2 (o) the protection of public health and safety</p>
<p>Analysis: As noted in the Environmental Impact Study “<i>The NPCA mapping does not show any floodplain within the Study Area.</i>”(page 35) Nor is any floodplain or other hazardous land identified in the Phase 1 Sub-watershed Study. In addition, the Overburden Thickness Study indicates that: <i>“It is the under-signed’s professional opinion that the glacial overburden is too thick for karst hazards to be present on the subject lands.”</i> (page 2)</p> <p>Conclusion: The White Church Urban Boundary Expansion Area does not include any hazardous lands based on the background studies carried out to date.</p>
<p>5. Theme: Municipal Finance (Base Considerations)</p>
<p>Consideration: Is the required infrastructure and public service OF¹ facilities required to service the urban expansion area financially viable over their lifecycle, leverage the capacity of development proponents and meet current and projected needs? (PPS 3.1.1).</p> <p>SR: Financial Impact Analysis and Financial Strategy</p> <p>Planning Act: Section 2(l) the protection of the financial and economic well-being of the Province and its municipalities</p>
<p>Consideration: Will the urban expansion increase the City’s Infrastructure Deficit? (New)</p> <p>SR: Financial Impact Analysis and Financial Strategy</p> <p>Planning Act: Section 2(l) the protection of the financial and economic well-being of the Province and its municipalities</p>
<p>Analysis: The Fiscal Impact Assessment carried out by urbanMetrics concluded that the proposed development: <i>“.....would have a positive fiscal impact for the City. It would generate an estimated \$282 million in development charge revenues for the City, as well as \$33.8 million in building permit fees. For ongoing impacts, we have estimated that the proposed project would generate approximately \$5.4 million annually in net revenues at full build-out for the City. These surpluses would likely be more than sufficient to cover the future replacement costs of infrastructure needed to support this subdivision. As a result of this analysis, we project that the proposed development would have a positive impact on the finances of the City of Hamilton.”</i></p> <p>Conclusion: Based on the Fiscal Impact Assessment, the required infrastructure and public service facilities necessary to service the White Church Urban Boundary Expansion Area would be financially viable and would meet current and projected needs?</p>

Table 1
City Urban Boundary Expansion Application – Draft Evaluation and Locational Considerations
6. Theme: Infrastructure and Public Service Facilities (Base Considerations)
<p>Consideration: Would the proposed expansion remove planned infrastructure capacity for new development within the existing built-up area? (GRIDS2)</p> <p>SR: Functional Servicing Feasibility/Options Report, Transportation Impact Study</p> <p>Planning Act: Section 2 (e) the supply and efficient use and conservation of energy and water, (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems; (g) minimization of waste; (h) the orderly development of safe and healthy communities, (l) the protection of the financial and economic well-being of the Province and its municipalities</p>
<p>Analysis: The Land Needs Analysis supports the inclusion of the +/-364 ha (900 acre) White Church Urban Boundary Expansion Area in the City’s Urban Boundary. The report also notes that even if the City’s built form were to shift to a much more densely populated and apartment oriented urban environment, Hamilton will still require an urban boundary expansion to accommodate the housing demand generated by its future population growth. The proposed Urban Boundary Expansion Area would aid the City in meeting their intensification objectives and recognize the need for ground-oriented residential units that is anticipated to 2051. Therefore, given that regardless of the form development takes, the City must plan to accommodate additional population, the proposed expansion will not remove planned infrastructure capacity for new development without the existing built-up area.</p> <p>Conclusion: Given that regardless of the form development takes, the City must plan to accommodate additional population, the proposed expansion will not remove planned infrastructure capacity for new development within the existing built-up area.</p>
<p>Consideration: Is there sufficient capacity in existing or planned water/wastewater/stormwater distribution and treatment systems? (GRIDS2)</p> <p>SR: Functional Servicing Feasibility/Options Report,</p> <p>Planning Act: Section 2 (e) the supply and efficient use and conservation of energy and water, f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems</p> <p>UHOP: Chapter C.5.0 provides policy direction in relation to Infrastructure.</p>
<p>Conclusion: With respect to the planned capacity of servicing distribution and treatment facilities, the Functional Servicing Report (pages 18 /19) concludes that: Stormwater outlets surrounding the subject lands provide sufficient capacity to service the White Church Urban Boundary Expansion Lands; and,</p>

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Capacity to service the subject lands can be available through upgrades to existing infrastructure or planning of new infrastructure through the City’s typical Water and Wastewater Master Plan update and associated Development Charge By-law update.
7.Theme: Infrastructure and Public Service Facilities (Locational Considerations)
Consideration: Are significant extensions / expansions beyond planned/budgeted trunk infrastructure required to service this area? (GRIDS2)
SR: Functional Servicing Feasibility/Options Report, Transportation Impact Study
Planning Act: Section 2 (e) the supply and efficient use and conservation of energy and water, f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems
UHOP: Chapter C.5.0 provides policy direction in relation to Infrastructure.
Analysis: The Functional Servicing Study identifies additional required infrastructure to service the subject lands Stormwater outlets surrounding the subject lands provide sufficient capacity to service the White Church Urban Boundary Expansion Lands; A sanitary pumping station is proposed at the northeast corner of the subject lands to service the eastern portion of the proposed development. It will pump sanitary flows north via a proposed forcemain on Miles Road to the Dickenson Road trunk sanitary sewer. The northwest portion of the subject lands will be drain via gravity to the Homestead sanitary pumping station, which will convey flows north to the Dickenson Road trunk sanitary sewer. Further, a sanitary pumping station is proposed in the southwest corner of the subject lands to service the southwest portion of the development. It will pump sanitary flows north via a proposed forcemain to the proposed gravity sewers on the site, which will drain to the Homestead sanitary pumping station. With respect to water, the development will be serviced via connections to the existing watermains on Upper James Street and Airport Road East. A watermain hydraulic analysis will be completed as part of the Secondary plan to confirm that there are sufficient domestic and fire flows to service the development and to confirm any external infrastructure requirements.
Conclusion: Based on the Functional Servicing Report significant extensions / expansions beyond planned/budgeted trunk infrastructure are not required to service this area.
Consideration: Does the expansion area maximize existing capacity within the available water/wastewater and stormwater distribution systems? (GRIDS2)
SR: Functional Servicing Feasibility/Options Report,

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<p>Planning Act: Section 2 (e) the supply and efficient use and conservation of energy and water, f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems</p> <p>UHOP: Chapter C.5.0 provides policy direction in relation to Infrastructure.</p>
<p>Analysis: SCS have indicated that Water: The expansion area will connect to the existing pressure district PD6 and will utilize water supply from the existing Woodward Ave Water Treatment Plant.</p> <p>Wastewater: The expansion area will connect to existing and planned wastewater infrastructure, utilizing capacity within the existing trunk sanitary sewer system and existing Woodward Wastewater Treatment Plant.</p> <p>Stormwater distribution: The expansion area will control stormwater runoff on-site and will discharge runoff to the existing surface water outlet locations located at the boundary of the subject lands, maximizing the available capacity of these systems.</p> <p>Conclusion: SCS advise that the servicing plans for the proposed White Church Urban Expansion Area are designed to maximize existing capacity within the available water/wastewater and stormwater distribution systems.</p>
<p>Consideration: Is there sufficient capacity in planned waste management facilities? (GRIDS2)</p> <p>SR: Functional Servicing Feasibility/Options Report, Transportation Impact Study</p> <p>Planning Act: Planning Act: Section 2 (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems and (g) the minimization of waste</p>
<p>Conclusion: This issue will be considered through the secondary plan process. However, given that regardless of the form development takes, the City must plan to accommodate additional population, the issue of waste management will have to be addressed by the City as a whole.</p>
<p>Consideration: Is the expansion area serviceable from a police / fire / medical emergency response perspective? If not, will new infrastructure be required?</p> <p>SR: Emergency Service Assessment (Police / Fire / Ambulance) Community Facilities and Recreational Needs Assessment, School Accommodation Issues Assessment</p>

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<p>Planning Act: Section 2(o) the protection of public health and safety</p> <p>UHOP: Section B.3.5.7 of the UHOP outlines policies for Emergency Medical, Fire, and Police Services. The UHOP emphasizes the importance of ensuring the efficiency of emergency medical, fire and police services when designing communities.</p>
<p>Analysis: An Emergency Services Assessment has been prepared to illustrate the current emergency services and their response times in relation to the proposed White Church community. This plan will be reviewed by the City’s emergency services agencies so that recommendations can be made on the potential need for expanded emergency services in the area to maintain an appropriate level of service and response time for the community. This will be addressed through the Secondary Plan process.</p> <p>Conclusion: The provision of emergency services will be addressed through the Secondary Plan process in consultation with City emergency services agencies based on the Emergency Services Assessment.</p>
<p>Consideration: Does the expansion area protect corridors and right-of-ways for infrastructure including transportation, transit, and electricity generation to meet current and projected needs? (PPS 3.3.1)</p> <p>SR: Transportation Impact Study</p> <p>Planning Act: Section 2(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems</p> <p>UHOP: Section C.4.0 sets out policies to support an integrated Transportation Network including specific policies related to the Roads Network, while Section C.5.0 provides policy direction with respect to Infrastructure.</p>
<p>Analysis: The Concept Plan includes a modified grid transportation system based on the recommendations of the Transportation Master Plan Study and the ECCAR which will allow for the creation of “a transit supportive community that is compact and well-connected to increase opportunities for active transportation”.(page 17). The transportation system will also accommodate other utilities including electricity. Local utility companies (i.e. electricity, natural gas and telecommunications) have been circulated with the Concept Plan to consider the required service loads relative to existing and proposed future capacity.</p> <p>Conclusion: The Concept Plan protect corridors and right-of-ways for infrastructure which will be refined through the Secondary Plan process.</p>
<p>8.1 Theme: Transportation Systems (Base Considerations)</p>
<p>Consideration: Does the expansion area provide an urban form that will expand</p>

Table 1 City Urban Boundary Expansion Application – Draft Evaluation and Locational Considerations
<p>convenient access to a range of transportation options including active transportation, to promote complete communities? (GRIDS2)</p> <p>SR: Transportation Impact Study, Transit Assessment, Pedestrian Route and Sidewalk Analysis, Concept Plan</p> <p>Planning Act: (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems and (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians</p> <p>UHOP: Section C.4.0 sets out policies to support an integrated Transportation Network</p>
<p>Analysis: The Concept Plan includes a modified grid transportation system based on the recommendations of the Transportation Master Plan Study and the ECCAR which will allow for the creation of “a transit supportive community that is compact and well-connected to increase opportunities for active transportation”.(page 17).</p> <p>Conclusion: The Concept Plan has been designed to provide a modified grid transportation system that will expand convenient access to a range of transportation options including active transportation, to promote complete communities.</p>
<p>Consideration: Does the expansion area prioritize development of areas that would be connected to the planned BLAST network, the (Re)envision Plan and existing transit? (GRIDS2)</p> <p>SR: Transportation Impact Study, Transit Assessment</p> <p>Planning Act: (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems and (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians</p> <p>UHOP: Section C.4.0 sets out policies to support an integrated Transportation Network</p>
<p>Analysis: Both the BLAST network and the (Re)envision Plan have connections to the Airport via Upper James Street. The subject lands directly abut Upper James Street thus providing access to these networks. With respect to existing transit, currently there are two routes servicing the area, Routes 20 and 27.</p> <p>Conclusion: The development of the White Church Urban Boundary Expansion Area prioritizes an area that would be connected to the planned BLAST network, the (Re)envision Plan and existing transit.</p>

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<p>Consideration: Does the expansion area make use of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible? (PPS 3.2.2)</p> <p>SR: Transportation Impact Study, Transit Assessment, Concept Plan</p> <p>Planning Act: (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems and (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians</p> <p>UHOP: Section C.4.0 sets out policies to support an integrated Transportation Network</p>
<p>Analysis: The Transportation Master Plan reflects the close connections of the White Church Urban Boundary Expansion Area to the adjacent urban area and includes a detailed analysis of connections to existing and planned transportation infrastructure including the existing transit system and recommended transportation demand management measures.</p> <p>Conclusion: The proposed development has been designed to make use of existing and planned infrastructure, including through the use of transportation demand management strategies</p>
<p>8.2 Theme: Transportation Systems (Locational Considerations)</p>
<p>Consideration: Does the expansion area contain or is adjacent to existing City transit routes or stops? (GRIDS2)</p> <p>SR: Transit Assessment</p>
<p>Consideration: Can the expansion lands be connected to a planned City transit route or stop in a way that is financially feasible? (GRIDS2)</p> <p>SR: Financial Impact Analysis and Financial Strategy</p> <p>Planning Act: (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians</p> <p>UHOP: Section C.4.0 sets out policies to support an integrated Transportation Network</p>
<p>Analysis: The subject lands , Upper James Street, and Airport Road East. The subject lands are also located just north of the Highway 6 access to Ontario Highway 403 from Upper James Street.</p> <p>With respect to transit, an existing Route 20 Hamilton Street Railway (HSR) transit stop is located at the north-west corner of Homestead Drive and Airport Road West, approximately 380 metres northwest of the subject lands. In addition, Route 27 is also adjacent to the subject lands as are the planned BLAST network and the (Re)envision Plan. With these options, it is anticipated that eventual build out of the White Church</p>

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<p>Urban Boundary Expansion Area will generate demand for an expansion of transit options in the area and allow future residents to be well connected to transit infrastructure.</p> <p>Further, given the conclusions of the Fiscal Impact Assessment that the proposed development would have a positive impact on City finances, and the close proximity to existing transit, it is anticipated that the extension of transit can be carried out in a manner which is financially feasible.</p> <p>Conclusion: The White Church Urban Boundary Expansion Area has excellent accessibility including to existing and planned transit facilities. Therefore, it is anticipated that the extension of transit can be carried out in a manner which is financially feasible given the conclusions of the Fiscal Impact Assessment.</p>
<p>Consideration: Does the expansion area contain an existing or planned pedestrian or cycling networks? (GRIDS2)</p> <p>SR: Pedestrian Route and Sidewalk Analysis</p> <p>Planning Act: 2(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians</p> <p>UHOP: Section C.4.0 sets out policies to support an integrated Transportation Network</p>
<p>Analysis: Currently there is no existing pedestrian/cycling network in the White Church Urban Boundary Expansion Area with the exception of an east/west multi-use trail which extends through the area. However, as part of the Transportation Master Plan a pedestrian/cycling network assessment has been completed and is reflected in the modified grid transportation system illustrated on the Concept Plan.</p> <p>Conclusion: The Concept Plan and Transportation Master Plan propose a pedestrian/cycling network for the White Church Urban Boundary Expansion Area.</p>
<p>Consideration: Is there sufficient reserve capacity in the existing street network (with consideration to the proposed street network) to accommodate the proposed increase in population and/or employment? (GRIDS2)</p> <p>SR: Transportation Impact Study</p> <p>Planning Act: (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems</p> <p>UHOP: Section C.4.0 sets out policies to support an integrated Transportation Network</p>
<p>Analysis: The Transportation Master Plan analysis identified the anticipated trip generation and modal split for the White Church Urban Boundary Expansion Area. Based on this analysis, specific road network improvements have been recommended including widening of Upper James Street, White Church Road W, and Airport Road as</p>

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<p>well as jog elimination at White Church Road E/Miles Road intersection and new signalized intersection or roundabout at a number of intersections.</p> <p>Conclusion: Road network improvements will be required to accommodate the proposed increase in population in accordance with the recommendations of the Transportation Master Plan. There will accordingly be sufficient reserve capacity created through the implementation of the City’s planned improvements.</p>
<p>Consideration: Is the proposed or potential street network within the expansion area a logical extension of the existing street network?</p> <p>Does it connect the expansion area to surrounding areas and key destinations? (GRIDS2)</p> <p>SR: Transportation Impact Study; Transit Assessment</p>
<p>Planning Act: (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems UHOP: Section C.4.0 sets out policies to support an integrated Transportation Network</p> <p>Analysis: The Transportation Master Plan carried a detailed assessment of the existing transportation system and gave consideration to the Ontario Traffic Council Multimodal Level of Service Guidelines and the City of Hamilton Complete Streets Design Guidelines in developing the proposed road system. Further, the system is conceptual and will be refined through the Secondary Plan process. In this context though, careful consideration was given to connectivity to surrounding areas and key destinations.</p> <p>Conclusion: The proposed conceptual street system is planned as a logical extension of the existing street network and connects the area to surrounding areas and key destinations subject to further refinement through the Secondary Plan process.</p>
<p>9.1 Theme: Natural Heritage and Water Resources (Base Considerations)</p> <p>Consideration: Would the expansion protect natural features and areas for the long-term? (PPS 4.1.1)</p> <p>SR: Subwatershed Study (Phase 1)</p> <p>Planning Act: Section 2(a) protection of ecological systems, including natural areas, features and functions and (c) the conservation and management of natural resources and the mineral resource base</p> <p>UHOP: Section C.2.0 Natural Heritage System provides policy direction with respect to general policies, core areas and linkages as well as water resources and related matters.</p>

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Analysis:

As outlined in the Phase 1 Sub-Watershed Study and Environmental Impact Study, the subject lands are primarily agricultural and anthropogenic. However, natural heritage features (+/- 17.6 ha) including wetlands, woodlands and watercourses have been identified on the Concept Plan. Significant natural heritage features will be protected including through the establishment of vegetation protection zones through the Secondary Plan process. However, “it is not anticipated that there will be negative impacts to the natural heritage features from bringing the study area into the urban boundary of the City of Hamilton”. An impact assessment will be undertaken “to ensure that impacts to features are avoided, minimized and mitigated.” (page 19 Sub Watershed Study).

Conclusion:

Natural features and areas are limited and are planned to be protected for the long term through the Secondary Plan and approval of development applications.

Consideration: Would the expansion protect, improve, or restore the quality and quantity of water by (PPS 4.2.1):

- using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;
 - minimizing potential negative impacts, including cross- jurisdictional and cross-watershed impacts;
 - identifying water resource systems;
 - maintaining linkages and functions of water resource systems;
 - implementing necessary restrictions on development and site alteration to;
 - protect drinking water supplies and designated vulnerable areas;
 - protect, improve, or restore vulnerable surface and ground water, and their hydrologic functions;
 - planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality; and;
- ensuring consideration of environmental lake capacity, where applicable?

SR: Subwatershed Study (Phase 1)

Planning Act: Section 2(a) protection of ecological systems, including natural areas, features and functions and (c) the conservation and management of natural resources and the mineral resource base, (e) the supply, efficient use and conservation of energy and water and (o) the protection of public health and safety

UHOP: Section C.2.0 Natural Heritage System provides policy direction with respect to water resources and related matters.

Analysis: The Phase 1 Sub-Watershed Study has addressed the required assessment to ensure the protection, improvement, and restoration of the quality and quantity of water in the White Church Urban Boundary Expansion Area through the development process. This includes an assessments of hydrogeology, source water protection,

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<p>hydrology, hydraulics and surface water quality. The assessment including consideration of the Twenty Creek Watershed Plan, the Upper Welland River Watershed Plan, Niagara Peninsula Conservation Authority Water Quality Monitoring Program Summary Report and the City of Hamilton Surface Water Quality Program.</p> <p>Conclusion: The Phase 1 Sub-Watershed Study has addressed the required assessment to ensure the protection, improvement, and restoration of the quality and quantity of water in the White Church Urban Boundary Expansion Area through the development process.</p>
<p>9.2 Theme: Natural Heritage and Water Resources (Locational Considerations)</p>
<p>Consideration: Protect Water Resource Systems - Does the expansion area demonstrate an avoidance and/or mitigation of potential negative impacts on watershed conditions and the water resource system including quality and quantity of water? (GRIDS2)</p> <p>SR: Subwatershed Study (Phase 1)</p> <p>Section 2(a) protection of ecological systems, including natural areas, features and functions and (c) the conservation and management of natural resources and the mineral resource base</p> <p>UHOP: Section C.2.0 Natural Heritage System provides policy direction with respect to water resources and related matters.</p>
<p>Conclusion: As noted above, the Phase 1 Sub-Watershed Study has addressed the required assessment to ensure the protection, improvement, and restoration of the quality and quantity of water in the White Church Urban Boundary Expansion Area through the development process.</p>
<p>Consideration: Avoid Key Hydrological Areas - Does the expansion area avoid key hydrologic areas including significant groundwater recharge areas, vulnerable aquifers, surface water contribution areas, and intake protection zones? (GRIDS2)</p> <p>SR: Subwatershed Study (Phase 1)</p> <p>Section 2(a) protection of ecological systems, including natural areas, features and functions and (c) the conservation and management of natural resources and the mineral resource base</p> <p>UHOP: Section C.2.0 Natural Heritage System provides policy direction with respect to water resources and related matters.</p>
<p>Analysis: The Preliminary Hydrogeological Investigation determined:</p>

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<ul style="list-style-type: none"> - the native overburden soils are predominately composed of low hydraulic conductivity silt, clayey silt/silty clay and till deposits; - the site is not located in a Wellhead Protection Area or an Intake Protection Zone <p>Groundwater flow appears to follow the general topography of the site. Groundwater depths measured in 15 monitoring wells indicate a depth to groundwater of between 0.21 m and 7.4 m below existing grades</p> <p>A preliminary water budget was completed.</p> <p>Conclusion: The Preliminary Hydrogeological Investigation did not identify any key hydrologic areas in the White Church Boundary Urban Expansion Area.</p>
<p>Consideration: Connected and Protected Natural Heritage System - Does the expansion area avoid and protect Natural Heritage Systems as identified by the City and Province? (GRIDS2)</p> <p>SR: Subwatershed Study (Phase 1)</p> <p>Section 2(a) protection of ecological systems, including natural areas, features and functions and (c) the conservation and management of natural resources and the mineral resource base</p> <p>UHOP: Section C.2.0 Natural Heritage System provides policy direction with respect to natural heritage.</p>
<p>Consideration: Mitigate Impact on Natural Heritage - Does the expansion area maintain, restore, or enhance the functions and features of the area including diversity and connectivity of natural features, the long-term ecological function and biodiversity of natural heritage systems? (GRIDS2)</p> <p>SR: Subwatershed Study (Phase 1)</p> <p>Section 2(a) protection of ecological systems, including natural areas, features and functions and (c) the conservation and management of natural resources and the mineral resource base</p> <p>UHOP: Section C.2.0 Natural Heritage System provides policy direction with respect to natural heritage.</p>
<p>Analysis: As outlined in the Phase 1 Sub-Watershed Study and Environmental Impact Study, the subject lands are primarily agricultural and anthropogenic. However, a number of natural heritage features including wetlands, woodlands and watercourses have been identified and are shown on the Concept Plan. These will be protected through the establishment of a Natural Heritage System including through the establishment of vegetation protection zones as well as linkages through the Secondary</p>

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Plan process. The NHS will be designed to maintain, restore, or enhance the functions and features of the area including diversity and connectivity of natural features, the long-term ecological function and biodiversity of natural heritage systems.

Conclusion:

The Concept Plan identifies Natural Heritage features identified by the City and the Province which will be protected from development as part of a Natural Heritage System established through the Secondary Plan process. The NHS will be designed to maintain, restore, or enhance the functions and features of the area including diversity and connectivity of natural features, the long-term ecological function and biodiversity of natural heritage systems.

10.1 Theme: Complete Communities (Base Considerations)

Consideration: Is there a clear vision for the urban boundary expansion lands and how these lands would function and be integrated with the broader community? (NEW)

SR: Planning Justification Report, Draft Official Plan Amendment

Planning Act Section 2 (h) the orderly development of safe and healthy communities and (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 high quality, safe and accessible, attractive and vibrant.

UHOP: Chapter B Communities and Chapter E Urban Systems and Designations provides direction on urban structure

Conclusion: As outlined in the Draft Official Plan Amendment, the vision for the White Church Urban Boundary Expansion lands is:

“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 housing options, related public service facilities, including parks and open space and provision for a multi-modal transportation system. ”

Consideration: Does the expansion area provide a diverse mix of land uses in a compact built form, with a range of housing options to accommodate people at all stages of life and to accommodate the needs of all household sizes and incomes? (GRIDS2)

SR: Housing Needs Assessment, Concept Plan

Planning Act: Section 2 (h) the orderly development of safe and healthy communities (j) the adequate provision of a full range of housing, including affordable housing and (r) the promotion of built form that, (i) is well designed, (ii) encourages a sense of place,

Table 1 City Urban Boundary Expansion Application – Draft Evaluation and Locational Considerations
<p>and (iii) provides for public spaces that are high quality, safe and accessible, attractive and vibrant</p> <p>UHOP: Chapter B Communities and Chapter E Urban Systems and Designations provides direction on urban structure including housing policies.</p>
<p>Analysis: The precise range of housing options will be determined through the Secondary Plan process and specific development applications. However, a full range of housing options can be provided with a focus on ground related. As outlined in the Land Needs Analysis, there is a need for additional ground-related housing in Hamilton to the years 2031 and 2051. The White Church Urban Boundary Expansion Area has the ability to assist in meeting this need while supporting intensification of other areas of the City. In particular, the subject lands “can likely achieve the required density target of 77 people and jobs per ha using an efficient street layout, narrow setbacks, a suitable unit mix, suitable school, parks, and commercial uses, and appropriately sized rights of way.” Further, the Land Needs Analysis notes the potential for a number of low rise apartments to be accommodated without impacting the continued redevelopment of other areas of the City targeted for increased density. In addition to residential development and supporting public service facilities (ie. schools), a significant commercial area is proposed in the north west quadrant to provide a range of services. Further, the White Church area will be closely integrated with, and form a natural extension of Mount Hope and the Airport employment lands to allow for the creation of a complete community while providing additional services and facilities for this area.</p> <p>Conclusion: The White Church Urban Boundary Expansion Area provides the opportunity for the establishment of a diverse mix of land uses in a compact built form, with a range of housing as illustrated by the Concept Plan. It will be integrated and form a natural extension of Mount Hope and Airport employment lands to allow for the creation of a complete community.</p>
<p>Consideration: Does the expansion area improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes? (GRIDS2)</p> <p>SR: Housing Needs Assessment, Recreational Needs Assessment</p> <p>Planning Act : Section 2 (h) the orderly development of safe and healthy communities (h.1) the accessibility for person with disabilities to all facilities, services and matters to which this Act applies, (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities, and (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 high quality, safe and accessible, attractive and vibrant</p> <p>UHOP: Chapter B 3.0 provides direction on Quality of Life and Complete Communities</p>

Table 1 City Urban Boundary Expansion Application – Draft Evaluation and Locational Considerations
<p>Conclusion: As established in the Vision and the Concept Plan, and as detailed in the background studies, and will be further set out in the secondary plan, the White Church Urban Boundary Expansion Area has the potential to be designed in a manner which improves the overall quality of life for residents in the Mount Hope area including provision of a range of housing options and public service facilities.</p>
<p>Consideration: Does the urban expansion support the achievement of complete communities by (PPS 2.1.6):</p> <ul style="list-style-type: none"> - accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including, schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs; - improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and, - improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups. - <p>SR: Community Facilities and Recreational Needs Assessment, Concept Plan SR: Housing Needs Assessment</p> <p>Planning Act : Section 2 (h) the orderly development of safe and healthy communities (h.1) the accessibility for person with disabilities to all facilities, services and matters to which this Act applies, (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities, and (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 high quality, safe and accessible, attractive and vibrant</p> <p>UHOP: Chapter B 3.0 provides direction on Quality of Life and Complete Communities</p>
<p>Conclusion: As noted the White Church Urban Boundary Expansion Area has the potential to be designed in a manner which improves the overall quality of life for residents including provision of a range of housing options and public service facilities and a multi-modal transportation system. In addition, as established in the Recreation Needs Assessment a range of additional recreation facilities will be required and sufficient park space is proposed to accommodate the required facilities. Similarly schools sites are proposed to address the projected need and provision for emergency will also be addressed through the secondary plan process. This includes residents of Mount Hope as this area will be integrated and form a natural extension of with Mount Hope and the Airport employment lands to form a complete community.</p>
<p>10.2 Theme: Complete Communities (Locational Considerations)</p>
<p>Consideration: Is the expansion area contiguous to the existing settlement area boundary? (New)</p>

Table 1 City Urban Boundary Expansion Application – Draft Evaluation and Locational Considerations
<p>SR: Concept Plan</p> <p>Planning Act: Section 2 (h) the orderly development of safe and healthy communities and (p) the appropriate location of growth and development</p>
<p>Analysis: The White Church Urban Boundary Expansion Area abuts the current Hamilton Urban Boundary (Upper James Street) to the west. West of Upper James Street is the urban Mount Hope community and to the north west is the Hamilton Airport. There are no physical or natural barriers separating the two areas.</p> <p>Conclusion: The Expansion Ara is contiguous with the current Hamilton Urban Boundary and Built-Up Area to the west and there are no physical or natural barriers separating the two areas.</p>
<p>Consideration: Based on identified gaps in specific geographies, does the expansion area contribute to the surrounding community’s completeness? (GRIDS2)</p> <p>SR: Concept Plan, Housing Needs Assessment, Community Facilities and Recreational Needs Assessment, School Accommodation Issues Assessment, Recreational Needs Assessment, Subwatershed Study (Phase 1)</p> <p>Planning Act: Section 2 (h) the orderly development of safe and healthy communities and (p) the appropriate location of growth and development</p> <p>UHOP: Chapter B 3.0 provides direction on Quality of Life and Complete Communities</p>
<p>Consideration: Does the expansion area have access to planned community facilities? (GRIDS2)</p> <p>SR: Concept Plan, Community Facilities and Recreational Needs Assessment, School Accommodation Issues Assessment, Recreational Needs Assessment</p> <p>Planning Act: Section 2(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities</p> <p>UHOP: Chapter B 3.0 provides direction on Quality of Life and Complete Communities including community facilities/services</p>
<p>Consideration: Does the expansion area have access to existing community facilities? Are there gaps in the types of facilities currently available? (GRIDS2)</p> <p>SR: Concept Plan, Community Facilities and Recreational Needs Assessment, School Accommodation Issues Assessment, Recreational Needs Assessment</p> <p>Planning Act: Section 2(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities</p>

Table 1
City Urban Boundary Expansion Application – Draft Evaluation and Locational Considerations

UHOP: Chapter B 3.0 provides direction on Quality of Life and Complete Communities including community facilities/services

Conclusion: As noted the White Church Urban Boundary Expansion Area abuts Mount Hope and is adjacent to the Airport employment area. Its development will provide additional housing and commercial services to meet the City’s needs and related recreation, school and other public service facilities. These facilities will service not only the new residents but existing residents and employees in the area to form a complete community.

Consideration: Can the expansion area function as a complete community including an appropriate mix of jobs, stores, services, housing, transportation options, and public service facilities for all ages and abilities? (GRIDS2)

SR: Concept Plan, Housing Needs Assessment, Community Facilities and Recreational Needs Assessment, School Accommodation Issues Assessment, Recreational Needs Assessment, Subwatershed Study (Phase 1)

Planning Act : Section 2 (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 options, including affordable housing, (k) the adequate provision of employment opportunities, and (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.

UHOP: Chapter B 3.0 provides direction on Quality of Life and Complete Communities

Consideration: Taking into consideration protection of natural heritage areas and other development constraints (e.g. public infrastructure, NEF contours etc.) is there sufficient, consolidated developable land within the proposed urban expansion area to create a comprehensive, integrated, complete community?

SR: Concept Plan, Housing Needs Assessment, Community Facilities and Recreational Needs Assessment, School Accommodation Issues Assessment, Recreational Needs Assessment, Subwatershed Study (Phase 1)

Planning Act: (p) the appropriate location of growth and development

UHOP: Chapter C City Wide Systems and Designations and Chapter D – Urban Systems and Designations

Analysis: The PPS 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 equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services. Complete

Table 1
City Urban Boundary Expansion Application – Draft Evaluation and Locational Considerations

communities are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations.”

The Concept Plan and background studies demonstrate that the White Church Urban Boundary Expansion Area can be planned for approval as a complete community. A range of ground related housing options are planned and there is also potential for low rise apartments that will not impact the continued redevelopment of areas targeted for increased density. (Land Needs Analysis Page 66) In addition, a commercial centre of +/- 17 has is proposed, which will include a range of local stores and services, while provision is made for schools and parks throughout the community in accordance with the requirements of the school boards and the Recreation Needs Assessment. In addition, the plan is based on a multi-modal transportation system and the protection of a natural heritage system. Further, the White Church Boundary Expansion Area abuts Mount Hope and is adjacent to the Airport employment area which will ensure an appropriate mix of jobs and services for this new development as a complete community.

With respect to the amount of developable land, the White Church Urban Boundary Expansion Area is comprised of 364.37 ha (900.38 ac) of land including a natural heritage system. The Concept Plan includes +/- 250 ha (616 ac) of primarily low and medium density residential development with +/- 17 ha (41 ac) of commercial space. The Plan also includes a range of public service facilities, parks and open space, stormwater management facilities and a transportation system. The estimated population is +/- 27,000 based on a gross density of 77 people per ha (excluding natural areas). The total number of units is +/- 7,600 with an average persons per unit of 3.5. There is sufficient, consolidated developable land to provide for the establishment of a complete community both in terms of population and with respect to the creation of a mixed-use neighbourhood that offers and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities in accordance with the definition in the PPS.

Conclusion: The Concept Plan and background studies demonstrate that the White Church Urban Boundary Expansion Area has sufficient, consolidated developable land to allow the establishment of, and is being planned, together with Mount Hope and the Airport employment lands as a complete community. A future Secondary Plan will provide additional direction on the details of development.

11.1 Theme: Agricultural System (Base Considerations)

Consideration: Does the expansion area prioritize development of areas that are non-prime agricultural? (GRIDS2)

SR: Agricultural Impact Assessment, Planning Justification Report

Planning Act: Section 2 (b) the protection of the agricultural resources of the Province

Table 1 City Urban Boundary Expansion Application – Draft Evaluation and Locational Considerations
<p>Consideration: Does the expansion area comprise specialty crop lands? (PPS 2.3.2.1 c))</p> <p>SR: Agricultural Impact Assessment, Planning Justification Report</p> <p>Planning Act: Section 2 (b) the protection of the agricultural resources of the Province</p>
<p>Consideration: Does the expansion area avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas ?(PPS 2.3.2.1 d))</p> <p>SR: Agricultural Impact Assessment, Planning Justification Report</p> <p>Planning Act: Section 2 (b) the protection of the agricultural resources of the Province</p>
<p>Consideration: Does the expansion area comply with the minimum distance separation formulae? (PPS 2.3.2.1 e))</p> <p>SR: Agricultural Impact Assessment, Planning Justification Report</p> <p>Planning Act: Section 2 (b) the protection of the agricultural resources of the Province</p>
<p>Consideration: Does the expansion area impact on the agricultural system avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance ? (PPS 2.3.2.1 f))</p> <p>SR: Agricultural Impact Assessment, Planning Justification Report</p> <p>Planning Act: Section 2 (b) the protection of the agricultural resources of the Province</p>
<p>Analysis and Conclusions: See Sections 3.1.4-3.1.7 of this Report</p>
<p>Consideration: How does the proposed expansion area impact community food security from a climate emergency point of view? (Action 6.1 Hamilton Food Strategy)</p> <p>SR: Agricultural Impact Assessment, Planning Justification Report</p> <p>Planning Act: Section 2 (b) the protection of the agricultural resources of the Province and (p) the appropriate location for growth and development</p>
<p>Analysis: As outlined in the Agricultural Impact Assessment “The City of Hamilton is characterised by its large agricultural community and amount of prime agricultural land The expansion of any urban boundaries will have an impact on prime agricultural lands. As has been demonstrated in the preceding sections of this report, this cannot be avoided. A potential impact for the OPA and future proposed development of the PSA</p>

Table 1
City Urban Boundary Expansion Application – Draft Evaluation and Locational Considerations

lands is the interface between urban development and abutting farms. Consideration needs to be taken to ensure that any future urban development does not impact the operations of abutting farms particularly where MDS setbacks have been identified. 'Farm-Friendly urban development can play a significant role in promoting compatibility and stabilizing the urban-agricultural interface. The future Secondary Plan process and subsequent planning process will be a key mechanism to ensure impacts on the agricultural community are minimized and mitigated. The phasing of development will also be key to minimizing and mitigating the impact on the agricultural community and land base." (page 72)

Conclusion:

The future Secondary Plan process and subsequent planning process, as well as the phasing of development, will be a key mechanism to ensure impacts on the agricultural community are minimized and mitigated.

11.2 Theme: Agricultural System (Locational Considerations)

Consideration: Does the expansion area include an evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas (PPS 2.3.2.1 d))

SR: Agricultural Impact Assessment, Planning Justification Report

Planning Act: Section 2 (b) the protection of the agricultural resources of the Province

UHOP: Section B.3.4 sets out the Cultural Heritage Resource policies which support the wise management and conservation of cultural heritage resources organized around three components: archaeology, built heritage and cultural heritage landscapes.

Conclusion:

As outlined above, based on a review of alternatives to development through the Agricultural Impact Assessment the White Church Urban Boundary Expansion Lands are a reasonable alternative for development. The proposal is consistent with PPS 2024 2.3.2.d.

12. Theme: Cultural Heritage Resources (Base Considerations)

Consideration: Does the expansion area have the potential to impact cultural heritage resources including designated heritage properties, and can they be conserved? (GIRDS2)

SR: Cultural Heritage Impact Assessment

Planning Act: Section 2 (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest.

Table 1 City Urban Boundary Expansion Application – Draft Evaluation and Locational Considerations
<p>UHOP: Section B.3.4 sets out the Cultural Heritage Resource policies which support the wise management and conservation of cultural heritage resources organized around three components: archaeology, built heritage and cultural heritage landscapes.</p>
<p>Analysis: A Cultural Heritage Impact Assessment (CHIA) was prepared by LHC Heritage to inform the existing conditions for the proposed White Church Urban Expansion Area. This report examines known and potential built heritage resources and cultural heritage landscapes within the Study Area, provides a description of preliminarily identified impacts that may affect those resources, and identifies mitigation measures that would lessen or avoid those impacts, and inform project planning. The study’s findings demonstrate that development could take place in the White Church Urban Expansion Area with a Conservation Strategy to appropriately protect cultural and heritage resources. This Cultural Heritage Impact Assessment (CHIA) has been requested by City Staff in advance of future Cultural Heritage Impact Assessments (CHIAs) to be completed for individual properties. The majority of impacts and mitigation measures would be explored in future CHIA’s on specific properties as part of future development applications.</p> <p>Conclusion: The CHIA prepared for the White Church Urban Boundary Expansion Area demonstrates that development could take place in the White Church Urban Expansion Area with a Conservation Strategy to appropriately protect cultural and built heritage resources. Requirements for individual CHIAs can be imposed through secondary plan policies as requirements for future development applications.</p>
<p>Consideration: Does the expansion area have the potential to impact significant archaeological resources? (GRIDS2 / PPS)</p> <p>SR: Archaeological Assessment</p> <p>Planning Act: Section 2 (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest.</p> <p>UHOP: Section B.3.4 sets out the Cultural Heritage Resource policies which support the wise management and conservation of cultural heritage resources organized around three components: archaeology, built heritage and cultural heritage landscapes.</p>
<p>Analysis: A Stage 1 Archaeological Assessment was undertaken by Archaeological Consultants Canada as a basis for the future planning applications to develop the subject lands. The objective of the Stage 1 Archaeological Assessment was to gather information about the Study Area’s geography, history, land conditions, listed archaeological sites in the vicinity, and previous archaeological research. After all relevant information about the subject lands had been gathered and researched, a recommendation was made on whether there is enough archaeological potential within the study area to warrant a Stage 2 Archaeological Assessment involving test pit surveys. The Stage 1 Archaeological Assessment background research indicates that the White Church Urban Boundary Expansion Area has general archaeological potential due to the presence of 13 historic farmsteads within the subject lands, the proximity to</p>

Table 1
City Urban Boundary Expansion Application – Draft Evaluation and Locational Considerations

early historical transportation routes, the proximity of the subject property to historic Mount Hope, nearby water sources, and the presence of 187 registered sites located within 1 km of the subject property, including 13 registered sites located within the subject lands. The Assessment provides recommendations on those areas of the White Church Urban Expansion Area which require a Stage 2 Archaeological Assessment to be conducted and those areas where no further analysis is warranted given the conditions.

Conclusion: A Stage 1 Archaeological Assessment was undertaken and provides recommendations on those areas of the White Church Urban Boundary Expansion Area which require a Stage 2 Archaeological Assessment to be conducted and those areas where no further analysis is warranted given the conditions.

Consideration: Has the proponent engaged early with Indigenous communities and First Nations whose traditional territories are located within the City of Hamilton municipal boundary and ensure their interests are considered when identifying, protecting, and managing archaeological resources, built heritage resources and cultural heritage landscapes? (PPS 4.6.5)

SR: Public Consultation Summary and Comment Response Report

Planning Act: Section 2 (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest, (m) the coordination of planning activities of public bodies, (n) the resolution of planning conflicts involving public and private interests

Analysis: HDR Consulting notified the Six Nations Elected Council, including the Mississaugas of the Credit First Nation, Haudenosaunee Development Institute, Huron-Wendat Nation, Metis Nation of Ontario, Hamilton Regional Indian Centre, and the Niwasa Kendaaswin Teg communities of the intended Official Plan Amendment application on October 31st, 2024. The Whitechurch Landowners Group met with the Six Nations Elected Council on January 24th, 2025, and both parties are currently preparing meeting minutes to summarize their discussions.

4. Planning Opinion

In accordance with the City's Draft Framework for Urban Boundary Expansions, a Concept Plan designed to implement the following vision was developed for the White Church Urban Boundary Expansion Area:

“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 housing options, related public service facilities, including parks and open space and provision for a multi-modal transportation system.

The Plan reflects an appropriate range and mix of land uses consistent with the Vision and is designed, in our opinion, to allow for the creation of a complete community as established in the PPS. It will provide for the development of approximately 7,600 residential units, three elementary schools, one community park, five neighbourhood parks, 17 ha of commercial land uses, and 19 ha of natural open space and a recreational trail system

Further, it reflects key directions in the City's Official Plan and other regulatory directions including:

- A plan which will allow for appropriate mitigation measures and design considerations to be implemented as recommended for the eventual development of various areas of the subject lands to ensure sound levels meet the Ministry of Environment, Conservation and Parks guidelines. This includes a design which locates sensitive uses outside the Recommended NEF Contour -30 dB related to the Airport.
- An extension of the primary corridor identified on Upper James Street (Schedule E Urban Hamilton Official Plan) which is designated as a major arterial road and intended to be developed as part of the Light Rail Transit network for the City in the future.
- Establishment of residential community in support of the Airport Employment Growth District.
- A conceptual design with a modified grid road system that supports compact form and the expansion of transit and active transportation networks developed in accordance with City of Hamilton guidelines to efficiently accommodate the existing and recommended transportation network improvements identified in the Transportation Master Plan Study
- Protection of existing natural heritage features and their ecological functions.
- Provision for servicing options that optimize existing systems.
- Establishment of the number and approximate locations of required schools, parks and stormwater management facilities.

The community has also been planned to integrate with and support the adjacent Mount Hope community, particularly its existing commercial and public service facilities.

Detailed supporting studies as required by the Framework have been prepared to provide the technical basis for the proposed urban expansion including an Agricultural Impact Assessment, Land Needs Analysis, Fiscal Impact Assessment, Transportation Master Plan, Functional Servicing Study, Subwatershed Study Phase 1 and Phasing Plan.

In reviewing the Concept Plan and supporting studies, in our opinion, the proposed White Church Urban Boundary Expansion is consistent with the PPS and satisfies the requirements of the Draft City's Draft Framework for Urban Boundary Expansions and has regard for Section 2 of the Planning Act. In particular:

PPS

As demonstrated through the background review and analysis, particularly the Land Needs Analysis, Functional Servicing Report, Transportation Master Plan Study and the Agricultural Impact Assessment, the White Church Urban Boundary Expansion is consistent with the PPS. In particular, it satisfies the tests for allowing a settlement area boundary expansion in policy 2.3.2.1 with respect to:

- Need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;
- Establishment of sufficient capacity in existing or planned infrastructure and public service facilities;
- Appropriateness with respect to agriculture particularly with respect to the evaluation of alternative locations; and,
- Provision for phased development.

Draft Framework

With respect to the City's Draft Framework, based on the Concept Plan and detailed review of the background studies, it is our opinion that the White Church Urban Boundary Expansion satisfies the directions in the Framework. In particular:

- The Expansion Area is contiguous with the current Hamilton Urban Boundary and Built-Up Area to the west and there are no physical or natural barriers separating the two areas.
- The development of the Expansion Area will support the long term operation and economic role of the Hamilton International Airport and the ultimate development can be designed to ensure compatibility with the Airport and would not limit its long

term operation. The development will also allow for integration with respect to commercial and public service facilities with the Mount Hope community.

- The Concept Plan provides the opportunity for the establishment of a diverse mix of land uses in a compact built form with a range of housing in a manner which improves the quality of life for residents. This will include the provision of a range of parks and recreation facilities as well as schools, other public service uses and commercial services. Planning and implementation for a complete community can be achieved on the subject lands integrated with Mount Hope and the Airport employment lands without detrimental impacts on other planned communities or surrounding uses.
- The urban Metrics Land Needs Analysis demonstrates that the expansion will not adversely affect the achievement of the Greenfield density targets and the viability of the types of housing contribute towards intensification such the expansion will not impact on the continued redevelopment of areas targeted for increased density.
- The Fiscal Impact Assessment demonstrates that the development will have a positive fiscal impact on the City and its administration.
- The Energy and Climate Change Assessment Report for the expansion area establishes a framework for development in conformity with the City's vision for a sustainable community. This includes natural environment and related matters such as a transit oriented walkable community. It also ensures the development will contribute to the City's long-term goal of carbon neutrality and includes resilience strategies.
- Natural features and areas are limited and are planned to be protected for the long term through the establishment of a natural heritage system in the Secondary Plan and approval of development applications.
- Based on the directions in the Energy and Climate Change Assessment Report and the Transportation Master Plan the development will result in a community which reduces reliance on private automobiles and results in a community which will have excellent accessibility to existing and planned transit facilities as well as active transportation.
- The initial stormwater management system has been developed in accordance with City, Conservation Authority and MECP guidelines and policies and reflects consideration of Low Impact Development practices including green infrastructure measures.
- The Expansion Area can be serviced through the extension of existing sewer and water systems and the proposed expansion will not remove planned infrastructure

capacity for new development within the built-up area. In particular, capacity to service the subject lands can be available through upgrades to existing infrastructure through the City's typical Water and Wastewater Master Plan update and associated Development Charge Bylaw update.

- The Phase 1 Subwatershed Study has addressed the required assessment to ensure the protection, improvement and restoration of the quality and quantity of water in the Expansion Area through the development process.
- The development will ensure the protect cultural, heritage and archaeological resources.

Therefore, in our opinion, the proposed White Church Urban Boundary Expansion and related official plan amendment is appropriate and desirable land use planning and represents good planning.



Elizabeth Howson, MCIP, RPP

WHITE CHURCH URBAN BOUNDARY EXPANSION AREA CONCEPT PLAN



NOTES:
 • Base information prepared by A.T. McLaren Limited
 • Aerial Imagery: Google Earth 2023



LEGEND

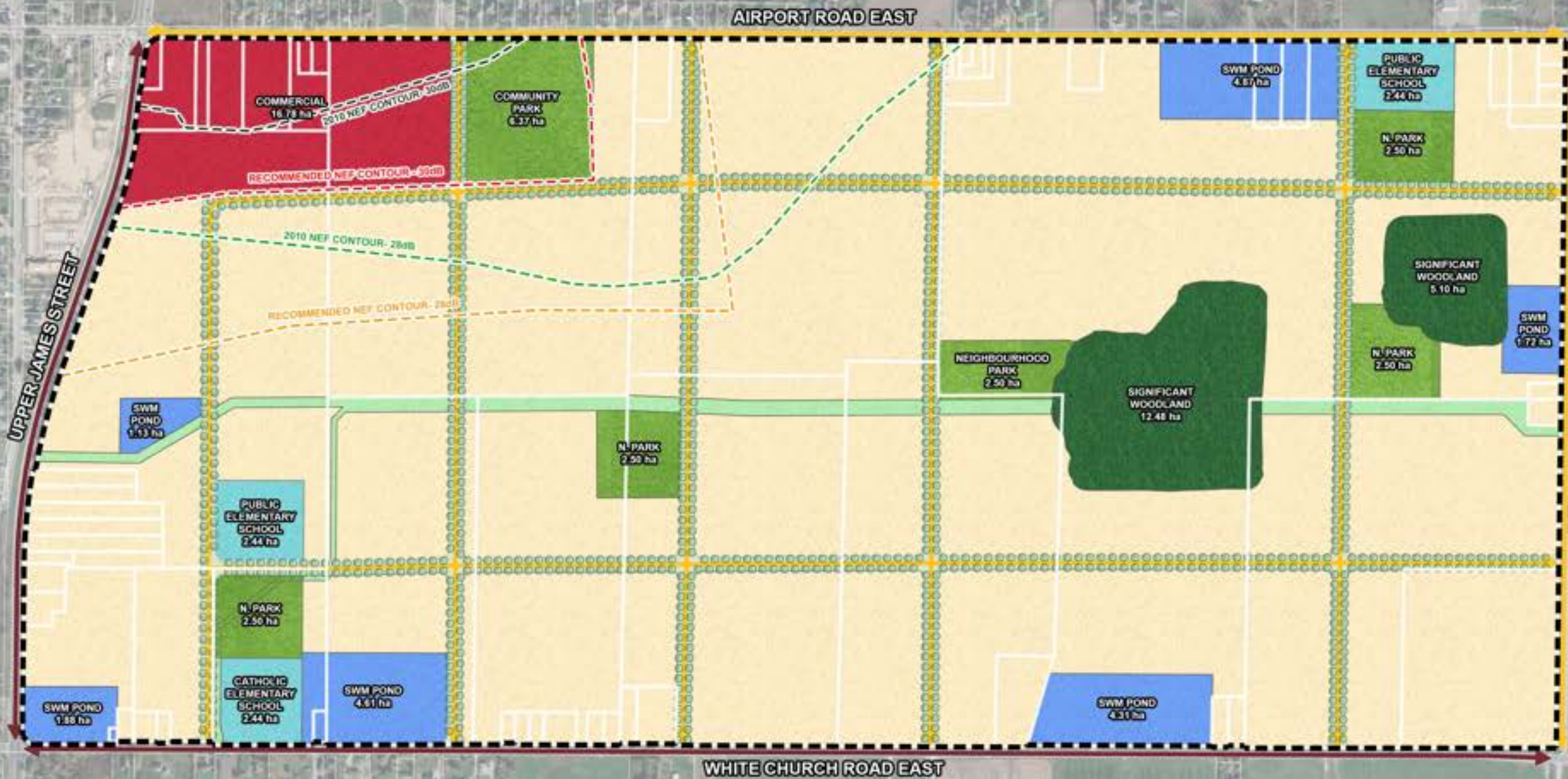
- SUBJECT LANDS
- RESIDENTIAL
- INSTITUTIONAL
- PARK / OPEN SPACE
- COMMERCIAL
- STORM WATER MANAGEMENT POND
- PIPELINE / TRAIL NETWORK
- NATURAL HERITAGE SYSTEM
- 26m COLLECTOR RIGHT OF WAY
- ARTERIAL RIGHT OF WAY
- CHIPPEWA RAIL TRAIL

LAND USE SCHEDULE

ITEM	AREA (ha)
RESIDENTIAL	249.44
INSTITUTIONAL	7.32
PARK / OPEN SPACE	18.88
COMMERCIAL	16.78
STORM WATER MANAGEMENT POND	18.52
PIPELINE / TRAIL NETWORK	6.59
NATURAL HERITAGE SYSTEM	17.57
RIGHT OF WAY	29.27
TOTAL	364.37

POPULATION

POLICY DOCUMENT	NET RESIDENTIAL DENSITY (UPH)	PEOPLE PER HECTARE	ESTIMATED NUMBER OF UNITS @ 3.3 PERSON PER UNIT	ESTIMATED POPULATION
WHITE CHURCH SECONDARY PLAN	31	77	7,629	26,703
PROVINCIAL PLANNING STATEMENT	20	50	4,954	17,340
URBAN HAMILTON OFFICIAL PLAN TARGET	28	70	6,936	24,275



EXISTING CHIPPEWA RAIL TRAIL



Appendix A
Draft Official Plan Amendments

DRAFT Urban Hamilton Official Plan Amendment No. __

The following text, together with Appendix “A” – Appendix “N” inclusive, attached hereto, constitutes Official Plan Amendment No. __ to the Urban Hamilton Official Plan.

1.0 Purpose and Effect:

The purpose and effect of this Amendment is to implement an expansion of the City of Hamilton’s Urban Boundary and to establish site specific policy for the White Church Urban Expansion Area.

2.0 Location:

The lands affected by this Amendment are currently shown as “Agriculture”, “Rural” and “Open Space” on all Schedules of the Rural Hamilton Official Plan and are bounded by Airport Road East to the North, Miles Road to the East, White Church Road East to the South and Upper James Street to the West.

3.0 Basis:

The basis for permitting this Amendment is:

- The proposed Urban Boundary Expansion Area, consistent with the Provincial Planning Statement, and in conformity with the City’s Draft Framework for Processing and Evaluating Urban Boundary Expansion Applications reflects the results of a complete and comprehensive assessment of the implications of the proposal against municipal land use priorities;
- The proposed Urban Boundary Expansion Area supports an appropriate range and mix of land uses to accommodate the City’s projected population growth and allow for the creation of a complete community; and,
- The proposed Urban Boundary Expansion Area is compatible with the planned and existing development in the immediate area.

4.0 Actual Changes:

4.1 Map

4.1.1 That Volume 3 – Map 2 – Urban Site Specific Policies Key Map is modified to identify the subject property as UHN-__, as shown on Appendix A.

4.1.2 That Volume 1: Schedule A – Provincial Plans of the UHOP is modified to include the subject property in the Urban Boundary as Illustrated in Appendix B.

4.1.3 That Volume 1: Schedule B – Natural Heritage System of the UHOP is modified to include the subject property in the Urban Boundary as Illustrated in Appendix C.

4.1.4 That Volume 1: Schedule B-1 – Detailed NH Features Life Science ANSI of the UHOP is modified to include the subject property in the Urban Boundary as Illustrated in Appendix D.

- 4.1.5 That Volume 1: Schedule B-2 – Detailed NH Features Significant Woodlands of the UHOP is modified to include the subject property in the Urban Boundary as Illustrated in Appendix E.
- 4.1.6 That Volume 1: Schedule B-4 – Detailed NH Features Wetlands of the UHOP is modified to include the subject property in the Urban Boundary as Illustrated in Appendix F.
- 4.1.7 That Volume 1: Schedule B-5 – Detailed NH Features Lakes and Littoral Zones of the UHOP is modified to include the subject property in the Urban Boundary as Illustrated in Appendix G.
- 4.1.8 That Volume 1: Schedule B-6 – Detailed NH Features Environmentally Significant Areas of the UHOP is modified to include the subject property in the Urban Boundary as Illustrated in Appendix H.
- 4.1.9 That Volume 1: Schedule B-7 – Detailed NH Features Local Natural Area Earth Science ANSI of the UHOP is modified to include the subject property in the Urban Boundary as Illustrated in Appendix I.
- 4.1.10 That Volume 1: Schedule B-8 – Detailed NH Features Streams of the UHOP is modified to include the subject property in the Urban Boundary as Illustrated in Appendix J.
- 4.1.11 That Volume 1: Schedule C – Functional Road Classification of the UHOP is modified to include the subject property in the Urban Boundary as Illustrated in Appendix K.
- 4.1.12 That Volume 1: Schedule G – Local Housing Market Zones of the UHOP is modified to include the subject property in the Urban Boundary as Illustrated in Appendix L.
- 4.1.13 That Volume 1: Schedule E – Urban Structure of the UHOP is amended to include the subject property as illustrated in Appendix M.
- 4.1.14 That Volume 1: Schedule E-1 – Urban Land Use of the UHOP is amended to include the subject property as illustrated in Appendix N.

4.2 Text

- 4.2.1 That Volume 3, Chapter C, Urban Systems and Designations is amended by adding a new Site Specific Policy – UHN-___ to read as follows:

1.0 White Church Urban Expansion Area

The White Church Urban Expansion Area establishes a new settlement area for the City of Hamilton whose land uses and development standards to guide the development and/or redevelopment of lands in the Urban Expansion Area will be established through a Secondary Plan. Appendices A – N of this Amendment constitute the White Church Urban Boundary Expansion.

1.1 Vision

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 housing options, related public service facilities, including parks and open space and provision for a multi-modal transportation system.

1.2 Secondary Planning

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.

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.

5.0 Implementation:


The policy framework established by this amendment and an implementing Official Plan Amendment to establish a Secondary Plan for the White Church Urban Expansion Area will give effect to this Amendment.

This Official Plan Amendment is Schedule “1” to By-Law No. _____, passed on the ____ day of _____, 2025.

A. Horwath
Mayor

A. Holland
Clerk

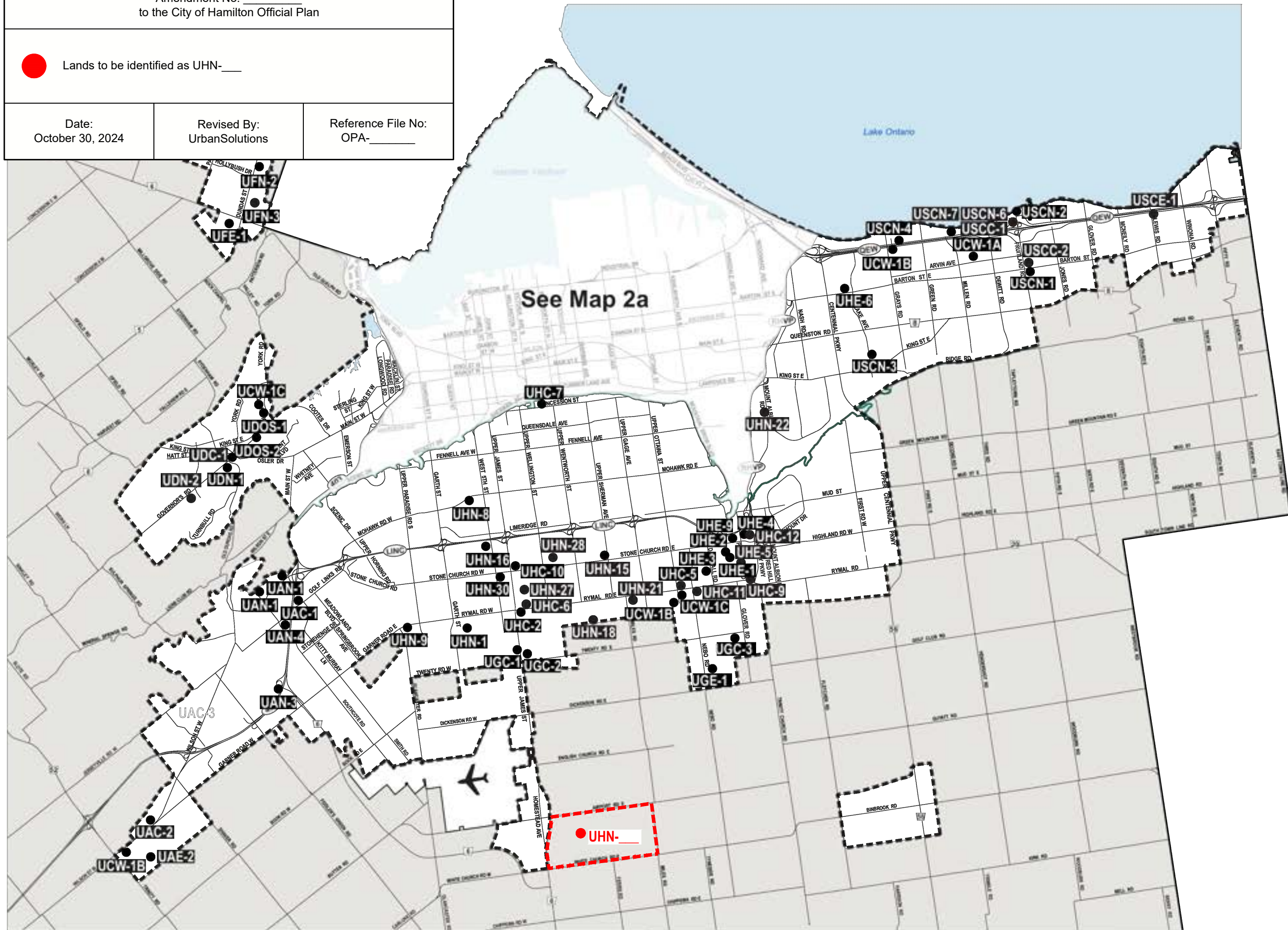
Appendix A
Amendment No. _____
to the City of Hamilton Official Plan

 Lands to be identified as UHN-____

Date:
October 30, 2024

Revised By:
UrbanSolutions








Reference File No:
OPA-_____



See Map 2a



Note: For Rural Site Specific Areas, refer to Volume 3: Appendix A of the Rural Hamilton Official Plan.


- Legend**
-  Site Specific Areas (SSA)
 -  Refers to Urban Site Specific Area #, Volume 3, Chapter B
- Other Features**
-  Rural Area
 -  John C. Munro Hamilton International Airport
 -  Niagara Escarpment
 -  Urban Boundary
 -  Municipal Boundary

Council Adoption: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Urban Hamilton Official Plan
Volume 3: Map 2
Urban Site Specific Key Map**



Appendix B
Amendment No. _____
to the City of Hamilton Official Plan

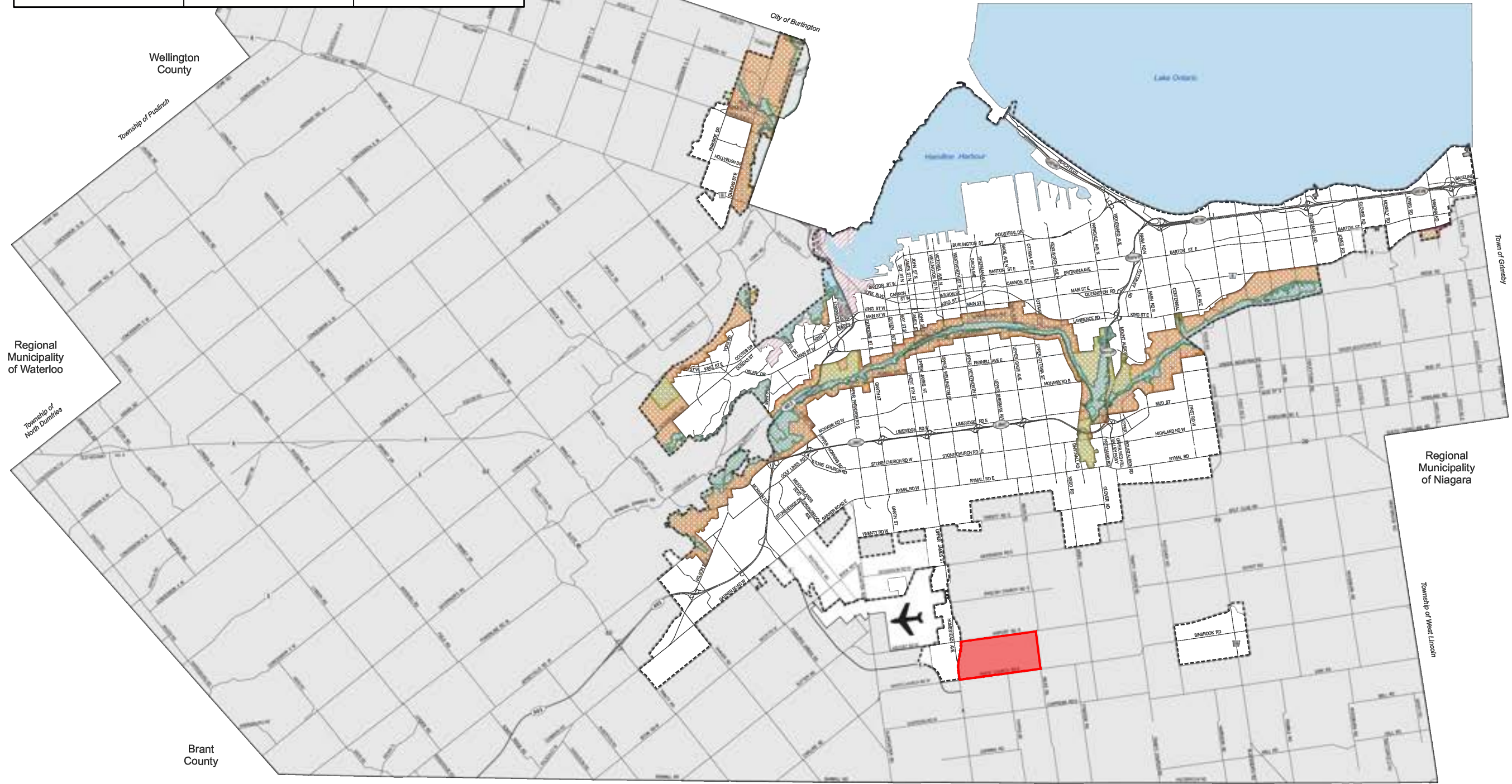
 Lands to be added to Schedule A of the Urban Hamilton Official Plan

Date:
October 30, 2024

Revised By:
UrbanSolutions












Reference File No:
OPA-_____

Regional Municipality of Halton



Note: For Rural Provincial Plans Designations, refer to Schedule A of the Rural Hamilton Official Plan.

Legend


-  Parkway Belt West Plan Area
- Niagara Escarpment Plan Designations**
 -  Natural Area
 -  Protection Area
 -  Urban Area
 -  Protected Countryside
 -  Minor Urban Centres
- Other Features**
 -  Rural Area
 -  John C. Munro Hamilton International Airport
 -  Niagara Escarpment
 -  Urban Boundary
 -  Municipal Boundary

* Note: Refer to the appropriate Provincial Plan for detailed mapping

Council Adoption: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Urban Hamilton Official Plan
Schedule A
Provincial Plans**

Appendix C
Amendment No. _____
to the City of Hamilton Official Plan

 Lands to be added to Schedule B of the Urban Hamilton Official Plan

Date:
October 30, 2024

Revised By:
UrbanSolutions

Reference File No:
OPA-_____



Note: For Rural Detailed Natural Heritage Features refer to Schedule B of the Rural Hamilton Official Plan.




Legend

-  Core Areas
-  Area Specific Policy USC-1 and USC-2 in Volume 3
-  Linkages
-  Parks & General Open Space (Excluding Parkettes)
-  Key Hydrologic Feature Streams
- Other Features**
-  Rural Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Urban Hamilton Official Plan
Schedule B
Natural Heritage System**

Appendix D
Amendment No. _____
to the City of Hamilton Official Plan

 Lands to be added to Schedule B-1 of the Urban Hamilton Official Plan

Date:
October 30, 2024

Revised By:
UrbanSolutions

Reference File No:
OPA-_____



Note: For Rural Detailed Natural Heritage Features refer to Schedule B-1 of the Rural Hamilton Official Plan.



Legend

-  Key Natural Heritage Feature Life Science ANSI
- Other Features**
-  Rural Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Urban Hamilton Official Plan
Schedule B-1
Detailed Natural Heritage Features
Key Natural Heritage Feature
Life Science ANSI**

 N.T.S.


 Hamilton

Date: Dec. 6, 2021

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Appendix E
 Amendment No. _____
 to the City of Hamilton Official Plan

 Lands to be added to Schedule B-2 of the Urban Hamilton Official Plan

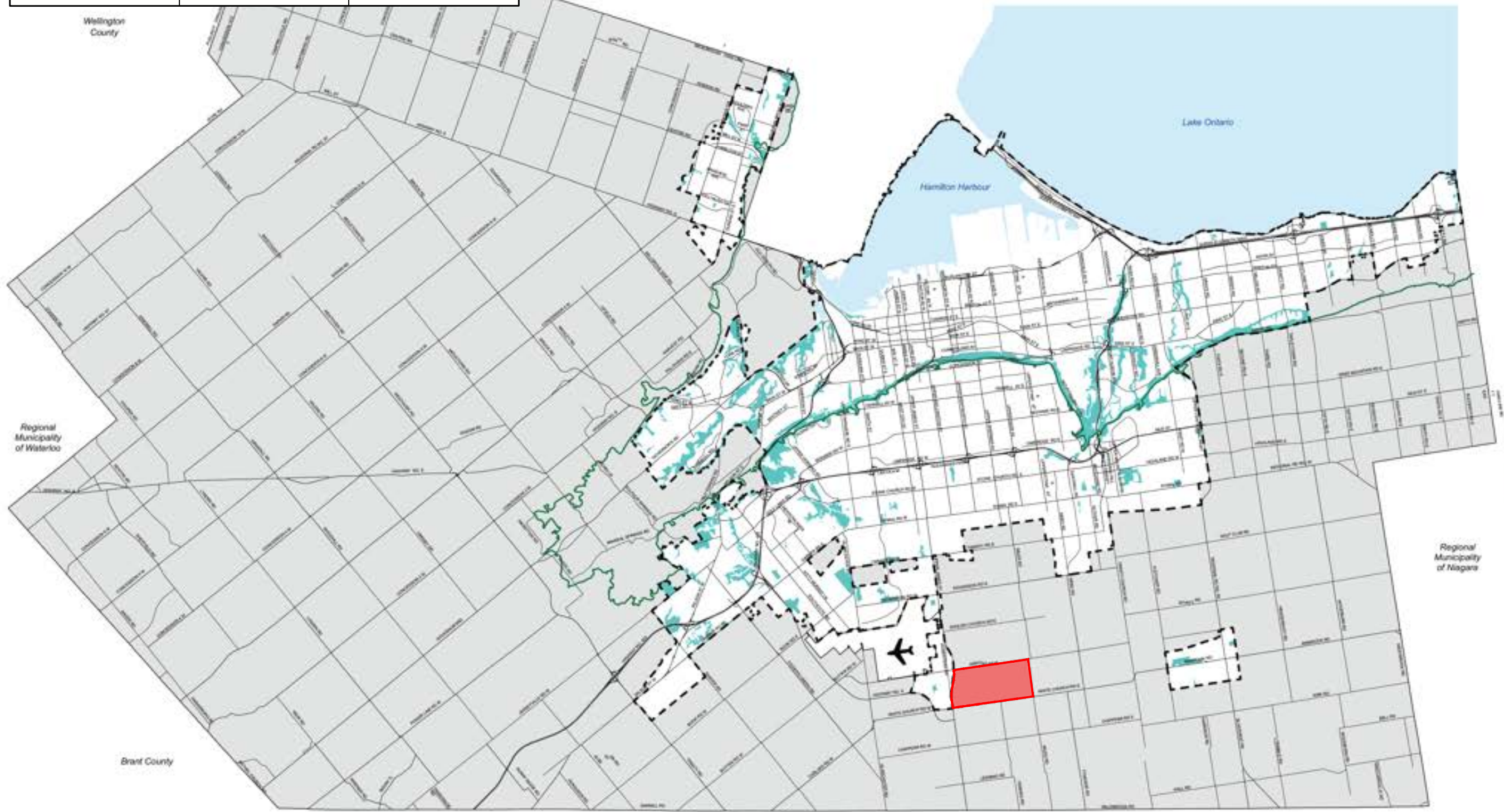
Date:
 October 30, 2024

Revised By:
 UrbanSolutions

Reference File No:
 OPA-_____



Note: For Rural Detailed Natural Heritage Features refer to Schedule B-2 of the Rural Hamilton Official Plan.



Legend

-  Key Natural Heritage Feature Significant Woodlands
- Other Features**
-  Rural Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

Council Adopted: July 9, 2009
 Ministerial Approval: March 16, 2011
 Effective Date: August 16, 2013

**Urban Hamilton Official Plan
 Schedule B-2
 Detailed Natural Heritage Features
 Key Natural Heritage Feature
 Significant Woodlands**

 N.T.S.




Date: Dec. 6, 2023

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Appendix F
Amendment No. _____
to the City of Hamilton Official Plan

 Lands to be added to Schedule B-4 of the Urban Hamilton Official Plan

Date:
October 30, 2024


Revised By:
UrbanSolutions

Reference File No:
OPA-_____



Note: For Rural Detailed Natural Heritage Features refer to Schedule B-4 of the Rural Hamilton Official Plan.




- Legend**
-  Key Natural Heritage and Key Hydrologic Feature Wetlands
 - Other Features**
 -  Rural Area
 -  John C. Munro Hamilton International Airport
 -  Niagara Escarpment
 -  Urban Boundary
 -  Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

Urban Hamilton Official Plan
Schedule B-4
Detailed Natural Heritage Features
Key Natural Heritage and Key Hydrologic Feature Wetlands

Appendix G
Amendment No. _____
to the City of Hamilton Official Plan

 Lands to be added to Schedule B-5 of the Urban Hamilton Official Plan

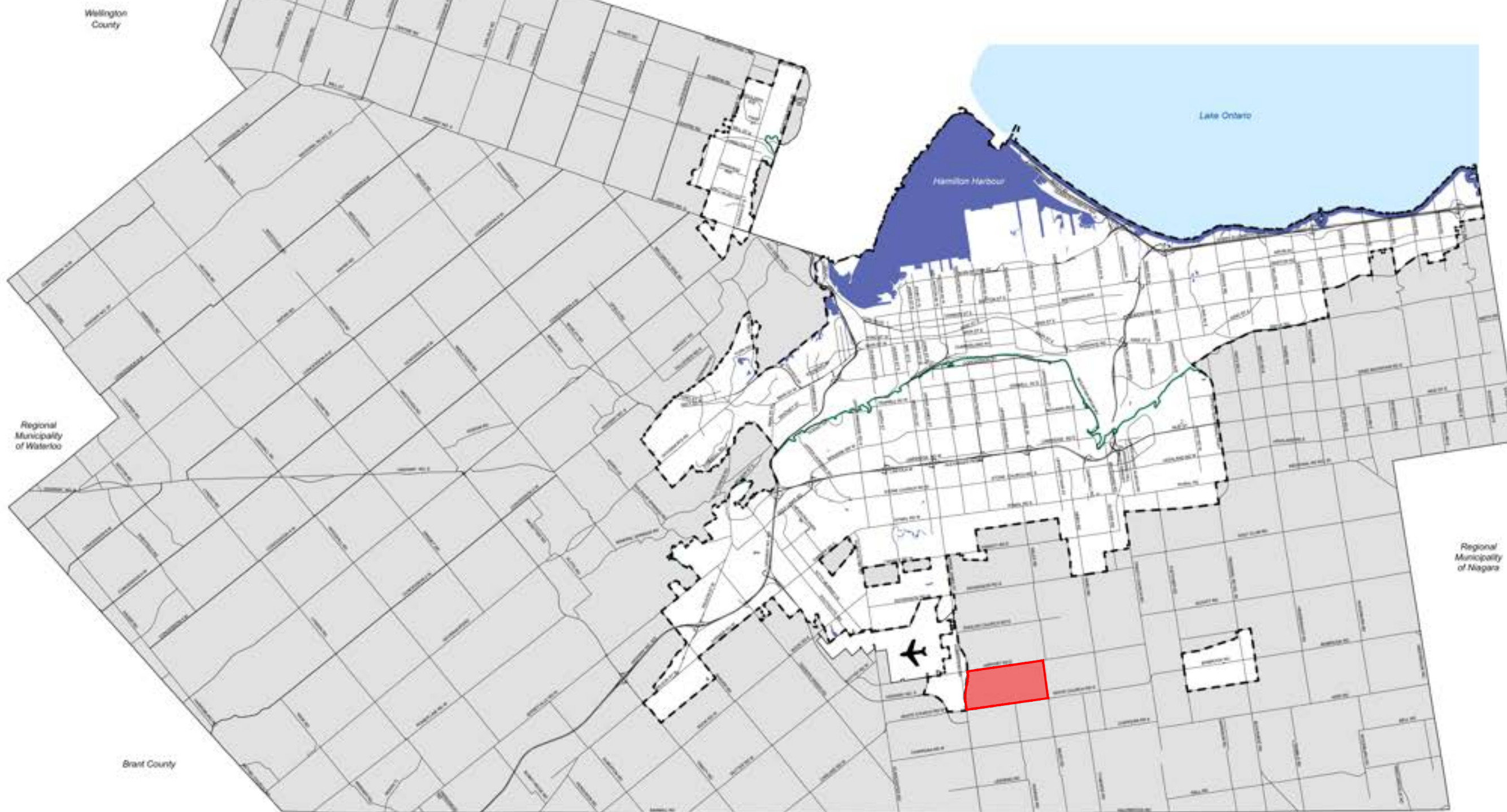
Date:
October 30, 2024

Revised By:
UrbanSolutions

Reference File No:
OPA-_____



Note: For Rural Detailed Natural Heritage Features refer to Schedule B-5 of the Rural Hamilton Official Plan.



Legend

-  Key Hydrologic Feature
Lakes and Littoral Zones
- Other Features**
-  Lakes
-  Rural Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013


Urban Hamilton Official Plan
Schedule B-5
Detailed Natural Heritage Features
Key Hydrologic Feature
Lakes and Littoral Zones



Date: Oct. 6, 2020

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Appendix H
Amendment No. _____
to the City of Hamilton Official Plan

 Lands to be added to Schedule B-6 of the Urban Hamilton Official Plan

Date:
October 30, 2024

Revised By:
UrbanSolutions

Reference File No:
OPA-_____



Note: For Rural Detailed Natural Heritage Features refer to Schedule B-6 of the Rural Hamilton Official Plan.




- Legend**
-  Local Natural Area
 -  Environmentally Significant Area
 - Other Features**
 -  Rural Area
 -  John C. Munro Hamilton International Airport
 -  Niagara Escarpment
 -  Urban Boundary
 -  Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

Urban Hamilton Official Plan
Schedule B-6
Detailed Natural Heritage Features
Local Natural Area
Environmentally Significant Areas

Appendix I
Amendment No. _____
to the City of Hamilton Official Plan

 Lands to be added to Schedule B-7 of the Urban Hamilton Official Plan

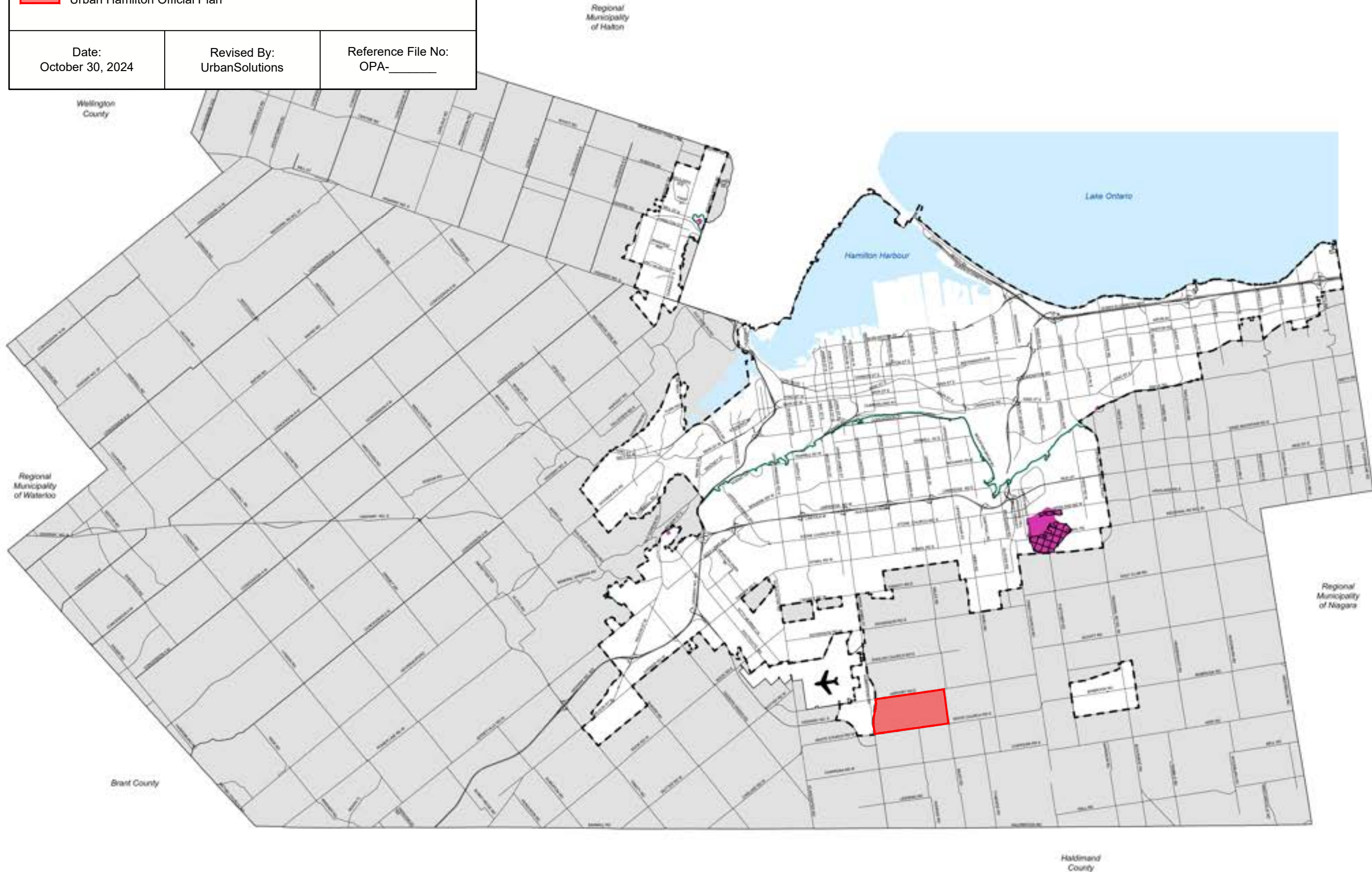
Date:
October 30, 2024

Revised By:
UrbanSolutions

Reference File No:
OPA-_____



Note: For Rural Detailed Natural Heritage Features refer to Schedule B-7 of the Rural Hamilton Official Plan.



Legend

-  Local Natural Area Earth Science ANSI
-  Area Specific Policy - USC-1 and USC-2 in Volume 3
- Other Features**
-  Rural Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013


Urban Hamilton Official Plan
Schedule B-7
Detailed Natural Heritage Features
Local Natural Area
Earth Science ANSI



Date: Dec. 6, 2021

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Appendix J
Amendment No. _____
to the City of Hamilton Official Plan

 Lands to be added to Schedule B-8 of the Urban Hamilton Official Plan

Date:
October 30, 2024







Revised By:
UrbanSolutions

Reference File No:
OPA-_____



Note: For Rural Detailed Natural Heritage Features refer to Schedule B-8 of the Rural Hamilton Official Plan.




- Legend**
-  Key Hydrologic Feature Streams
 - Other Features**
 -  Rural Area
 -  John C. Munro Hamilton International Airport
 -  Niagara Escarpment
 -  Urban Boundary
 -  Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Urban Hamilton Official Plan
Schedule B-8
Detailed Natural Heritage Features
Key Hydrologic Feature
Streams**



Appendix K
Amendment No. _____
to the City of Hamilton Official Plan

 Lands to be added to Schedule C of the Urban Hamilton Official Plan

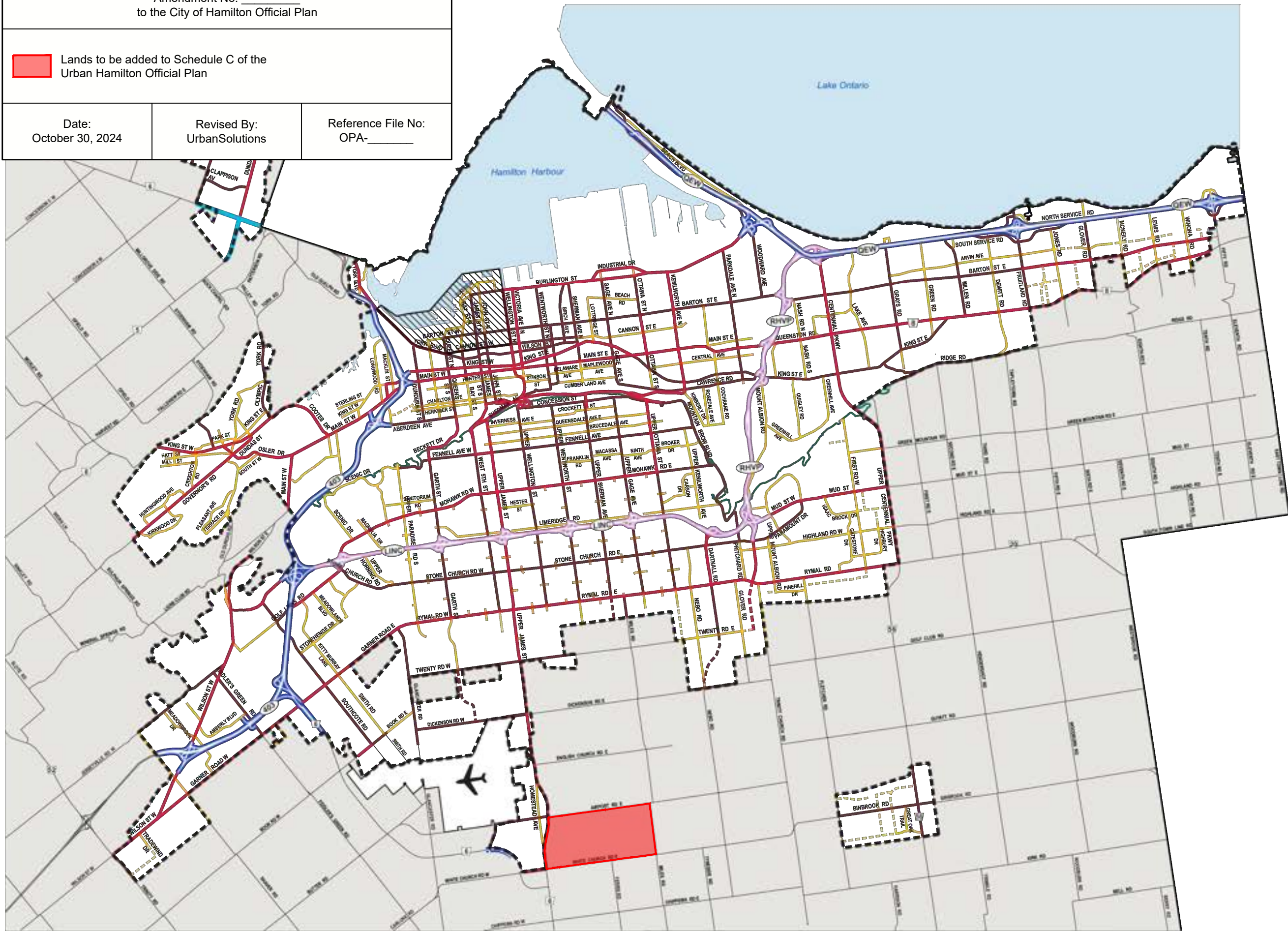
Date:
October 30, 2024

Revised By:
UrbanSolutions







Reference File No:
OPA-_____






Note: For Rural Functional Road Classification, refer to Schedule C-1 (future amendment).









Legend

-  Major Arterial
-  Minor Arterial
-  Collector
-  Provincial Highway (Controlled Access)
-  Provincial Highway
-  Parkway

Proposed Roads

-  Major Arterial
-  Minor Arterial
-  Collector

Other Features

-  Rural Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary
-  Lands subject to Non Decision 113 West Harbour Setting Sail


Council Adoption: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Urban Hamilton Official Plan
Schedule C
Functional Road Classification**



Date: Dec. 6, 2023
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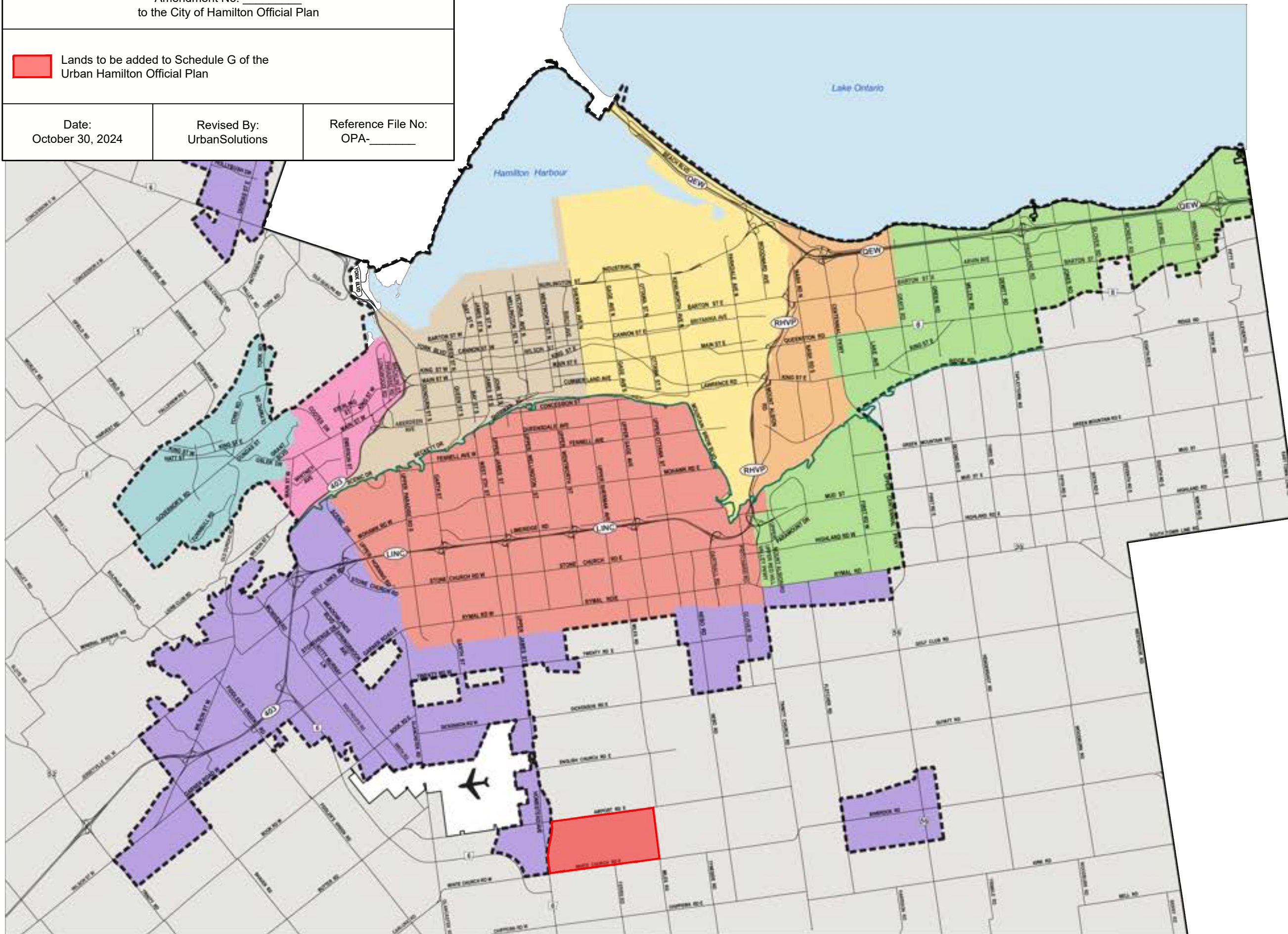
Appendix L
 Amendment No. _____
 to the City of Hamilton Official Plan

 Lands to be added to Schedule G of the Urban Hamilton Official Plan









Date:
 October 30, 2024

Revised By:
 UrbanSolutions






Reference File No:
 OPA-_____



Legend

-  Central Hamilton
-  Central East Hamilton
-  East Hamilton
-  West Hamilton
-  Hamilton Mountain
-  Stoney Creek
-  Dundas
-  Ancaster, Glanbrook & Flamborough

Other Features

-  Rural Area
 -  John C. Munro Hamilton International Airport
 -  Niagara Escarpment
 -  Urban Boundary
 -  Municipal Boundary
- Note: Applies to Residential uses only*


Council Adoption: July 9, 2009
 Ministerial Approval: March 16, 2011
 Effective Date: August 16, 2013

**Urban Hamilton Official Plan
 Schedule G
 Local Housing Market Zones**


 Not To Scale



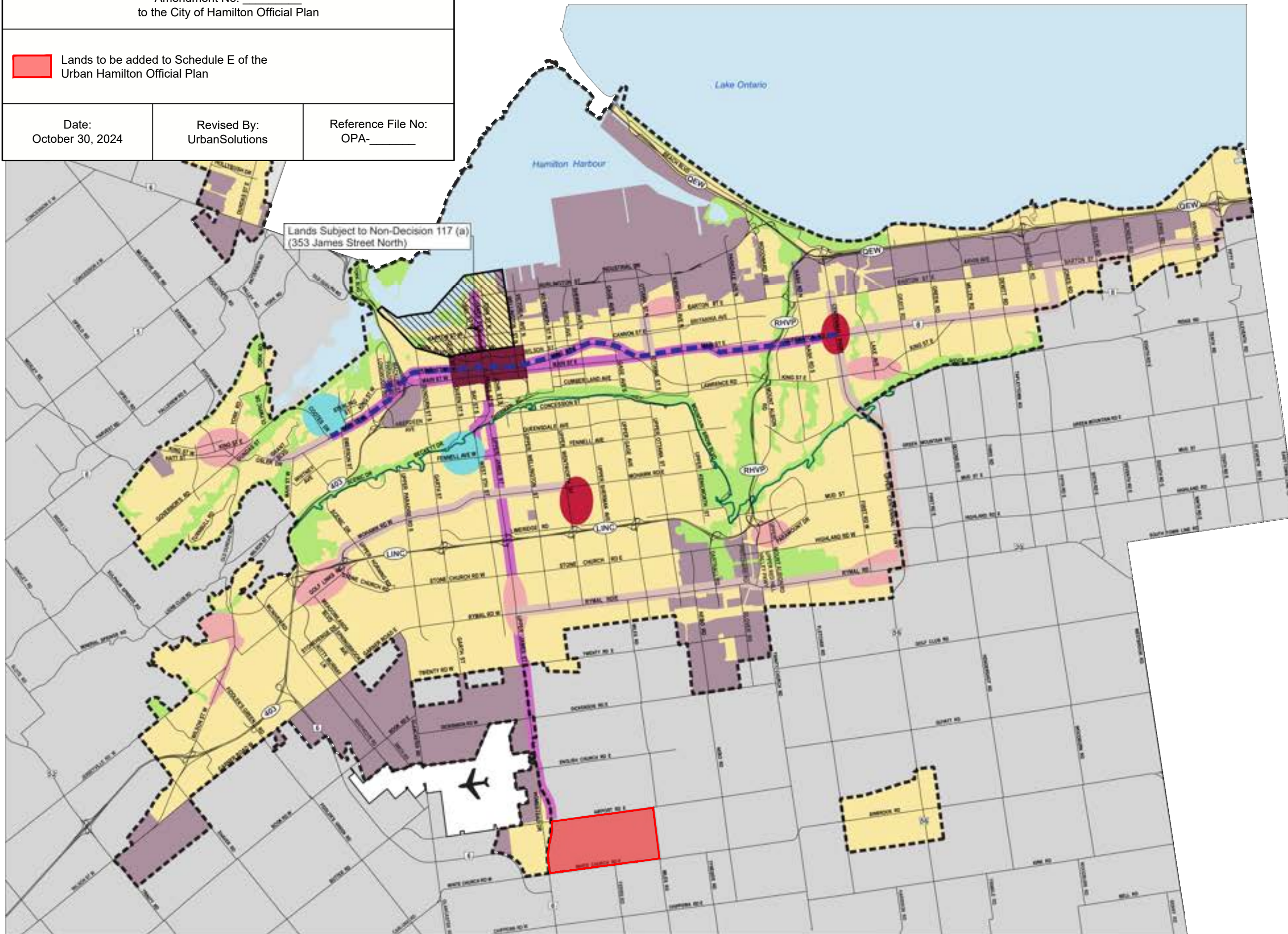
Appendix M
Amendment No. _____
to the City of Hamilton Official Plan

 Lands to be added to Schedule E of the Urban Hamilton Official Plan

Date:
October 30, 2024





Revised By:
UrbanSolutions

Reference File No:
OPA-_____






Legend




Urban Structure Elements

-  Neighbourhoods
-  Employment Areas
-  Major Activity Centres
-  Major Open Space







Nodes

-  Downtown Urban Growth Centre
-  Sub Regional Service
-  Community

Corridors

-  Primary
-  Secondary
-  Priority Transit Corridor

Other Features

-  Rural Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary
-  Lands Subject to Non Decision 113 West Harbour Setting Sail

Council Adoption: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013


**Urban Hamilton Official Plan
Schedule E
Urban Structure**



Not To Scale



Appendix N
Amendment No. _____
to the City of Hamilton Official Plan

 Lands to be added to Schedule E-1 of the Urban Hamilton Official Plan

Date:
October 30, 2024

Revised By:
UrbanSolutions

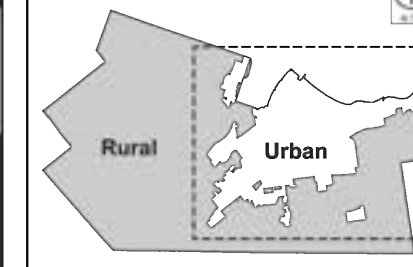
Reference File No:
OPA-_____

APPEALS

UHOPA NO. 69 APPEALS - PL171450





-  - 3011 Homestead Drive (Glanbrook), Appellant # 4
-  - 237 Upper Centennial Parkway (Stoney Creek), Appellant # 14

Key Map








Note: For Rural Land Use Designations, refer to Schedule D of the Rural Hamilton Official Plan.

Legend

-  Neighbourhoods
-  Open Space
-  Institutional
-  Utility







Commercial and Mixed Use Designations

-  Downtown Mixed Use Area
-  Mixed Use - High Density
-  Mixed Use - Medium Density
-  District Commercial
-  Arterial Commercial

Employment Area Designations

-  Industrial Land
-  Business Park
-  Airport Employment Growth District
-  Shipping & Navigation

Other Features

-  Rural Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary
-  Lands Subject to Non Decision 113 West Harbour Setting Sail

Council Adoption: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

Urban Hamilton Official Plan Schedule E-1 Urban Land Use Designations

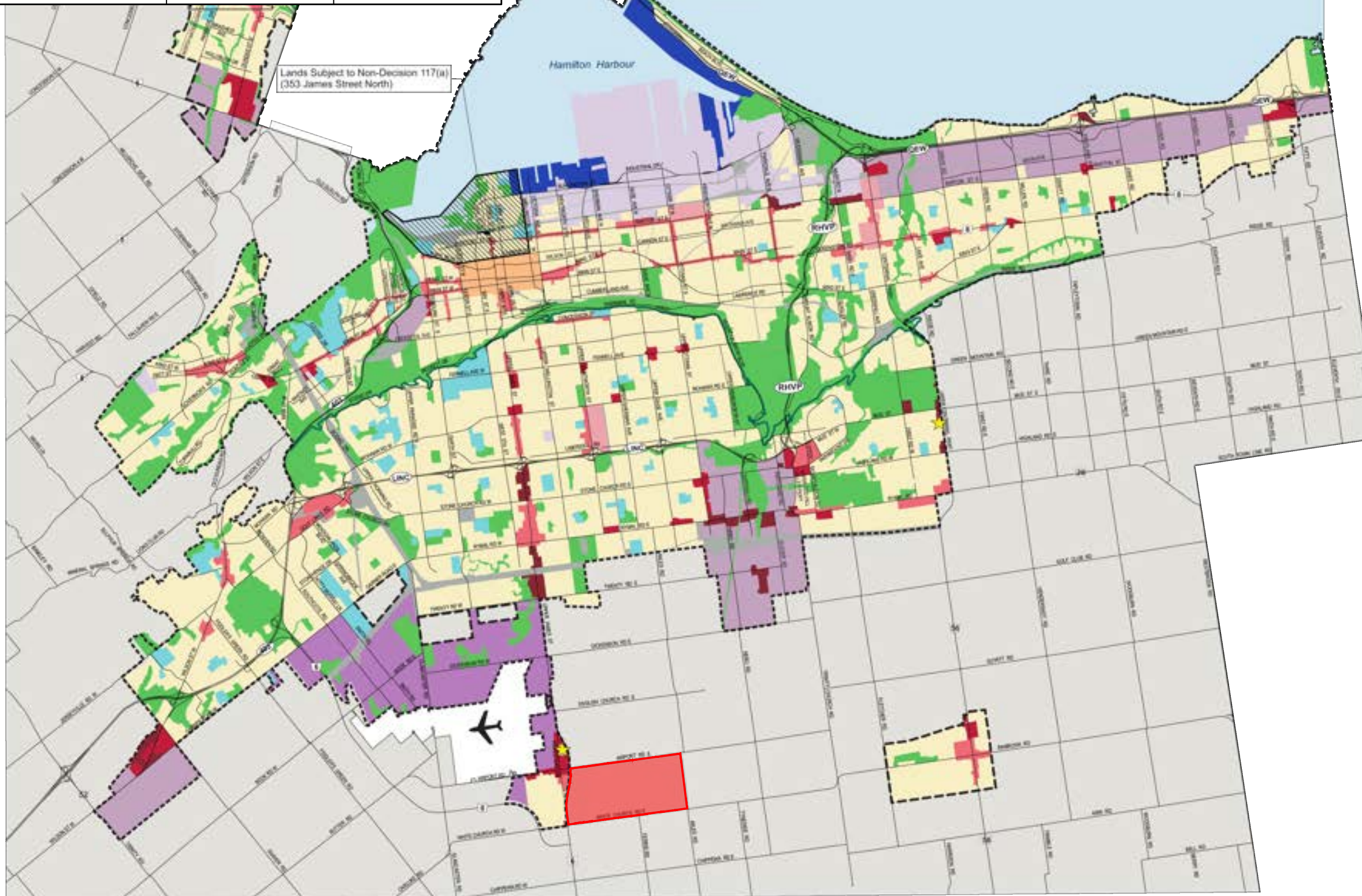

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Date: Dec. 6, 2023

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DRAFT Rural Hamilton Official Plan Amendment No. ___

The following text, together with Appendix “A” – Appendix “M” inclusive, attached hereto, constitutes Official Plan Amendment No. ___ to the Rural Hamilton Official Plan.

1.0 Purpose and Effect:

The purpose and effect of this Amendment is to implement an expansion of the City of Hamilton’s Urban Boundary and to establish site specific policy for the White Church Urban Expansion Area.

2.0 Location:

The lands affected by this Amendment are currently shown as “Agriculture”, “Rural” and “Open Space” on all Schedules of the Rural Hamilton Official Plan and are bounded by Airport Road East to the North, Miles Road to the East, White Church Road East to the South and Upper James Street to the West.

3.0 Basis:

The basis for permitting this Amendment is:

- The proposed Urban Boundary Expansion Area, consistent with the Provincial Planning Statement, and in conformity with the City’s Draft Framework for Processing and Evaluating Urban Boundary Expansion Applications reflects the results of a complete and comprehensive assessment of the implications of the proposal against municipal land use priorities;
- The proposed Urban Boundary Expansion Area supports an appropriate range and mix of land uses to accommodate the City’s projected population growth and allow for the creation of a complete community; and,
- The proposed Urban Boundary Expansion Area is compatible with the planned and existing development in the immediate area.

4.0 Actual Changes:

4.1 Map

4.1.1 That Volume 1: Schedule B – Natural Heritage System of the UHOP is modified to remove the subject property from the Rural Boundary as Illustrated in Appendix A.

4.1.2 That Volume 1: Schedule B-1 – Detailed NH Features Life Science ANSI of the RHOP is modified to remove the subject property from the Rural Boundary as Illustrated in Appendix B.

4.1.3 That Volume 1: Schedule B-2 – Detailed NH Features Significant Woodlands of the RHOP is modified to remove the subject property from the Rural Boundary as Illustrated in Appendix C.

4.1.4 That Volume 1: Schedule B-3 – Detailed NH Features Alvar and Tallgrass Prairie of the RHOP is modified to remove the subject property from the Rural Boundary as Illustrated in Appendix D.

- 4.1.5 That Volume 1: Schedule B-4 – Detailed NH Features Wetlands of the RHOP is modified to remove the subject property from the Rural Boundary as Illustrated in Appendix E.
- 4.1.6 That Volume 1: Schedule B-5 – Detailed NH Features Lakes and Littoral Zones of the RHOP is modified to remove the subject property from the Rural Boundary as Illustrated in Appendix F.
- 4.1.7 That Volume 1: Schedule B-6 – Detailed NH Features Environmentally Significant Areas of the RHOP is modified to remove the subject property from the Rural Boundary as Illustrated in Appendix G.
- 4.1.8 That Volume 1: Schedule B-7 – Detailed NH Features Local Natural Area Earth Science ANSI of the RHOP is modified to remove the subject property from the Rural Boundary as Illustrated in Appendix H.
- 4.1.9 That Volume 1: Schedule B-8 – Detailed NH Features Streams of the RHOP is modified to remove the subject property from the Rural Boundary as Illustrated in Appendix I.
- 4.1.10 That Volume 1: Schedule C – Rural Functional Road Classification of the RHOP is modified to remove the subject property from the Rural Boundary as Illustrated in Appendix J.
- 4.1.11 That Volume Schedule D – Rural Land Use Designations of the RHOP is amended to remove the subject property from the Rural Boundary as illustrated in Appendix K.
- 4.1.12 That Volume 1: Schedule F – Airport Influence Area of the RHOP is amended to remove the subject property from the Rural Boundary as illustrated in Appendix L.
- 4.1.13 That Volume 1: Schedule G – Source Protection Vulnerable Areas of the RHOP is amended to remove the subject property from the Rural Boundary as illustrated in Appendix M.

5.0 Implementation:


The policy framework established by this amendment and an implementing Official Plan Amendment to establish a Secondary Plan for the White Church Urban Expansion Area will give effect to this Amendment.

This Official Plan Amendment is Schedule “1” to By-Law No. _____, passed on the ____ day of _____, 2025.

A. Horwath
Mayor

A. Holland
Clerk

Appendix A
Amendment No. _____
to the City of Hamilton Official Plan

 Lands to be removed from Schedule B of the Rural Hamilton Official Plan


Date:
October 30, 2024

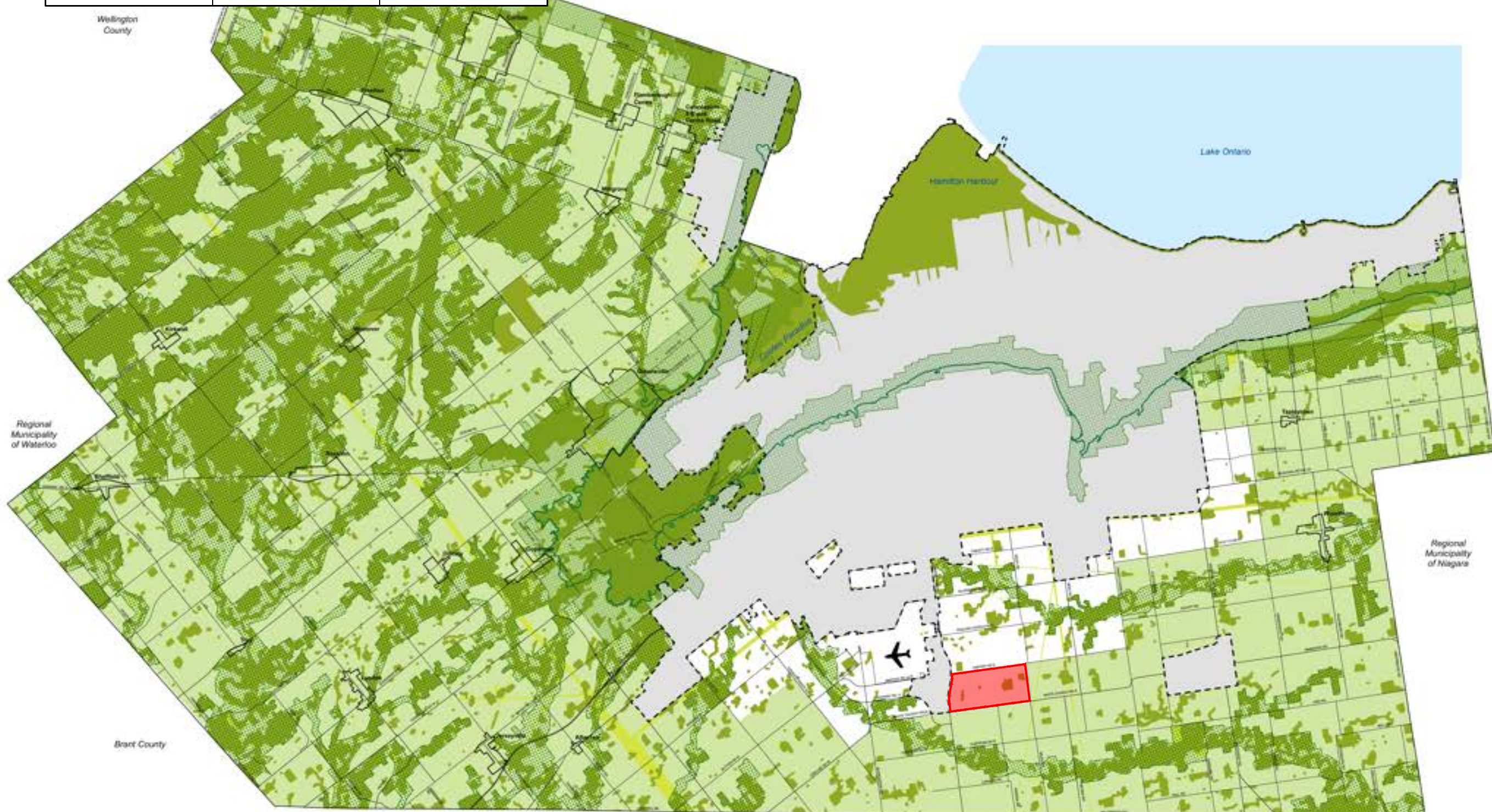
Revised By:
UrbanSolutions

Reference File No:
OPA-_____



Note: For Urban Natural Heritage Features refer to Schedule B of the Urban Hamilton Official Plan.

 Deferral pending the resolution of the Official Plan Amendment application




Legend

-  Rural Settlement Areas
- Natural Heritage Features**
-  Core Areas
-  Linkages
-  Greenbelt Protected Countryside
-  Greenbelt Natural Heritage System
-  Niagara Escarpment Plan Area
- Other Features**
-  Urban Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Rural Hamilton Official Plan
Schedule B
Natural Heritage System**

Appendix B
Amendment No. _____
to the City of Hamilton Official Plan

 Lands to be removed from Schedule B-1 of the Rural Hamilton Official Plan

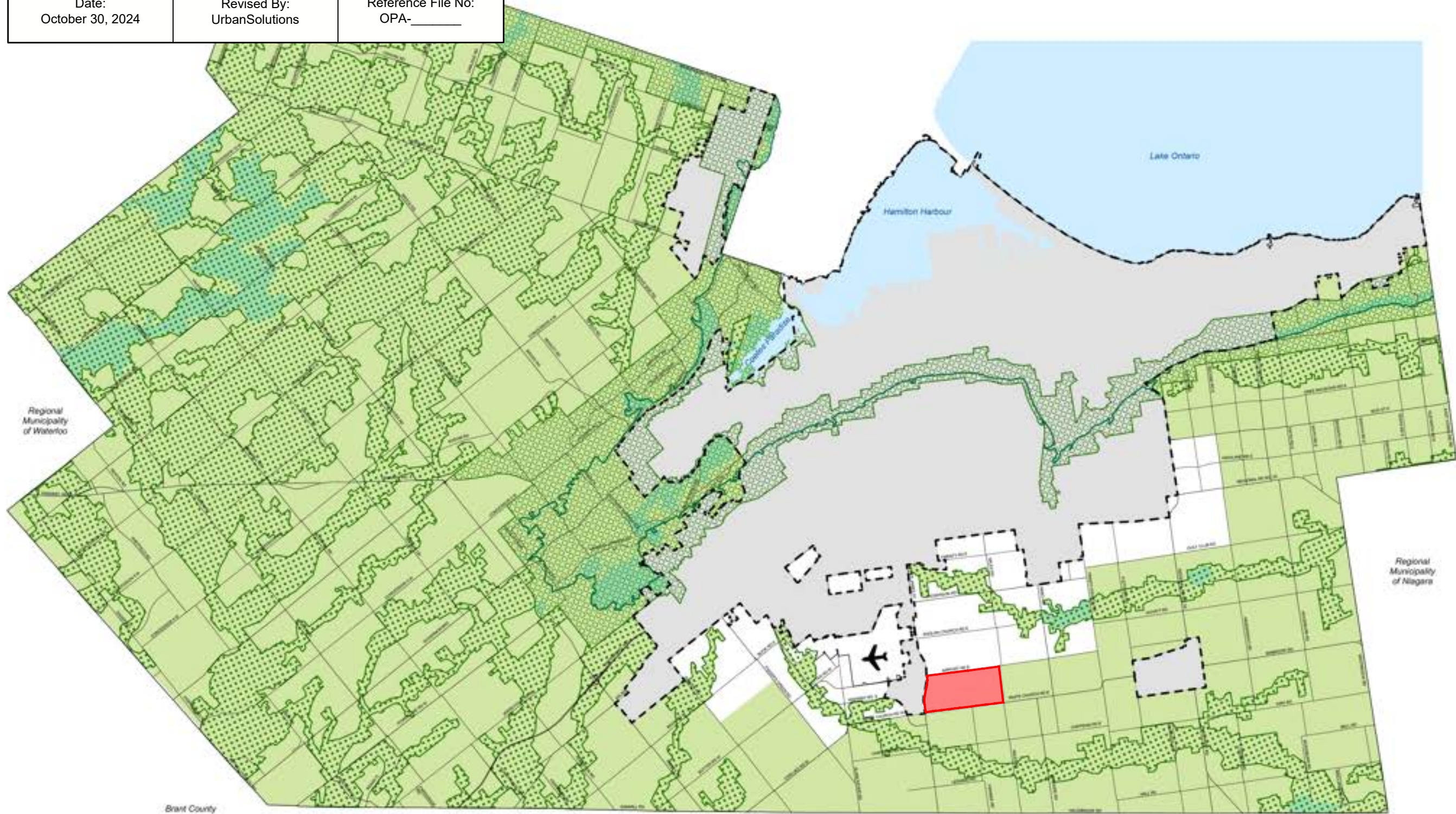
Date:
October 30, 2024

Revised By:
UrbanSolutions

Reference File No:
OPA-_____



Note: For Urban Detailed Natural Heritage Features refer to Schedule B-1 of the Urban Hamilton Official Plan.



Legend

-  Key Natural Heritage Feature Life Science ANSI
-  Greenbelt Protected Countryside
-  Greenbelt Natural Heritage System
-  Niagara Escarpment Plan Area


Other Features

-  Urban Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Rural Hamilton Official Plan
Schedule B-1
Detailed Natural Heritage Features
Key Natural Heritage Feature
Life Science ANSI**

Appendix C
Amendment No. _____
to the City of Hamilton Official Plan

 Lands to be removed from Schedule B-2 of the Rural Hamilton Official Plan


Date:
October 30, 2024

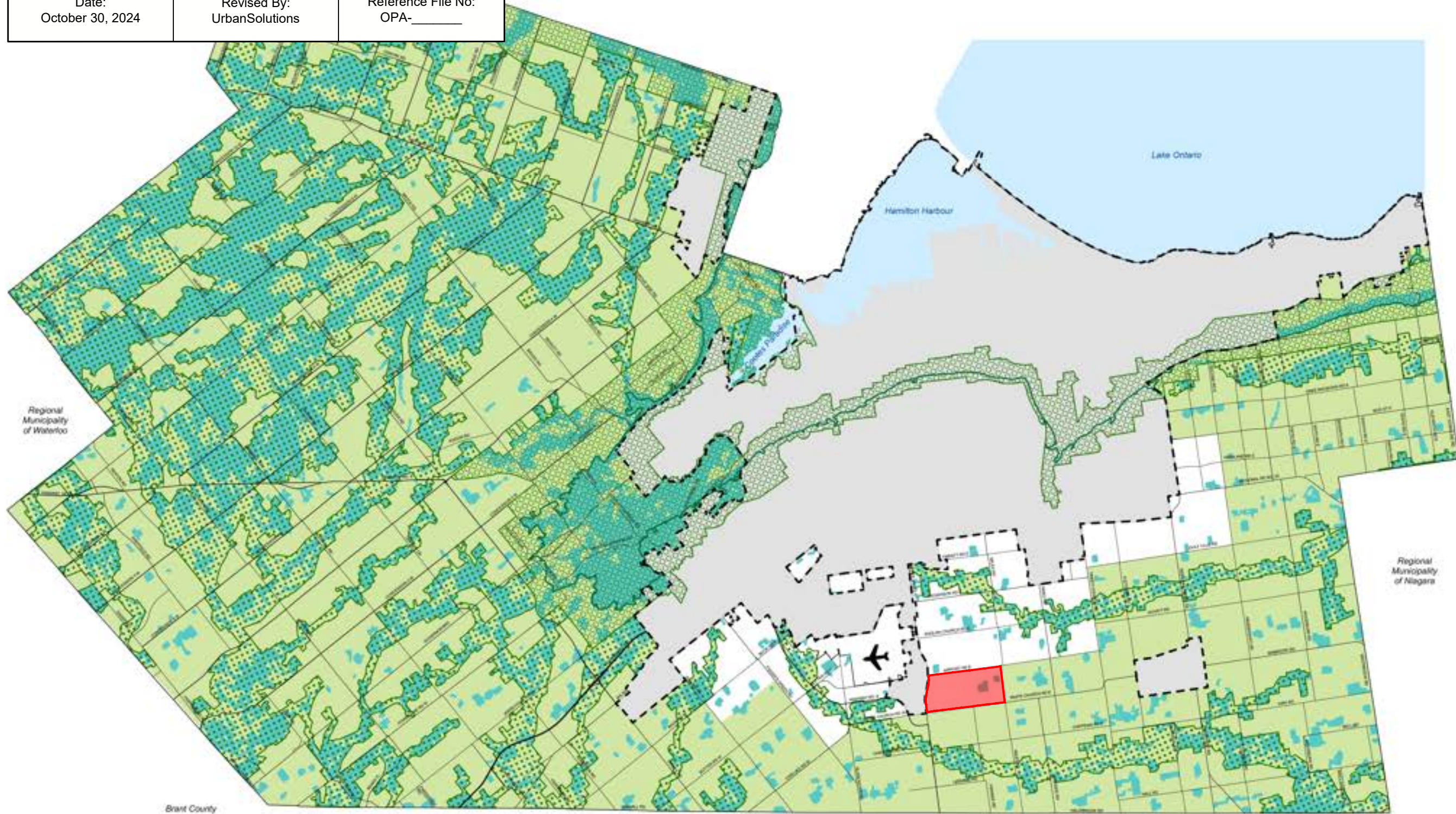
Revised By:
UrbanSolutions

Reference File No:
OPA-_____



Note: For Urban Detailed Natural Heritage Features refer to Schedule B-2 of the Urban Hamilton Official Plan.

 Deferral pending the resolution of the Official Plan Amendment application



Legend


-  Key Natural Heritage Feature Significant Woodlands *
-  Greenbelt Protected Countryside
-  Greenbelt Natural Heritage System
-  Niagara Escarpment Plan Area
- Other Features**
-  Urban Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

* Note: Features mapped with a 30m Vegetation Protection Zone.

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Rural Hamilton Official Plan
Schedule B-2
Detailed Natural Heritage Features
Key Natural Heritage Feature
Significant Woodlands**

Appendix C
Amendment No. _____
to the City of Hamilton Official Plan

 Lands to be removed from Schedule B-2 of the Rural Hamilton Official Plan


Date:
October 30, 2024

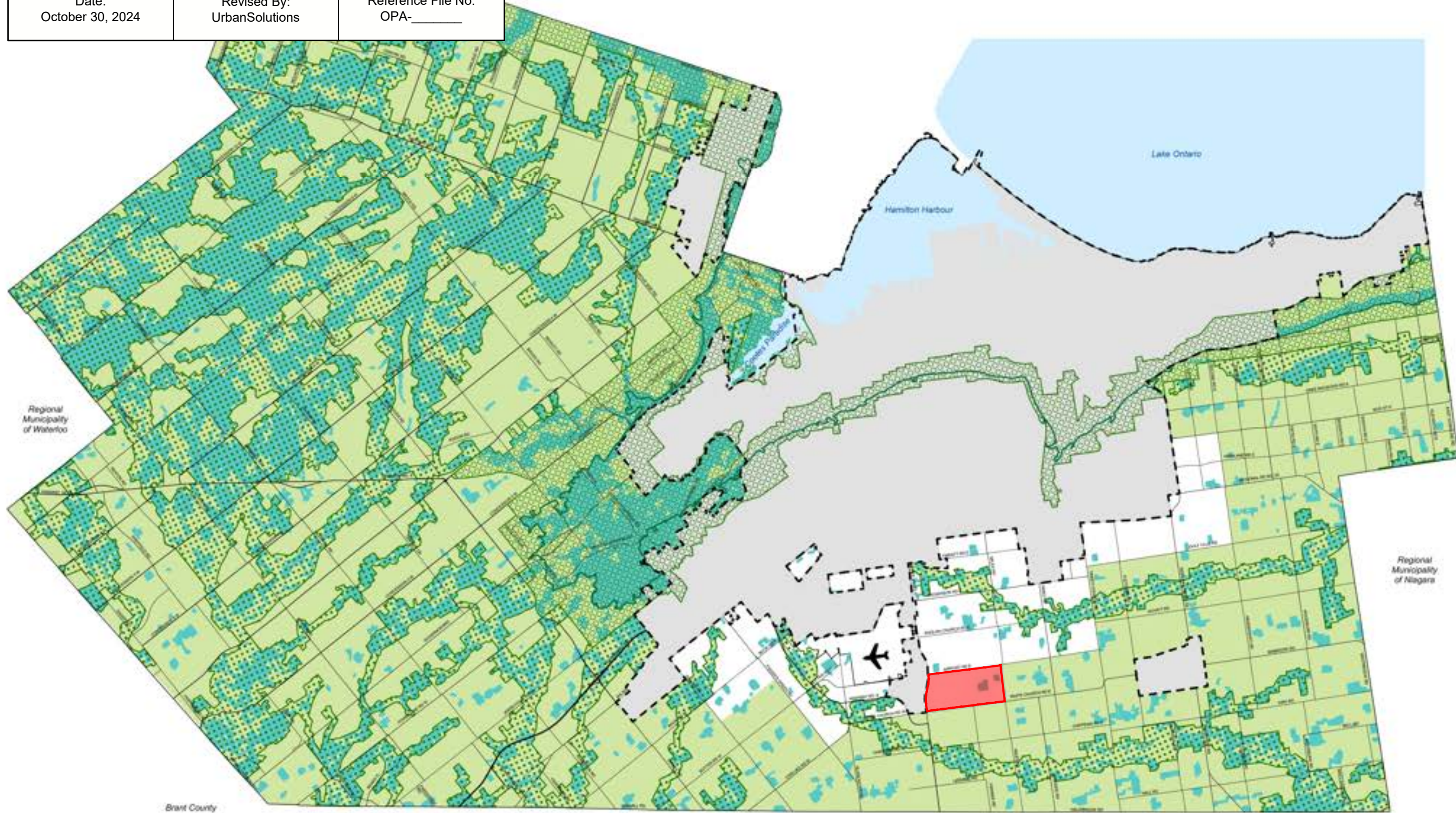
Revised By:
UrbanSolutions

Reference File No:
OPA-_____



Note: For Urban Detailed Natural Heritage Features refer to Schedule B-2 of the Urban Hamilton Official Plan.

 Deferral pending the resolution of the Official Plan Amendment application



Legend


-  Key Natural Heritage Feature Significant Woodlands *
-  Greenbelt Protected Countryside
-  Greenbelt Natural Heritage System
-  Niagara Escarpment Plan Area
- Other Features**
-  Urban Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

* Note: Features mapped with a 30m Vegetation Protection Zone.

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Rural Hamilton Official Plan
Schedule B-2
Detailed Natural Heritage Features
Key Natural Heritage Feature
Significant Woodlands**

Appendix E
Amendment No. _____
to the City of Hamilton Official Plan

 Lands to be removed from Schedule B-4 of the Rural Hamilton Official Plan


Date:
October 30, 2024

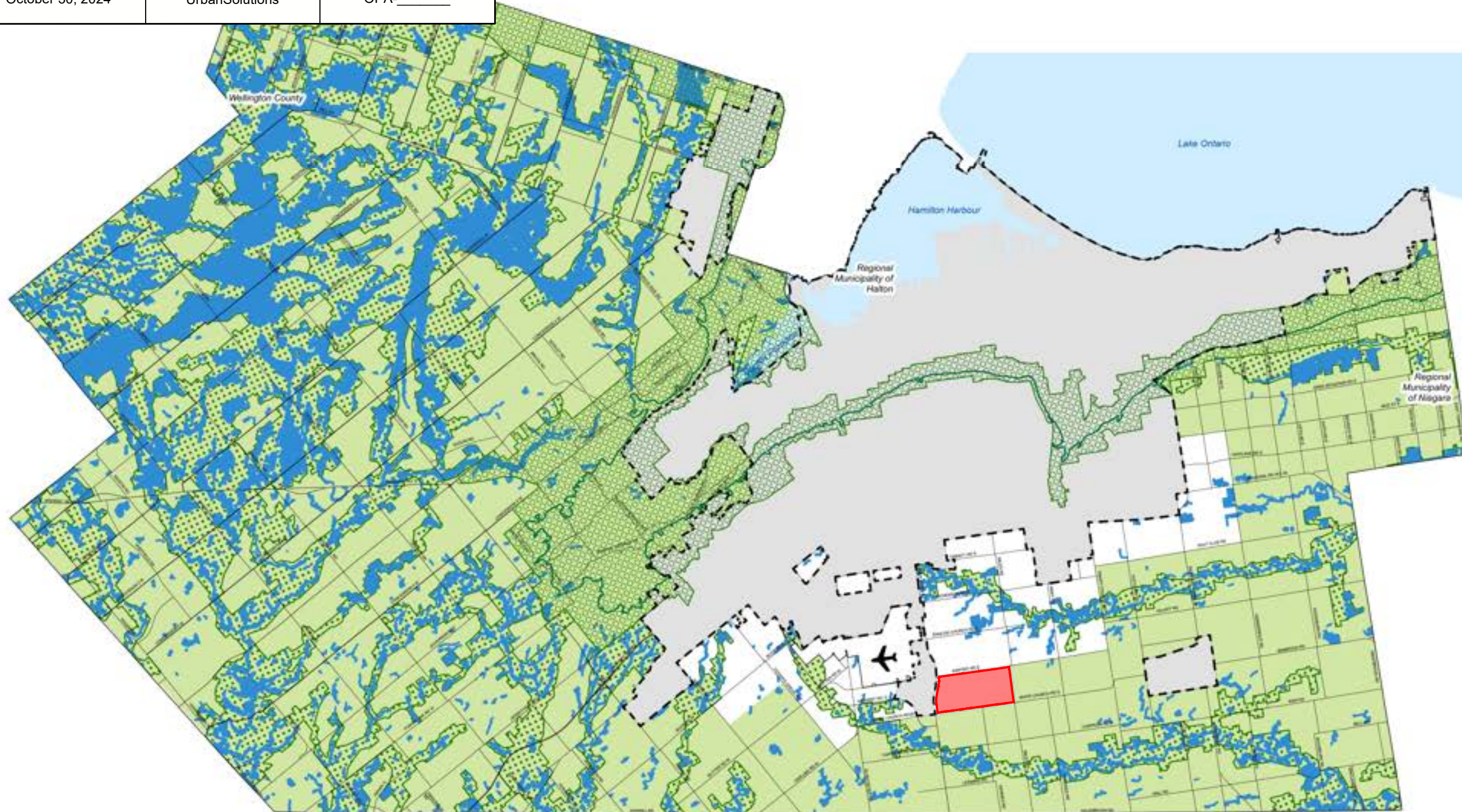
Revised By:
UrbanSolutions

Reference File No:
OPA-_____










Note: For Urban Detailed Natural Heritage Features refer to Schedule B-4 of the Urban Hamilton Official Plan.

 Deferral pending the resolution of the Official Plan Amendment application



Legend


-  Key Natural Heritage and Key Hydrologic Feature Wetlands *
-  Greenbelt Protected Countryside
-  Greenbelt Natural Heritage System
-  Niagara Escarpment Plan Area
- Other Features**
-  Urban Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

* Note: Features mapped with a 30m Vegetation Protection Zone.

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Rural Hamilton Official Plan
Schedule B-4
Detailed Natural Heritage Features
Key Natural Heritage Feature and
Key Hydrologic Feature Wetlands**

Appendix F
Amendment No. _____
to the City of Hamilton Official Plan

 Lands to be removed from Schedule B-5 of the Rural Hamilton Official Plan


Date:
October 30, 2024

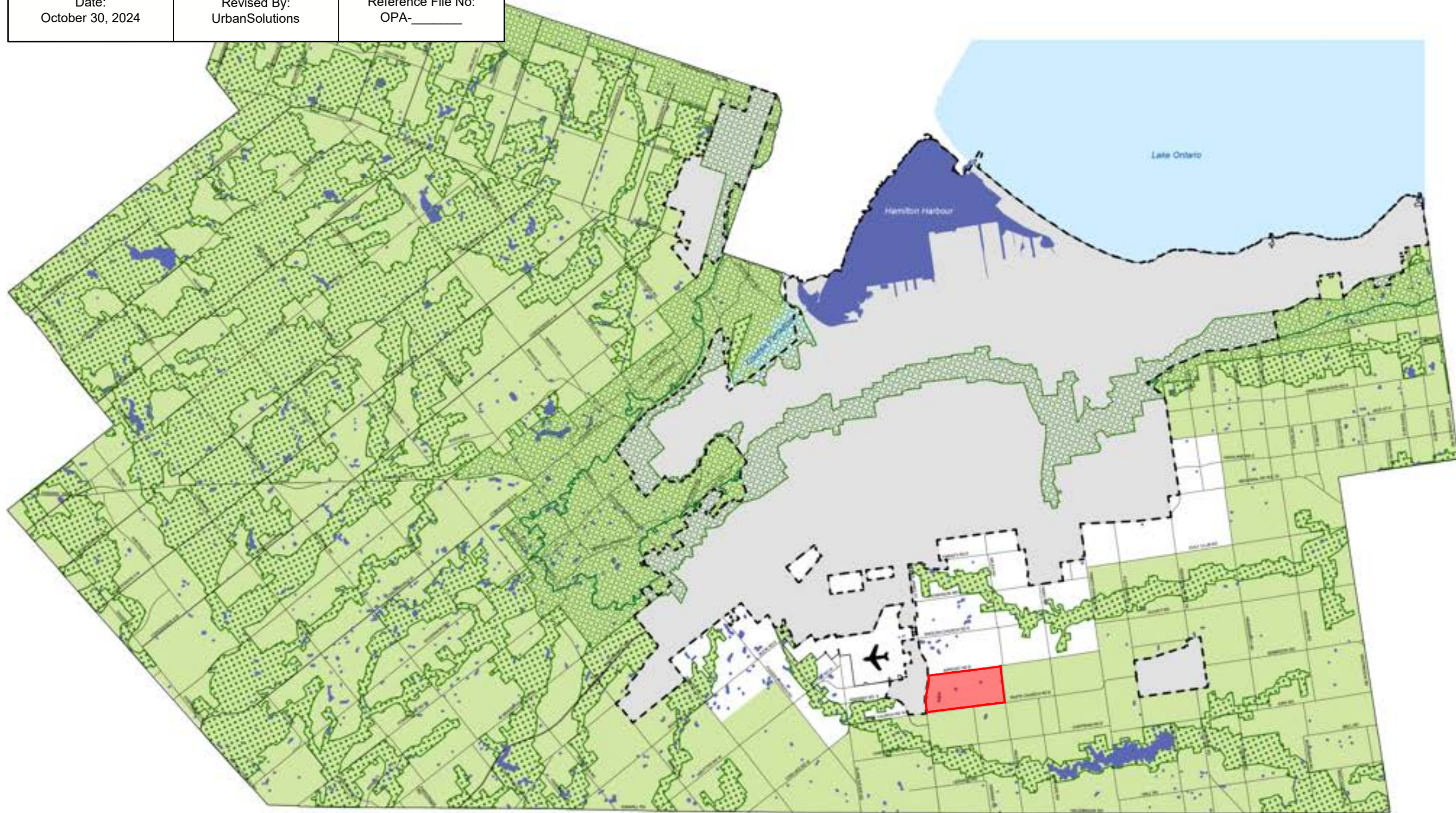
Revised By:
UrbanSolutions

Reference File No:
OPA-_____



Note: For Urban Detailed Natural Heritage Features refer to Schedule B-5 of the Urban Hamilton Official Plan.

 Deferral pending the resolution of the Official Plan Amendment application




- Legend**
-  Key Hydrologic Feature
Lakes and Littoral Zones *
 -  Greenbelt Protected
Countryside
 -  Greenbelt Natural Heritage
System
 -  Niagara Escarpment Plan
Area
 - Other Features**
 -  Urban Area
 -  John C. Munro Hamilton
International Airport
 -  Niagara Escarpment
 -  Urban Boundary
 -  Municipal Boundary

* Note: Features mapped with a 30m Vegetation Protection Zone.

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Rural Hamilton Official Plan
Schedule B-5
Detailed Natural Heritage Features
Key Hydrologic Feature
Lakes and Littoral Zones**

Appendix G
Amendment No. _____
to the City of Hamilton Official Plan

 Lands to be removed from Schedule B-6 of the Rural Hamilton Official Plan


Date:
October 30, 2024

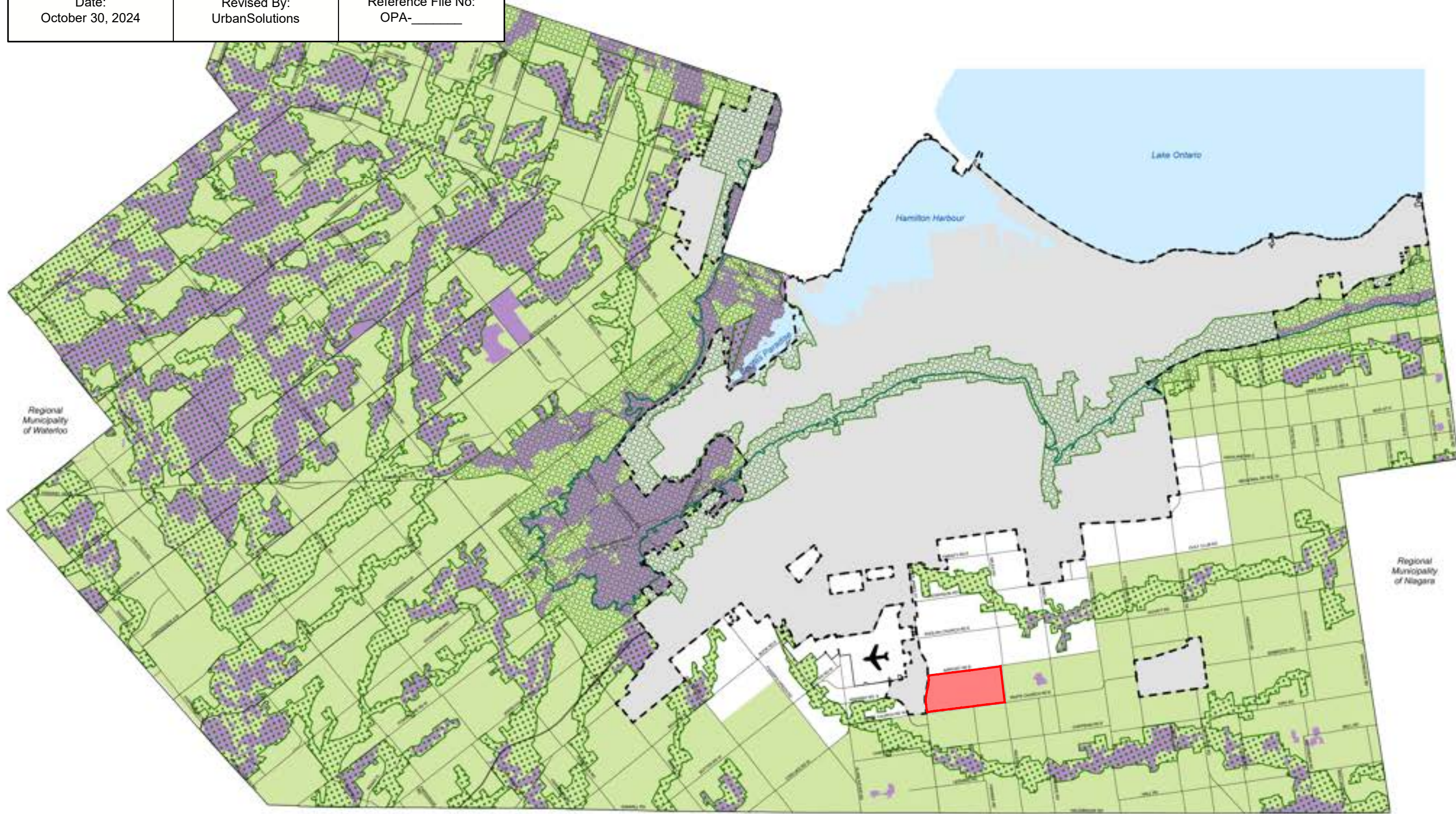
Revised By:
UrbanSolutions

Reference File No:
OPA-_____




Note: For Urban Detailed Natural Heritage Features refer to Schedule B-6 of the Urban Hamilton Official Plan.

 Deferral pending the resolution of the Official Plan Amendment application



Legend

-  Local Natural Area Environmentally Significant Area
-  Greenbelt Protected Countryside
-  Greenbelt Natural Heritage System
-  Niagara Escarpment Plan Area
- Other Features**
-  Urban Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013


**Rural Hamilton Official Plan
Schedule B-6
Detailed Natural Heritage Features
Local Natural Area
Environmentally Significant Areas**



Date: Dec. 4, 2023

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Appendix H
Amendment No. _____
to the City of Hamilton Official Plan

 Lands to be removed from Schedule B-7 of the Rural Hamilton Official Plan


Date:
October 30, 2024

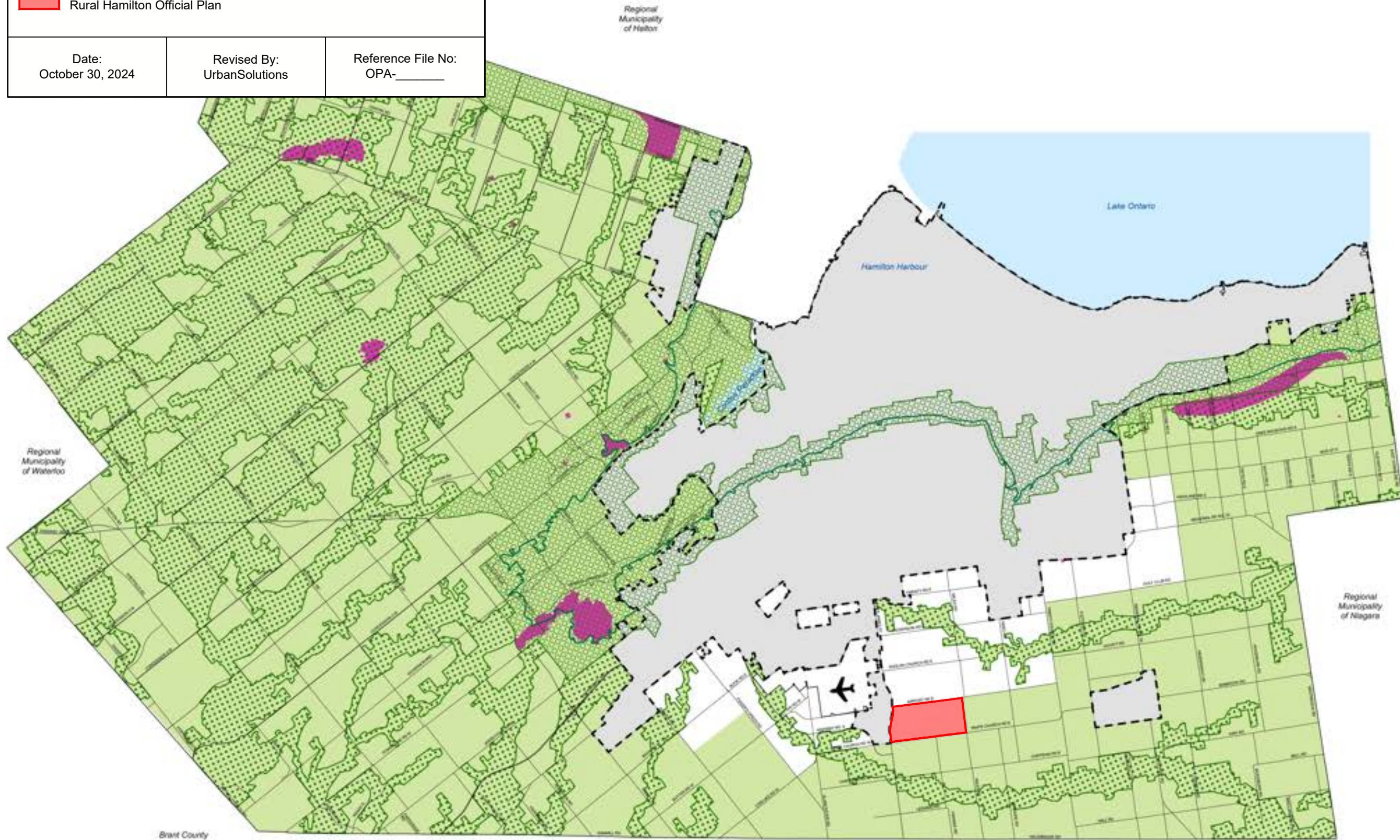
Revised By:
UrbanSolutions

Reference File No:
OPA-_____



Note: For Urban Detailed Natural Heritage Features refer to Schedule B-7 of the Urban Hamilton Official Plan.

 Deferral pending the resolution of the Official Plan Amendment application




Legend

-  Local Natural Area Earth Science ANSI
-  Greenbelt Protected Countryside
-  Greenbelt Natural Heritage System
-  Niagara Escarpment Plan Area
- Other Features**
-  Urban Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Rural Hamilton Official Plan
Schedule B-7
Detailed Natural Heritage Features
Local Natural Area
Earth Science ANSI**

Appendix I
Amendment No. _____
to the City of Hamilton Official Plan

 Lands to be removed from Schedule B-8 of the Rural Hamilton Official Plan


Date:
October 30, 2024

Revised By:
UrbanSolutions

Reference File No:
OPA-_____



Note: For Urban Detailed Natural Heritage Features refer to Schedule B-8 of the Urban Hamilton Official Plan.

 Deferral pending the resolution of the Official Plan Amendment application



- Legend**
-  Key Hydrologic Feature Streams *
 -  Greenbelt Protected Countryside
 -  Greenbelt Natural Heritage System
 -  Niagara Escarpment Plan Area
 - Other Features**
 -  Urban Area
 -  John C. Munro Hamilton International Airport
 -  Niagara Escarpment
 -  Urban Boundary
 -  Municipal Boundary


* Note: Features mapped with a 30m Vegetation Protection Zone.

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Rural Hamilton Official Plan
Schedule B-8
Detailed Natural Heritage Features
Key Hydrologic Feature
Streams**



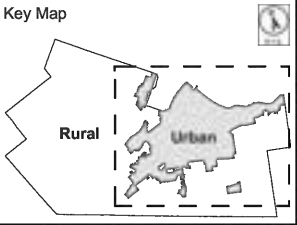
Appendix J
Amendment No. _____
to the City of Hamilton Official Plan

 Lands to be removed from Schedule C of the Rural Hamilton Official Plan

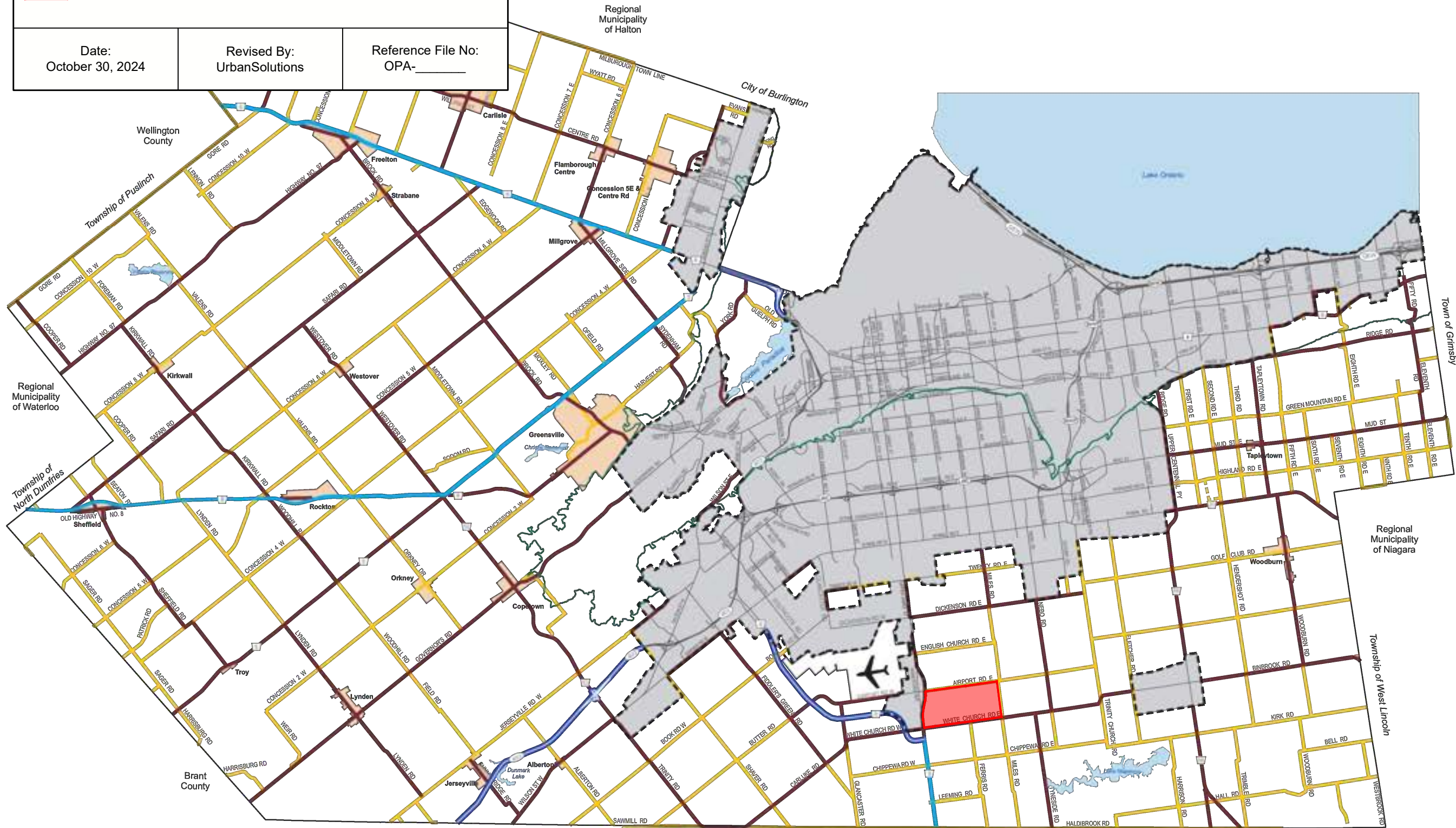
Date:
October 30, 2024

Revised By:
UrbanSolutions


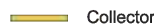

Reference File No:
OPA-_____



Note: For Urban Functional Road Classification, refer to Schedule C-1 of the Urban Hamilton Official Plan.





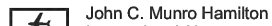



Legend

-  Arterial
-  Collector
-  Provincial Highway (Controlled Access)
-  Provincial Highway

Proposed Roads

-  Collector

Other Features

-  Rural Settlement Areas
-  Urban Area
-  John C. Munro Hamilton International Airport
-  Municipal Boundary
-  Urban Boundary
-  Niagara Escarpment

**Hamilton Official Plan
Schedule C
Rural Functional
Road Classification**

Not To Scale




Date: Dec. 6/23

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Appendix K
Amendment No. _____
to the City of Hamilton Official Plan

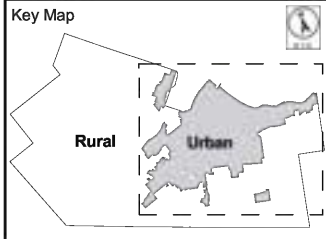
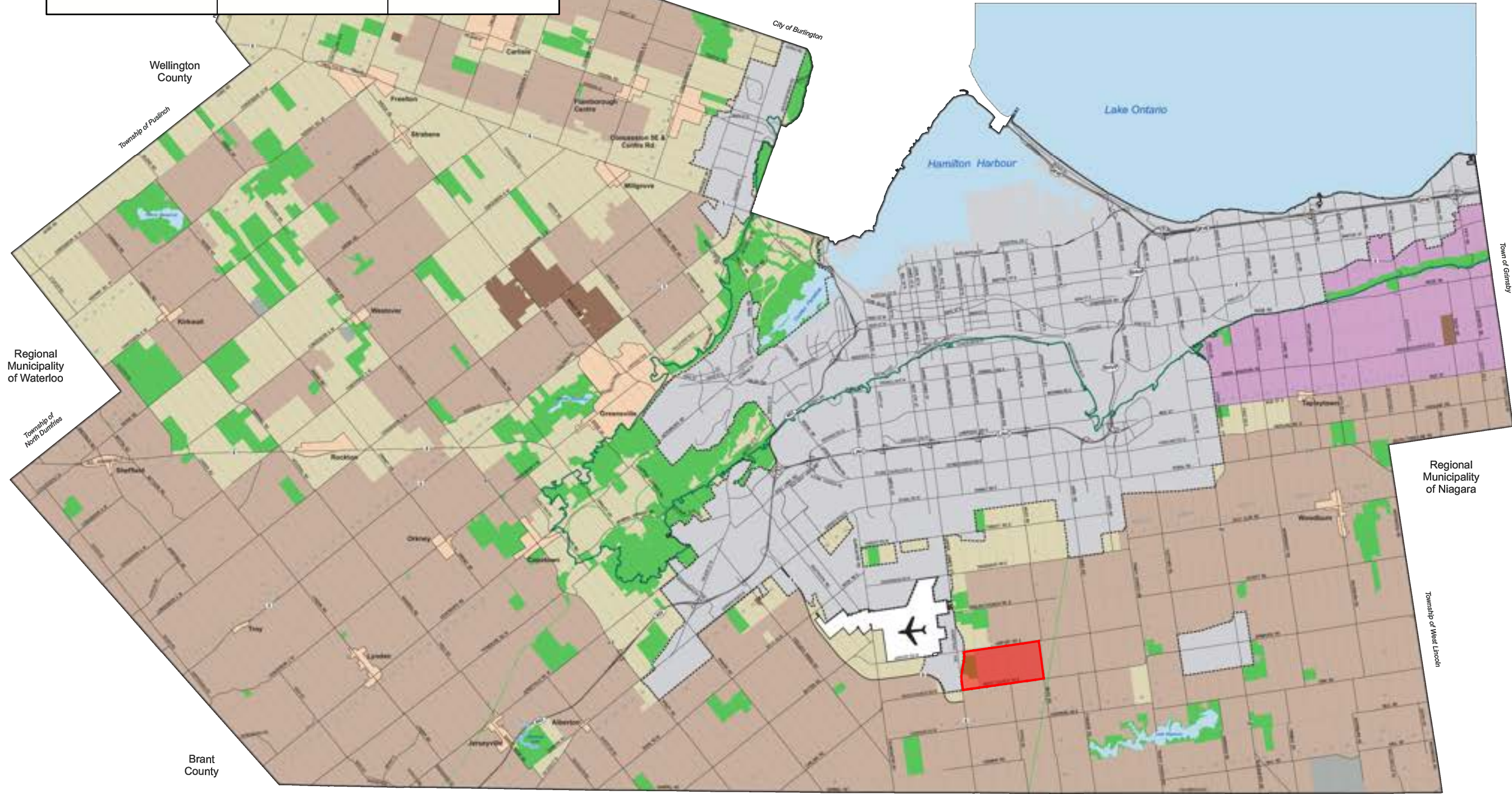
 Lands to be removed from Schedule D of the Rural Hamilton Official Plan

Date:
October 28, 2024

Revised By:
UrbanSolutions













Reference File No:
OPA-_____

Regional
Municipality
of Halton



Note: For Urban Land Use Designations, refer to Schedule E-1 of the Urban Hamilton Official Plan.

Legend

-  Rural Settlement Areas
- Rural Land Use Designations**
-  Agriculture
-  Specialty Crop
-  Rural
-  Mineral Aggregate Resource Extraction Areas
-  Open Space
-  Utility
- Other Features**
-  Urban Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

Council Adoption: September 27, 2006
Ministerial Approval: December 24, 2008
Effective Date: March 7, 2012

**Rural Hamilton Official Plan
Schedule D
Rural Land Use Designations**


Not To Scale



Date: Dec. 6/23

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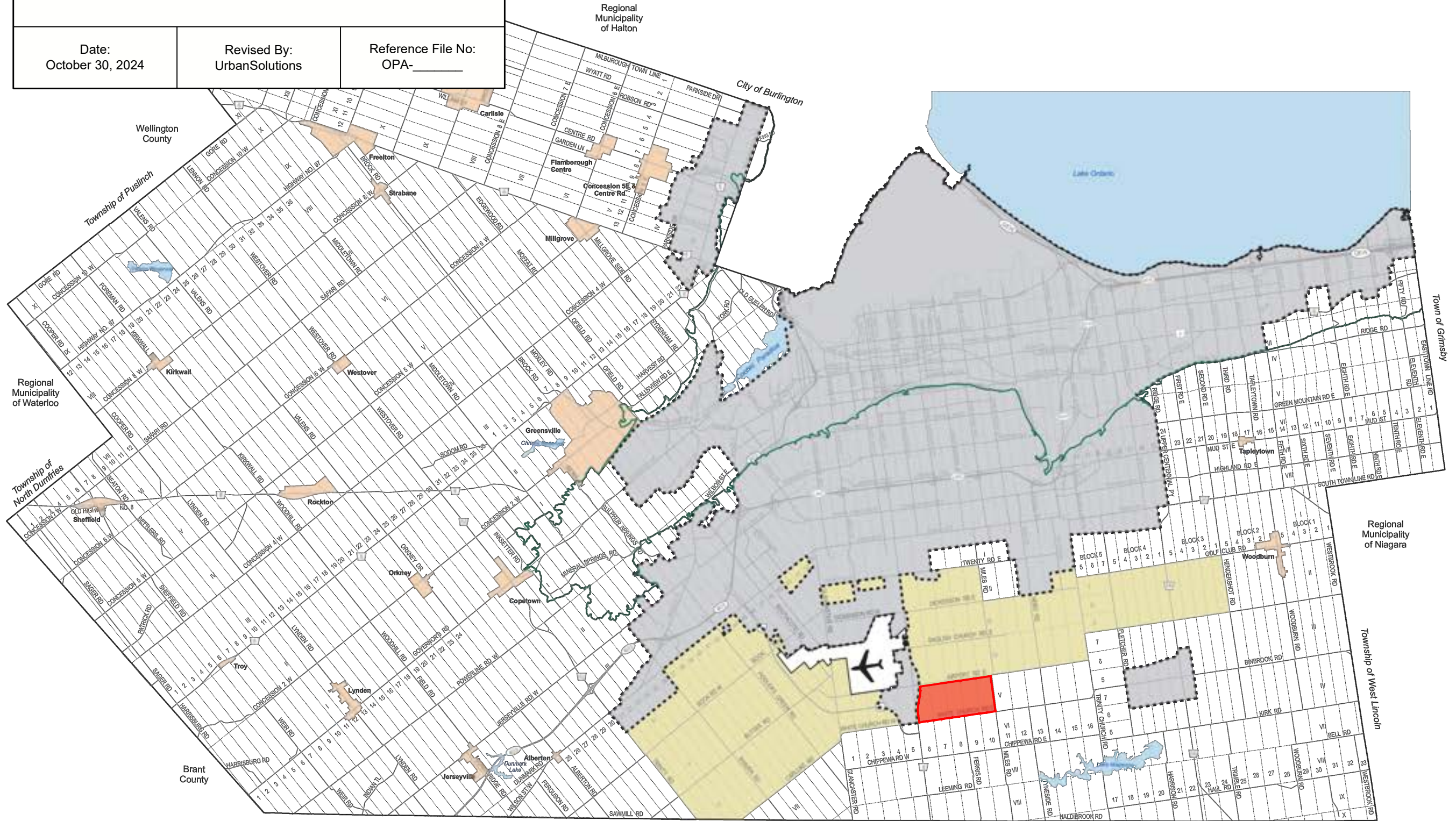
Appendix L
Amendment No. _____
to the City of Hamilton Official Plan

 Lands to be removed from Schedule F of the Rural Hamilton Official Plan



Date:
October 30, 2024

Revised By:
UrbanSolutions






Reference File No:
OPA-_____



Legend

-  Rural Settlement Areas
-  Airport Influence Area

Other Features

-  Urban Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary


Council Adoption: September 27, 2006
Ministerial Approval: December 24, 2008
Effective Date: March 7, 2012

**Rural Hamilton Official Plan
Schedule F
Airport Influence Area**

Not To Scale
Date: April 2014



Appendix M
Amendment No. _____
to the City of Hamilton Official Plan

 Lands to be removed from Schedule G of the Rural Hamilton Official Plan

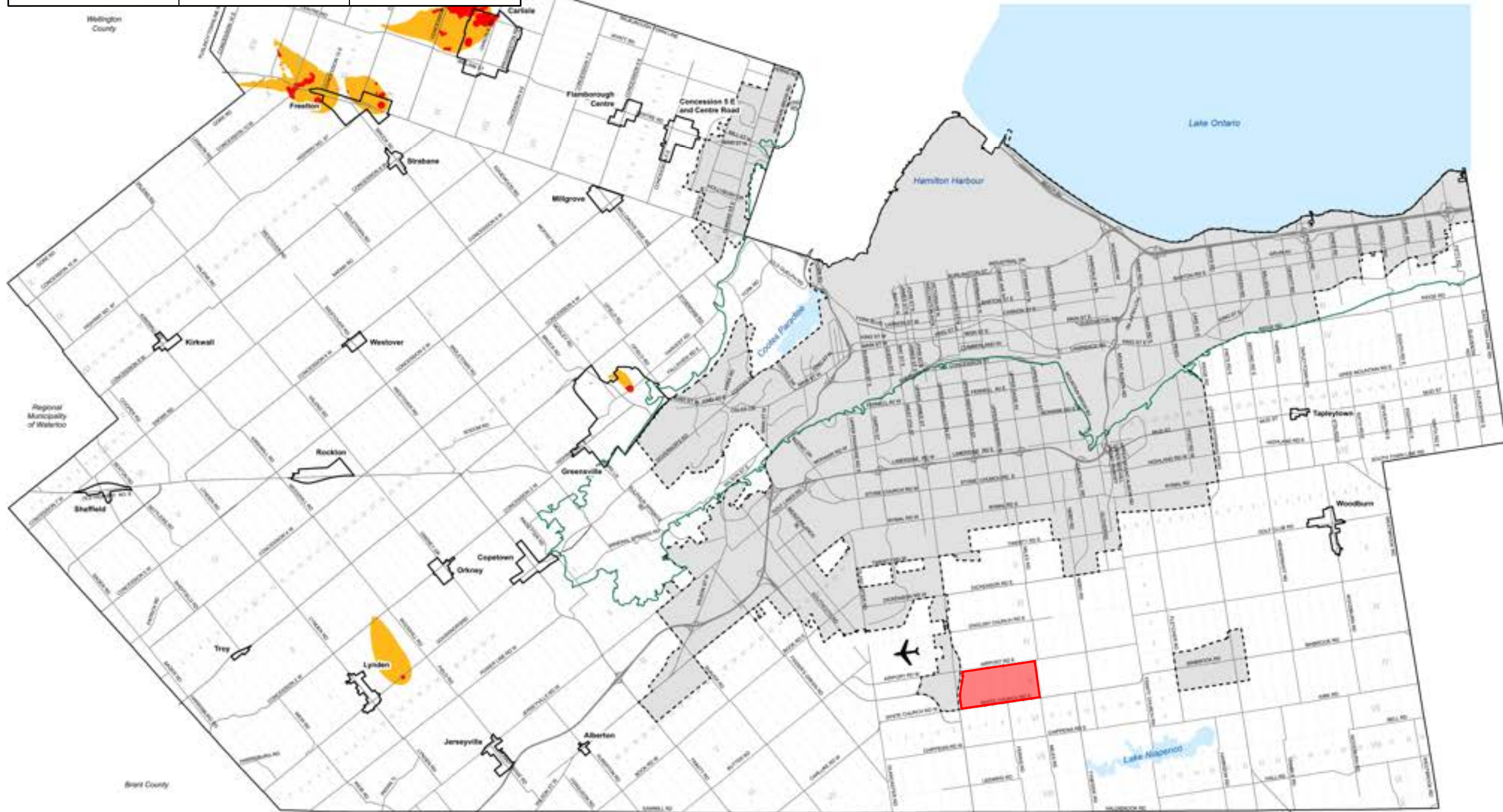
Date:
October 30, 2024

Revised By:
UrbanSolutions

Reference File No:
OPA-_____



Note: For detailed view of Source Protection Vulnerable Areas, refer to Volume 2 Rural Settlement Area Map 4a, Map 7a and Map 8c.



- Legend**
-  Vulnerable Area 1
 -  Vulnerable Area 2
 -  Vulnerable Area 3
 -  Rural Settlement Areas
- Other Features**
-  Urban Area
 -  John C. Munro Hamilton International Airport
 -  Niagara Escarpment
 -  Urban Boundary
 -  Municipal Boundary

**Rural Hamilton Official Plan
Schedule G
Source Protection Vulnerable Areas**