

CONSULTATION SUMMARY REPORT

ELFRIDA GROWTH AREA STUDY



August 2018

WSP
The Planning Partnership
Archaeological Services Inc.
Cushman & Wakefield
Metro Economics



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Executive Summary

The City of Hamilton is growing and the population is projected to increase to 660,000 by 2031. While the City has made efforts to grow within the current Urban Boundary to meet targets for intensification, a future urban boundary expansion growth area is required to accommodate future growth.

The Elfrida Growth Area Study is intended to develop a future urban vision for these lands should they be required to accommodate growth to the year 2041. The precise boundaries for growth will be confirmed through the Study.

The vision for this area is to create a compact, transit oriented urban community that efficiently uses servicing infrastructure and is well integrated with the surrounding agricultural lands. The purpose of the study is to develop a comprehensive and viable growth scenario for the Elfrida area.

Critical to the approach for Elfrida Growth Area Study is collaboration with stakeholders, landowners, development industry, team members, and the public. An approach to engagement was established through a **Public Participation Plan** that established the structure for consultation with the community and stakeholders over the course of the Study within the framework of the City of Hamilton’s Public Engagement Charter available at:

<https://www.hamilton.ca/sites/default/files/media/browser/2015-11-18/public-engagement-charter.pdf>



Study Area: 1,256 hectares

The **Public Consultation Goals** established for the Study are as follows:

- To build awareness and understanding of the purpose of the Elfrida Growth Area Study and the provincial goals for intensification;
- To effectively engage all stakeholders in the process of developing the Secondary Plan;
- To generate broad-based support from the community and stakeholders for the Elfrida Growth Area Study;
- To design consultation forums that are conducive to meaningful conversations focused on providing the planning, design and development framework for a compact, transit oriented urban community that effectively uses servicing infrastructure, is well integrated with surrounding agricultural lands and is a model of excellence of a healthy well-built complete community;
- To encourage resident and stakeholder participation and input and to ensure that contributions can be made through a variety of face-to-face and on-line forums; and,
- To evaluate and consider input received, including incorporation into revised/final zoning regulations, as appropriate.

Consultation Events

To date, three consultation events have occurred during the Elfrida Growth Area Study.

#1 Visioning and Design Workshop

The first consultation event was held in June of 2017 and consisted of a number of different sessions to establish a vision and guiding principles for the study area and to develop alternative development options based on three different development programs.

#2 Conceptual Development Options

The second consultation event was in December of 2017 and involved the presentation of the conceptual development options for input for the team to consider when evaluating the options to identify the preferred components that will shape a preferred plan.

#3 Preferred Community Structure Ideas

The third consultation event took place in June 2018 and included a presentation of the process used to evaluate the three conceptual development options and the results of the evaluation, followed by an overview of the draft preferred community structure ideas plan for public and stakeholder comments.

This report is a summary of **“What We Heard”** from the three public consultation events, as well as the Community Focus Group meetings that occurred prior to the public events.

SECTION 1

WHAT WE HEARD



Community Meeting #1

VISIONING & DESIGN WORKSHOP

June 2017

WSP
The Planning Partnership
Archaeological Services Inc.
Cushman & Wakefield
Metro Economics



Community Focus Group Meeting #1

Tuesday, June 13, 2017

A Community Focus Group was assembled to provide guidance, input and feedback to the project team throughout the consultation process and represents a wide range of interests.

The Community Focus Group has 11 members:

John Voortman
Countrywide Recycling

Mel Switzer
President of Hamilton Federation of Agriculture

Henry Swierenga
Ontario Federation of Agriculture

Brianne Comley
Hamilton-Halton Homebuilders Association

Judy Sykora
Landowner

Nicholas von Bredow
Realtor's Association of Hamilton-Burlington

Don McLean
Environment Hamilton

Steve Spicer
Summit Park Developer and Landowner

Drew Spolstra
Ontario Federation of Agriculture

Mary Nardini
School Board Trustee

Roy Shuker
Ontario Federation of Agriculture

The first Community Focus Group Meeting took place on June 13, 2017.



Following introductions of all those in attendance, a presentation provided an overview of the purpose and scope of the study and the purpose and role of the Community Focus Group.



The presentation was followed by questions for a round table discussion with the group.



What are the key opportunities for growth in the Elfrida Planning Area?



What are the key challenges for growth?



What's most important from your perspective with respect to:

Design of new communities and neighbourhoods

Transportation: transit, vehicles, pedestrians, cycling

Natural features and open spaces

Heritage and culture

Servicing

The following questions were asked before the round table discussion:

Do we know why the Province appealed the matter? I thought it had something to do with the airport.

Partially. There is a multi-phase hearing associated with the Airport Employment Growth District (AEGD). This is why the land budget work is important because it helps to answer a number of these questions.

Are other lands being looked at for an urban area expansion?

No.

The new Growth Plan has new greenfield density targets. Does that factor into this study?

We will evaluate it.

Will a report be prepared that documents input received?

Each workshop is followed with a "What We Heard" report that contains an event summary and results.

Is the flyer available electronically, for posting on Facebook?

It will be circulated after tonight (June 13, 2017).

Is there a time line for development occurring?

For the lands to become urban, approximately five years. Three years for draft plan approval, followed by servicing approvals. A phasing plan will also be prepared as part of this study that identifies timing, including provision of infrastructure (and future servicing studies). Agencies will be contacted as part of the study to identify school locations.

What is the time line for this process? How does this study work alongside other necessary policy studies? What project is completed first?

We should put a time line together of the ongoing concurrent processes. This process is to establish growth through to 2031, as informed by GRIDS

(2006). Current Municipal Comprehensive Review (MCR) is looking at accommodating growth to 2041, alongside other new Provincial policies with respect to community development, the natural environment, and other matters of Provincial interest.

Is this a process where others thinking growth should occur elsewhere can consider that decision?

There are many landowners elsewhere in the City who would prefer to have that growth. GRIDS (2006) identified this location as the preferred location. Elfrida is Council's direction. The end result of this study would require an Official Plan Amendment, which would be appealable. The original policy adoption in 2009 was also subject to appeal (remains under appeal). The Province has indicated to the City that the urban area expansion was not the problem, but how it was stated in the Official Plan.

Do these points indicate a development model that looks like Downtown Hamilton?

Mixed use, compact communities do envision a more integrated form. There are many models and structures that could take form.

How much employment will be included in Elfrida?

Part of MCR includes an Employment Lands Review, which will determine if there is any need for additional "production employment" type lands. Consider if there is a role for Elfrida in population-related employment (service sector jobs including offices - though Downtown Hamilton is the preferred location for major offices, community nodes can accommodate additional office space as well).

When you undertake the new MCR, will you be focusing on Elfrida or might other land areas come into play?

It depends on the land budget. Intensification estimates and potential, greenfield land requirements will drive that question. Clarification of GRIDS (2006), GRIDS 2, and MCR will be provided at the workshop. We are studying this area.

Round Table Discussion

01 What are the key opportunities for growth in the Elfrida Planning Area?

New GO Station and light rail transit (LRT). Opportunities for connections to those new lines (especially to new southeast end node). Financing is a challenge.

Transit connections across South Mountain, to airport.

Other nearby neighbourhoods are filling up with housing, having more urban areas can help keep more people in this neighbourhood (aging). Plus new people.

Biking opportunities.

Upper Centennial Parkway is not at capacity, and could be a direct link to the GO Station.

Exciting to build a whole new community from scratch.

We could use more small commercial to mitigate the impact on the residential tax base.

Expanded tax base.

This growth (190,000 more to 2041) will give this City the opportunity to grow into its own. Development Charges alone would be over \$1 billion, based on a quick calculation.

Placing growth in one area allows for infrastructure investments to be concentrated in one place.

Zoning to support this more intense development can be accommodated.

Opportunity to implement stormwater management solutions. Increased paving sends more water to an already full Lake Ontario.

Opportunity to create a transit-centred community.

As part of GRIDS 2, all City-wide master plans are being updated to accommodate growth to 2041. There are opportunities to bring changes to those studies.

02 What are the key challenges for growth in the Elfrida Planning Area?

Need to focus on getting people to their jobs.

Lincoln M. Alexander Parkway is already horrendous in the mornings, also Trinity Church Road is filling up. How can we link these people to Toronto?

Have to balance the loss of productive agricultural lands to urban development. What sort of buffer is provided? Are there any examples of a good coexistence between urban uses and farming?

Conflicts with houses being built near me: noise, smell, working the farm at night.

20,000 people moved to Binbrook with no way to move them in and out.

Don't want to tear up roads to put in sewer lines again (if going to Binbrook).

We are gridlocked getting in and out of the area today. City hasn't gotten the existing roads right, and Ministry of Transportation created reduced capacity on the QEW.

Can't put a road through existing development. Local area is okay, but downstream is stop-and-go. Getting downtown is a nightmare, stoplights at every corner.

Development should not take away from initiatives elsewhere.

Getting through these areas with big agricultural equipment is currently very difficult.

The hydro corridor should be avoided.

Look into trespassing on privately owned lands.

Had a lot of flooding in Hamilton this year, climate instability is contributing to this.

Planning for expansion when facing a \$3.5 billion infrastructure deficit. Best Development Charges only cover 75% of construction cost.

A lot of viable land within the Study Area that should not be developed on (north side of Golf Club Road).

03 What's most important from your perspective?

Design of New Communities

Developing as densely as possible leaves more land untouched for agricultural, natural heritage, and transportation purposes. Central Park, Stoney Creek is an example worth investigating.

Choice and affordability is important.

Looking at 110 people/jobs per hectare in Elfrida.

More mid-rise apartments, fewer detached dwellings.

I think people need space, living on top of each other creates all kinds of social problems.

Should attract more light industrial to the area.

Should have more mixed housing, including apartments.

Need to have community stores.

Use as little of the agricultural lands as possible.

Big houses take up too much of a footprint.

Prefer low density. Everyone has two cars, garage is an extended portion of the house.

Understand that row houses are affordable, but there needs to be character associated with the building.

Difficult to find housing for older persons. Some developments have incorporated age-friendly elements (e.g. at-grade entrances).

Transportation

Don't want the area to sprawl out of control.

Can't get fire trucks down the streets in Binbrook.

Wider sidewalks, ability to walk to stores and amenities (less cookie cutter).

Natural Features and Open Spaces

Various species-at-risk are in the area (Bobolink, bats).

As a farmer, I want lots of space.

The main watercourses will need to be looked at.

If not for the Fairgrounds, there would be no green space in Binbrook.

Needs lots of open space to support agriculture.

Taking natural heritage out of the study area will change opportunities for housing.

Lower Stoney Creek used to be fruit lands, it's now all cleared for housing. Agricultural land is being destroyed.

Heritage and Culture

Building as high a density as possible, leaves more land untouched (for agricultural, natural heritage, and transportation purposes).

Servicing

Catholic School Board is building two-storey schools to use less land. All of the last six schools built were multi-storey (but not yet campus-style collocated).

City Project Team Meeting #1

Wednesday, June 21, 2017

The first City Project Team Meeting for the Elfrida Growth Area Study took place on June 21, 2017 at the Valley Park Recreation Centre and Arena from 1:00-3:00 p.m.



The session included a presentation on background information collected for the area and the Subwatershed Study.



The presentation was followed by a question and answer period.



In small groups, attendees provided input on the draft vision statement and design principles to guide development for various explorations.

Round Table Discussion

What is most important with respect to design, transportation, natural features and open space, heritage and culture, servicing?

Design

Need an integrated approach for the entire area, different form and function from other community developments due to Provincial policy and new requirements.

Complete communities, compact built form, active transportation.

Elfrida was 'identified' for density in past reports, so may not be required to meet new targets.

Need City team to provide direction on density.

Require a full range of housing options. Need to plan for a denser community, explore unique forms of housing (not so many townhouses). Create character areas, streets and retail destinations.

Healthy communities, trail system, live/work, walkability.

Design with flexibility and fiscal responsibility in mind.

Look to older neighbourhoods for innovation.

Identify an identity for this area, place-making.

Transportation

City is working on a Transportation Master Plan and will include cycling, transit, trails etc.

Leverage the existing work in Elfrida.

Consider potential intersection improvements. Take a look at the larger area and access to the QEW, downtown, and other areas.

Extend existing active transportation facilities.

Require a long-term transit plan. Extend existing transit routes, and address issues of cost.

Implement complete streets guidelines, consider all modes of transportation.

Comprehensive development guide was recently passed. 20 metre right-of-way for local roads is a requirement. Each component should end with a financial analysis, to identify pockets of cost that are needed for specific projects - future planning from a cost impact, implications, fiscally responsible, viable plan moving forward.

Require cost sharing agreements in the public sector. The City is putting off projects due to costs. Other costs will be required for sustainability, complete streets, and transit.

Transportation Master Plan currently underway, align with the report: complete streets, policy direction on road users, rapid transit corridor.

Cultural Heritage

Stage 1 of the archaeological assessment is underway, fieldwork is to be undertaken.

Cultural Heritage for the site should be reviewed and inventoried. Retain cultural heritage buildings.

Agriculture

Require an assessment of existing area to determine compatibility along the fringe. Minimum Distance Separation (MDS) for allotment gardens and small urban farms.

Have some production facilities (livestock farms), update the Minimum Distance Separation (MDS).

Address water related issues: sharing stormwater management ponds, spraying fields.

Refer to the Subwatershed Study for information, need to understand phasing.

Include agriculture buffers as part of the phasing strategy.

Servicing

City report recommended a new pumping station in Elfrida.

Wastewater – sanitary truck being expanded, convey additional flows to City system.

Environmental Assessment (EA) for pressure district 7, looking into new pumping station; City study is underway.

Infrastructure for 2031 in City reports, ensure capacity to 2041.

Rear lanes, more on-street parking, eyes on the street, utilities in the rear lane, better for transit.

Cost effective infrastructure, block servicing, developers working together – developers agreements (policy).

Subwatershed

The Subwatershed Study would typically occur in

advance but is occurring parallel.

5 headwater areas, and two watersheds.

2 spillways due to flat topography. North area may need grading to deal with sheet flow flooding.

Phase 1 - Characterization

Phase 2 - Land use plan

Phase 3 - Implementation

Natural Heritage System

Vegetation communities, bird surveys, fish habitat, restoration areas – landscape modifications over the years.

Balance distribution of open spaces and privately owned publicly-accessible spaces (POPS). Need for recreation centre was identified in City Indoor Study. Need a community park that serves 20,000 residents.

Natural features need to be protected and enhanced, maintain ecological function.

Stormwater Management (SWM) and Low Impact Development (LID)

Keep water in the same watershed, create a water balance, existing online ponds.

SWM is very important – consider climate change mitigation, water balance, groundwater tables, and infiltration.

What are the existing standards for SWM? Can we explore SWM approaches?

The end-of-pipe method is the easiest but not encouraged, moving towards LID.

Commercial

Primary trade area around the study area, currently double the amount of commercial for the area.

Significant floor space is not required but neighbourhood retail is encouraged.




Office generates more jobs, employment lands near airport.

Day 1: **Public Workshop #1 - Visioning**

Wednesday, June 21, 2017

The first Public Workshop sessions for the Elfrida Growth Area Study took place on June 21, 2017 at the Valley Park Recreation Centre and Arena from 4:00-6:00 p.m. and 6:30-8:30. The afternoon and evening sessions were identical.

The first Public Workshop session resulted in the development of a Vision Statement, Guiding Principles and a list of important Community Characteristics.

-  The sessions included a presentation on background information collected for the area and the Subwatershed Study.
-  Round table discussions took place to answer questions as well as discuss the givens and key directions from the inventory and analysis.
-  Round table discussions to seek input on the fundamental design principles.

Vision Statement

“ The Elfrida Growth Area is envisioned to become a complete, transit-supportive, mixed-use community that is compact, well-connected and both environmentally and economically sustainable, through a long-term strategy that respects the neighbouring land uses. ”



Guiding Principles

-  Develop in an environmentally appropriate manner that protects and restores the natural environment.
-  Encourage the responsible use of resources to ensure long-term sustainability, reduce greenhouse gas emissions, and reduce demands on energy, water, and waste systems.
-  Manage growth over time that is logical, efficient, and cost effective.
-  Ensure a diverse community with a mix and range of land uses to ensure a proper balance of residential, employment, community facilities, and services.
-  Develop a well-designed and connected community of residential neighbourhoods that provide for a range of housing types and choices.
-  Ensure an efficient transportation network that includes mobility options, is transit supportive, includes active transportation, walking and cycling, and accommodates vehicles.
-  Provide an interconnected system of streets and pedestrian supportive streetscapes.
-  Provide for a connected and integrated parks, open spaces, and trails system.
-  Utilize green infrastructure to make use of the absorbing and filtering abilities of plants, trees, and soil to protect water quality, reduce runoff volumes, and recharge groundwater supplies.

Community Characteristics



Day 2: Public Workshop #1 - Design 'Explorations'

Thursday, June 22, 2017

The second set of Public Workshop sessions for the Elfrida Growth Area Study took place on June 22, 2017 at the Valley Park Recreation Centre and Arena from 3:00-5:00 p.m. and 6:00-8:00 p.m. This "Design Day" included two sessions followed by an Open House from 8:00-9:00 p.m.



Participants were organized into three groups and worked with a designer from the Project Team to explore options for the Elfrida planning area. Each group had a unique development program to guide the discussion. Groups addressed land use, the natural heritage system and an approach to stormwater management.






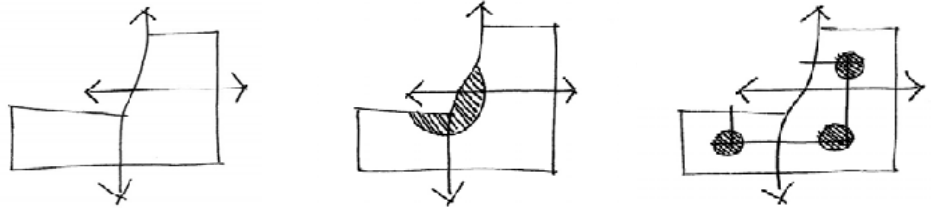
The concepts developed at the two workshop sessions were posted at the Open House for review.

The second set of Public Workshop sessions resulted in the development of six options for the Elfrida Growth Area.

Development Programs

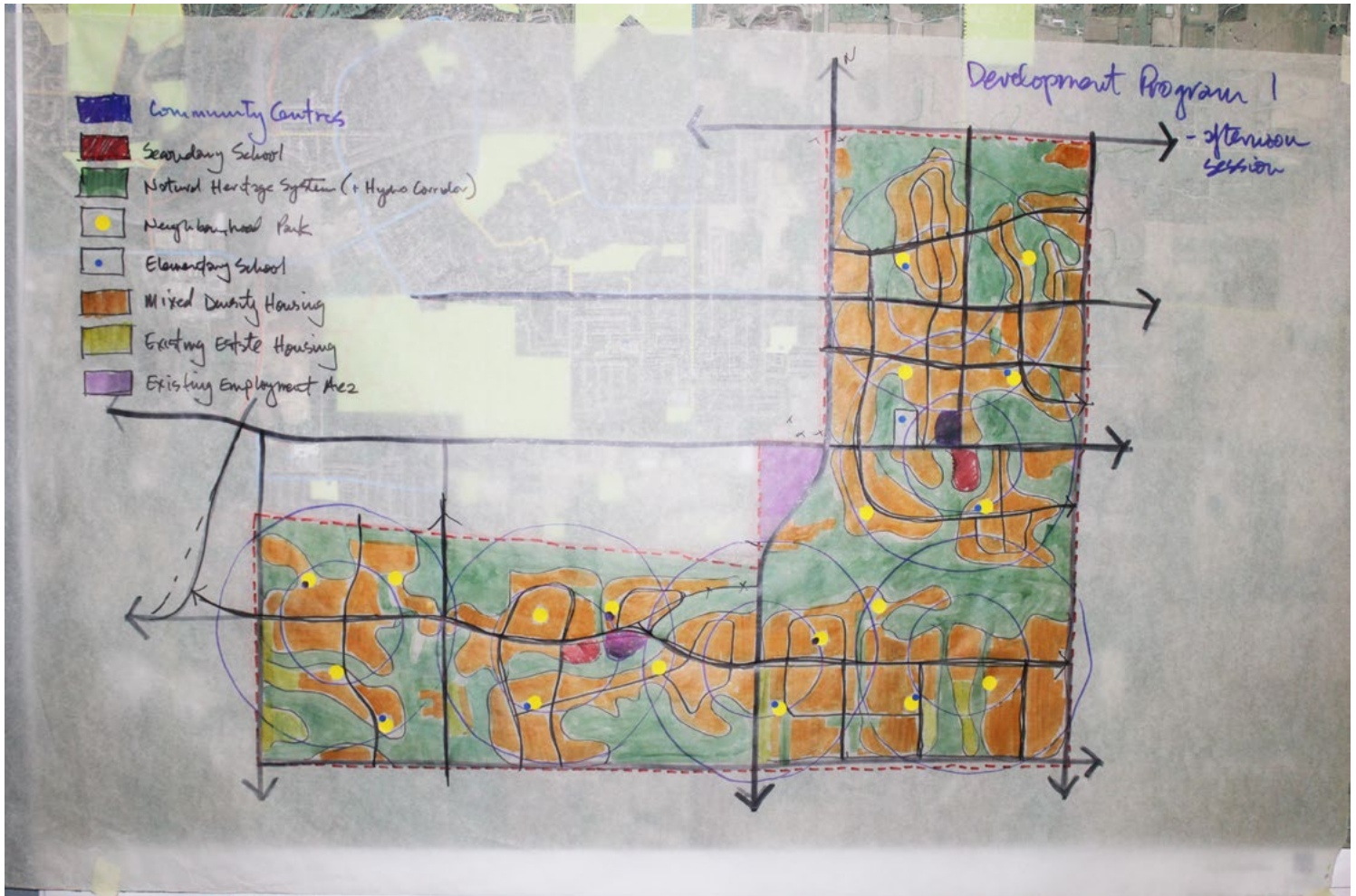
Each of the development options were structured around three different development programs:

	PODS OF DEVELOPMENT	CENTRAL NODE	NODES AND CORRIDORS
	Development Program 1	Development Program 2	Development Program 3
 1 Natural Heritage System			
Potential Restoration Areas	Enhance all	Do not consider	Moderate enhancement
Mitigation HDF's (Headwater Drainage Features)	Retain/enhance	Retain some	Retain some
Hedgerows	Retain/enhance	Do not retain	Retain some
 2 Community Structure			
Roads	Disjointed, pods of development	Moderately connected, focus on existing road network	Permeable and connected, identify 'corridors' and 'centres'
 3 Design Details			
Parks	Centralized system of parks, large neighbourhood parks	Very large community park, smaller neighbourhood parks	Variety of parks, linked to NHS/SWM and within neighbourhood centres (small)
Commercial	No major commercial, neighbourhood focus	Focus on major node, some neighbourhood commercial	Mix of small and large scale retail, focused in centres and corridors
Schools	Connected to park system, standard school size	School campus associated with central park	Centralized in neighbourhoods, urban scale school sites
Housing Distribution	Integrated and even distribution of low, medium, and high density housing in neighbourhoods	Major mixed use centre at Upper Centennial Parkway and Rymal Road, high density housing focused in centre	Medium and high density housing distributed in centres and corridors, medium and low residential in neighbourhoods
Employment (office/population serving)	Employment related to primary road access	No employment, only major retail and schools	Employment campus
Stormwater Management (SWM)	Focus on low impact development (LID), minimize SWM ponds	All SWM ponds - traditional	Combination of LID and SWM ponds



Development Options

Afternoon Session



Development Program 1 – Pods of Development

- Retention and enhancement of natural heritage features and hedgerows
- Limited road crossings of natural heritage system (NHS)
- Neighbourhood parks located adjacent to NHS
- Active transportation incorporated into the NHS through trail network
- Utilized existing arterial road system
- Addition of a mid-block collector running east-west between the hydro corridor and Golf Club Road
- Pods of development due to retention of NHS and limited road crossings of the NHS
- Community areas are defined by 800m radius (measured from centre to edge) or 10 minute walking distance. Each community consists of 4 or 5 neighbourhood pods defined by 400m radius (measured from centre to edge) or 5 minute walking distance
- All neighbourhood pods include a mix and diversity of low/medium/high density housing
- Two secondary schools and a community centre
- Elementary schools located adjacent to neighbourhood parks and provided for in each neighbourhood pod
- Retention of existing estate residential
- Stormwater management provided through low impact development (LID - bioswales, hedgerows, natural drainage features)

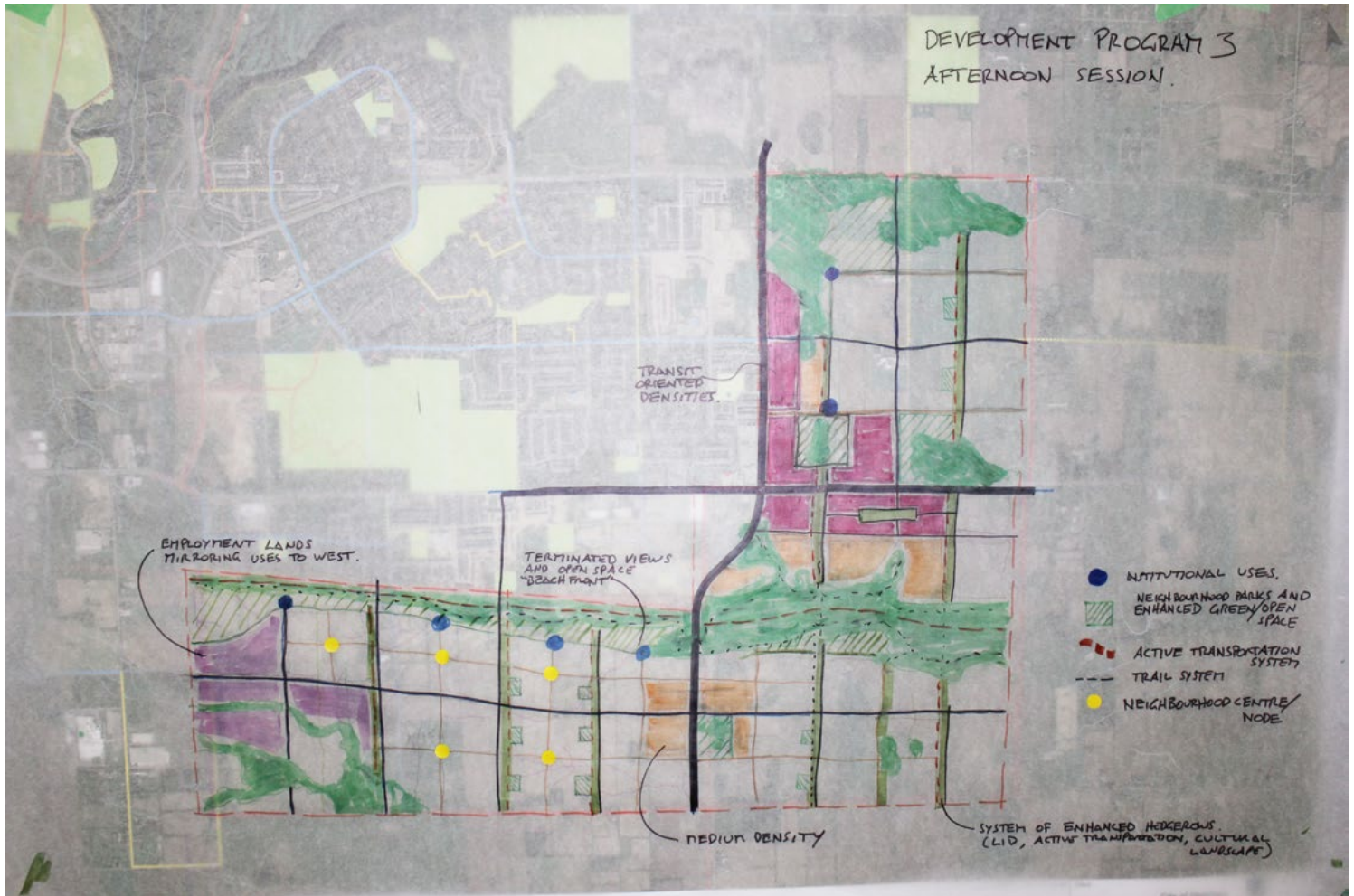


Development Program 2 - Central Node

- Retention of only core natural heritage features
- Road network is focused on the existing road pattern and structure, utilizing existing connections and linkages
- Grid system of roads all connecting to mid-block collectors and arterials
- Mid-block collector running east-west between the hydro corridor and Golf Club Road, and a north-south mid-block collector connecting Mud Street to Golf Club Road
- Neighbourhoods defined by 400m radius (measured from centre to edge) or 5 minute walking distance, each with a central focus
- Low and medium density residential in the neighbourhoods
- Large commercial core centrally located with commercial retail uses and high density housing
- Large central park campus with a community centre and two secondary schools
- Traditional stormwater management ponds located as gateway features and neighbourhood amenities

Development Options

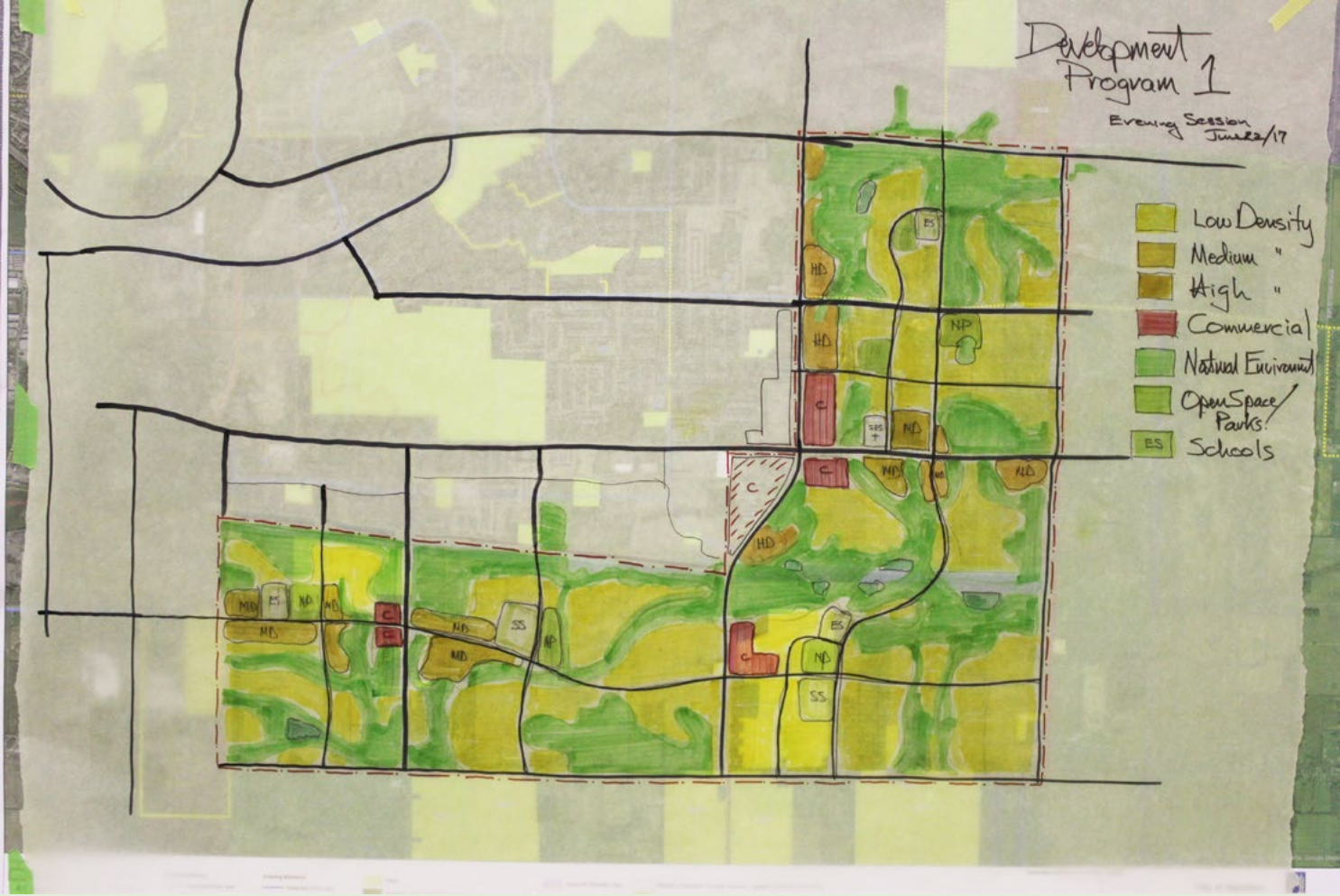
Afternoon Session



Development Program 3 – Nodes and Corridors

- Enhancement and retention of some of the natural heritage system (NHS) and hedgerows
- System of enhanced hedgerows utilized for low impact development (LID), active transportation, and cultural landscape
- Transit-oriented development (high density residential) within a commercial node at Rymal and Upper Centennial
- Grid system of roads with a mid-block collector running east-west between the hydro corridor and Golf Club Road
- Neighbourhood centres or nodes located within a 400m or 5 minute walking distance of residences
- Medium density residential located in centres with neighbourhoods of low density residential
- Employment campus located south of hydro corridor and in the west portion of the community, adjacent to existing employment uses to the west of Trinity Church Road
- Institutional uses utilized as landmarks along an enhanced open space system parallel to the hydro corridor
- View and connection to open space system at road termini

Evening Session



Development Program 1 – Pods of Development

- Retention and enhancement of all natural heritage features and hedgerows
- Limited road crossings of natural heritage system (NHS)
- Utilization of existing road network and connections
- Mid-block collectors running east west and north-south
- Neighbourhood commercial centres along mid-block collector and adjacent to existing commercial at Rymal Road
- Existing employment lands retained
- Pockets of high density residential located along Upper Centennial and mid-block collectors
- Pods of low and medium density residential neighbourhoods defined by the NHS
- Schools adjacent to neighbourhood parks and medium to high density residential areas
- Stormwater managed through LID, hedgerows, and natural systems

Development Options

Evening Session



Development Program 2 – Central Node

- Retention and enhancement of natural heritage system (NHS)
- Parkway boulevard along an enhanced open space network south of the hydro corridor
- Grid pattern road network, local roads terminating at Parkway boulevard
- Utilization of existing road network and connections
- Open space associated with natural features, expansion of natural features
- Large central park and institutional campus
- Neighbourhood commercial centrally located within medium density residential areas
- Low density neighbourhoods on the periphery of the medium density/commercial centres
- Mixed use commercial centre extending along Rymal Road to the east, combination of commercial retail, mixed use, and higher density residential
- Existing employment lands retained
- Traditional stormwater management ponds



Development Program 3 - Nodes and Corridors

- Enhancement and retention of some of the natural heritage system (NHS) and hedgerows
- System of enhanced hedgerows utilized for low impact development (LID), active transportation
- Utilization of existing road network and connections
- Community structured around nodes and corridors
- Mid-block collectors running east-west and north-south
- Three mixed use nodes located along the mid-block collectors or corridors
- Mixed use nodes located within an 800m or 10 minute walking distance of residences
- Nodes include mixed use, commercial, retail, and high density residential; incorporate components of the NHS
- Community parks associated with secondary schools
- Neighbourhoods defined by 400m radius (measured from centre to edge) or 5 minute walking distance, each with a central focus
- Medium density residential located along corridors (collector roads) and on the periphery of the mixed use nodes as a transition to the lower density residential
- Elementary schools adjacent to neighbourhood parks and located within each neighbourhood
- Combination of bioswales, hedgerows and stormwater management ponds
- Organic farm

Community Focus Group Meeting #1 Minutes

Hamilton Elfrida Growth Area Study

Community Focus Group Meeting #1

Fortintos

June 13, 2017

6:00 p.m. – 8:00 p.m.

The Community Focus Group Meeting #1 was held on June 13, 2017. The following were in attendance:

- John Voortman, Countrywide Recycling (asked by Chamber of Commerce to attend)
- Mel Switzer, farmer, President of Hamilton Wentworth Federation of Agriculture
- Henry Swierenga, Ontario Federation of Agriculture
- Brianne Comley, Hamilton-Halton Homebuilders Association (alternate)
- Judy Sykora, landowner (grew up here)
- Kathy Della-Nebbia, Realtor's Association of Hamilton-Burlington
- Don McLean, Environment Hamilton (Linda Lukasik as an alternate)
- Steve Spicer, Summit Park developer, landowner (as well as other landowners who organized the OP Review)
- Drew Spolstra, Chair of the Agricultural Rural Affairs Committee, lease land within study area, local farmer
- Mary Nardini, HWCDSB, School Board Trustee
- Roy Shuker, Agriculture and Rural Affairs Committee, local farmer
- Observers: Linda Lukasek (Environment Hamilton); Elaine Vyn (landowner) Carmen Chiaravaicz (landowner)
- City: Christine Newbold, Alissa Mahood, Kirsten McCauley, Elyse Menray
- WSP: Joe Nethery
- TPP: Donna Hinde

Suzanne Mammel was absent.

Following introductions of all those in attendance, a presentation provided an overview of the purpose and scope of the study, the purpose and role of the Community Focus Group and tabled two questions for a round table discussion with the group (see attached).

The following is a summary of the questions asked before the round table discussion:

1. *Do we know why Province appealed the matter? I thought it had something to do with the airport*
Partially. There is a multi-phase hearing associated with the AEGD. This is why the land budget work is important because it helps to answer a number of these questions. Part of the work needed
2. *Are other lands being looked at for an urban area expansion?*
No. We are only looking at Elfrida at this time.
3. *New Growth Plan has new greenfield density targets. Does it factor into this study?*
Yes, we will evaluate the new targets as part of this project.
4. *Will a report be prepared that documents input received?*
Each workshop is followed with a "What we heard" report that contains an event summary and results (including documentation prepared). This information will be made available online.
5. *Is the flyer available electronically, for posting on Facebook?*
It will be circulated after tonight.

6. *Is there a timeline for development occurring?*

(Developer in the room) says "five years: three years for draft plan approval, followed by servicing approvals."

A phasing plan will also be prepared as part of this study that identified timing, including provision of infrastructure (and future servicing studies).

Agencies will be contacted as part of study to identify school locations.

7. *What is the timeline for this process? How does this study work alongside those other necessary policy studies? What project is completed first?*

We should put a timeline together of the ongoing concurrent processes. This will be available at the Public Information Centre on June 21 and 22, 2017.

This process is to establish growth through to 2031, as informed by GRIDS (2006). Current MCR is looking at accommodating growth to 2041, alongside other new Provincial policies with respect to community development, the natural environment, and other matters of Provincial interest.

8. *Is this a process where others thinking growth should occur elsewhere can consider that decisions? There are many landowners elsewhere in City who would prefer to have that growth.*

GRIDS (2006) identified this location as the preferred location for future growth. Elfrida is Council's direction. The end result of this study would require an Official Plan Amendment, which would be appealable. The original policy adoption in 2009 was also subject to appeal (remains under appeal).

We will be sure to include a couple of slides that clarify this subject at workshop.

Province has indicated to City is that the urban area expansion was not the problem, but how it was stated in plan.

9. *Do these points indicate a development model that looks like a Downtown Hamilton?*

Mixed use, compact communities do environ a more integrated form. There are many models and structures that look could take.

10. *How much employment will be included in Elfrida?*

Part of MCR includes an Employment Lands Review, which will determine if there is any need for additional "production employment"-type lands. Current thinking is there is a role for Elfrida in population-related employment (service sector jobs including offices—though Downtown Hamilton is the preferred location for major offices. Community nodes can accommodate additional office as well.)

11. *Question- Has the Province changed its expectations?*

The Province has updated their density forecasts through the update Growth Plan to plan to 2041. They have the same expectation about building complete communities that are compact and dense.

Comment: To clarify about development charges the various provincial limitations plus city exemptions mean that DCs cover much less than 75 percent of even just the initial costs of new growth.

12. *When you undertake the new MCR, will you be focussing on Elfrida or might other land areas come into play?*

It depends on the land budget: intensification estimates and potential, greenfield land requirements will drive that question. Clarification of GRIDS (2006), GRIDS 2, and MCR will be provided at the workshop. We are studying this area.

Round Table Discussion

Question #1

What are the biggest opportunities and challenges for change in the Elfrida Study Area?

Key Opportunities

- New GO Station and LRT, opportunities for connections to those new lines (especially to new southeast end node). Money is a challenge.
- Transit connections across South Mountain, to airport.
- Other nearby neighbourhoods are filling up with housing, having more urban areas can help keep more people in this neighbourhood (aging). Plus new people.
- Biking opportunities.
- Upper Centennial Parkway is not at capacity, and could be a direct link to the GO Station.
- Exciting to build a whole new community from scratch.
- We could use smaller commercial to mitigate the impact on the residential tax base.
- Expanded tax base
- This growth (190,000 more to 2041) will give this City the opportunity to grow into its own. Development charges alone would be over \$1 billion, based on a quick calculation.
- Placing growth in one area allows for infrastructure investments to be concentrated in one place.
- Zoning to support this more intense development can be accommodated.
- Increased paving of surface sends more water to a full Lake Ontario.
- Opportunity to create a transit-centred community.

Key Challenges

- Transportation. Getting to a corner store is fine, but getting to people's jobs.
- Half of these people are going to go to Toronto. Linc is already horrendous in the mornings, so Trinity Church Road is filling up. How can we link these people to Toronto?
- Getting infrastructure into the area.
- Have to balance the loss of productive agricultural lands (and food production) to urban development. What sort of buffer is provided between new community and continued agricultural production? (I have no examples of a good coexistence between urban and farming. Lands becoming urban are no longer being improved for farming.)
- I've had conflicts with houses being built near me: noise, smell, working the farm at night.
- 20,000 people moved into Binbrook and there is no new way to move them in and out.
- Don't want to tear up roads again to put in sewer lines again (if going to Binbrook).
- We are gridlocked getting in and out of the area today. It cannot happen on the existing roads today. City hasn't gotten it right today, and MTO created reduced capacity on the QEW.
 - *As part of GRIDS 2, all City-wide master plans are being updated to accommodate growth to 2041. There are opportunities to bring changes to those studies.*
- Can't put a road through existing development. Local area is okay, but downstream from here is stop-and-go. To get to Downtown Hamilton is a nightmare, stoplights at every corner.
- Development can't take away from other initiatives elsewhere.
- Getting through these areas with big agricultural equipment is a nightmare today.
- The hydro corridor should be avoided.
- Trespassing on privately owned lands needs to be looked at.
- Had a lot of flooding in Hamilton this year, climate instability is contributing to this.
- Planning for expansion when facing a \$3.5 billion infrastructure deficit, without having resolved that situation in current Hamilton. Best Development Charges only cover 75% of construction cost.
- There is a lot of incredibly viable land within the Study Area that should not be developed as houses. (Group showed a line on north side of Golf Club Road, roughly mid-block between the road and the hydro corridor, as those lands in question.)

Question #2

What's most important from your perspective?

Design of New Communities

- As high a density as we can get, leaves more land untouched (for agricultural, natural heritage, and transportation purposes). Central Park Stoney Creek identified as an example worth investigating. What do people think about Aldershot?
- Choice and affordability.
- Given how density is now being measured, looking at probably 110 p+j/net ha in Elfrida. More midrise apartments, fewer detached dwellings. (Downtown Hamilton is 190 p+j/net ha.)
- I think people need space, living on top of each other creates all kinds of social problems.
- Should attract more light industrial
- Should be more mixed housing, including apartments.
- Community stores.
- Use as little of the agricultural lands as possible.
- See lots of row houses all over, and then a large detached dwelling in between. The big houses take up too much of a footprint.
- Prefer low density. Everyone has two cars, garage is an extended portion of the house.
- Understand that row houses are affordable, but there needs to be character associated with the building.
- Difficult to find housing for older persons. Some developments around have incorporated age-friendly elements (e.g. at-grade entrances).

Transportation

- Don't want area to sprawl out of control
- Names of roads
- Can't get fire trucks down the streets in Binbrook
- Have to go back to the transportation issue
- Need places for cars in the community
- Wider sidewalks, ability to walk to stores and amenities (less cookie cutter).

Natural Features and Open Spaces

- Usual species at risk will be found, coming here increasingly (Bobolink, bats)
- As a farmer, I want lots of space
- The main watercourses will need to be looked at.
- If not for the Fairgrounds, there would be no green space in Binbrook.
- Needs lots of open space to support agriculture.
- Taking natural heritage out of the study area will change opportunities for housing.
- Lower Stoney Creek used to be fruit lands now all cleared for housing. Agricultural land is being destroyed.

Heritage and Culture

- As high a density as we can get, leaves more land untouched (for agricultural, natural heritage, and transportation purposes).

Servicing

- As high a density as we can get, leaves more land untouched (for agricultural, natural heritage, and transportation purposes).
- Catholic School Board is going two-storey to use less land. All of last six schools built were multi-storey (but not yet campus-style collocated).

Next Steps

- Visioning and Design Workshop at the Valley Park Recreation Centre and Arena, June 21 and 22, 2017
- Community Focus Group Meeting, fall 2017
- Members are encouraged to distribute flyers to others who would be interested in attending the June 21 and June 22 meetings

SECTION 2

WHAT WE HEARD



Community Meeting #2

CONCEPTUAL DEVELOPMENT OPTIONS

December 2017

WSP
The Planning Partnership
Archaeological Services Inc.
Cushman & Wakefield
Metro Economics



Community Meeting #2

Community Meeting #2 took place on Wednesday, December 6, 2017 at the Valley Park Recreation Centre and Arena (970 Paramount Drive, Stoney Creek).

The Community Meeting had two identical sessions:

Session 1 took place from 4:00-6:00 p.m. and
Session 2 took place from 6:30-8:30 p.m.

The meeting included:



A presentation on three conceptual development options being considered for the Growth Area.



Small table group discussions followed the presentation where attendees provided input on each one of the development options.



Attendees wrote comments directly onto Note-taking Templates for each concept with regards to:

- 1. Natural Heritage System
- 2. Roads
- 3. Mixed Use/Commercial
- 4. Institutional and Parks
- 5. Residential



Following the Community Meeting additional comments were submitted to the design team online.



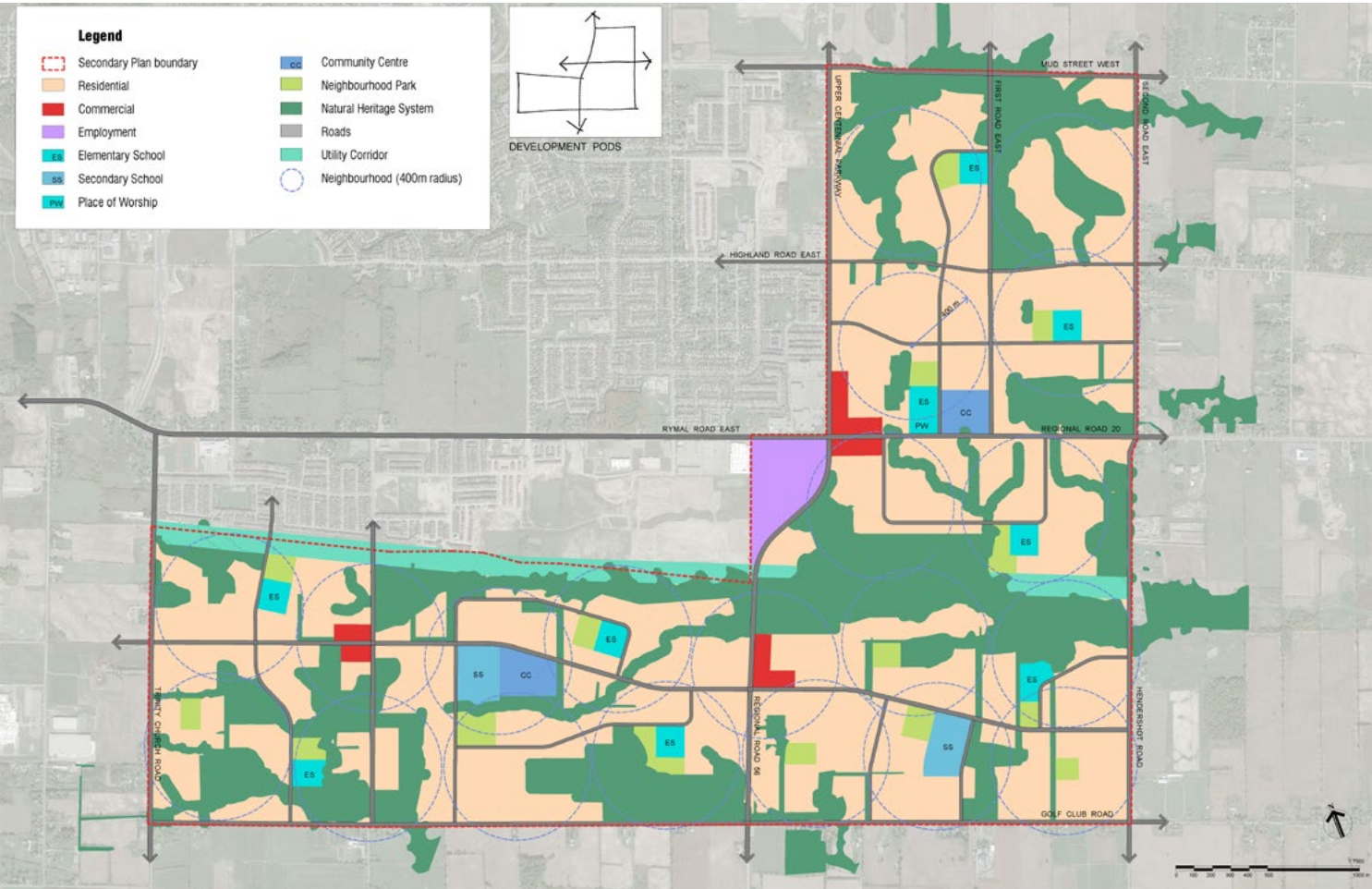
Participants attended Community Meeting #2



Comments were emailed in after Community Meeting #2

Concepts and Comments

Concept 1: Development Pods



Concept 1

Natural Heritage System

I don't like it

Natural Heritage System is based on Sub-watershed Study characterization which is only Phase 1

Needs to be tested

Overly designated, too specific

Roads

I don't like it

20 metre right of ways

Consider alternate right of way standards

Roads don't create a network



Residential

I don't like it

Need more differentiation of land uses,
concentrate density

Should still have higher density along
major transit routes

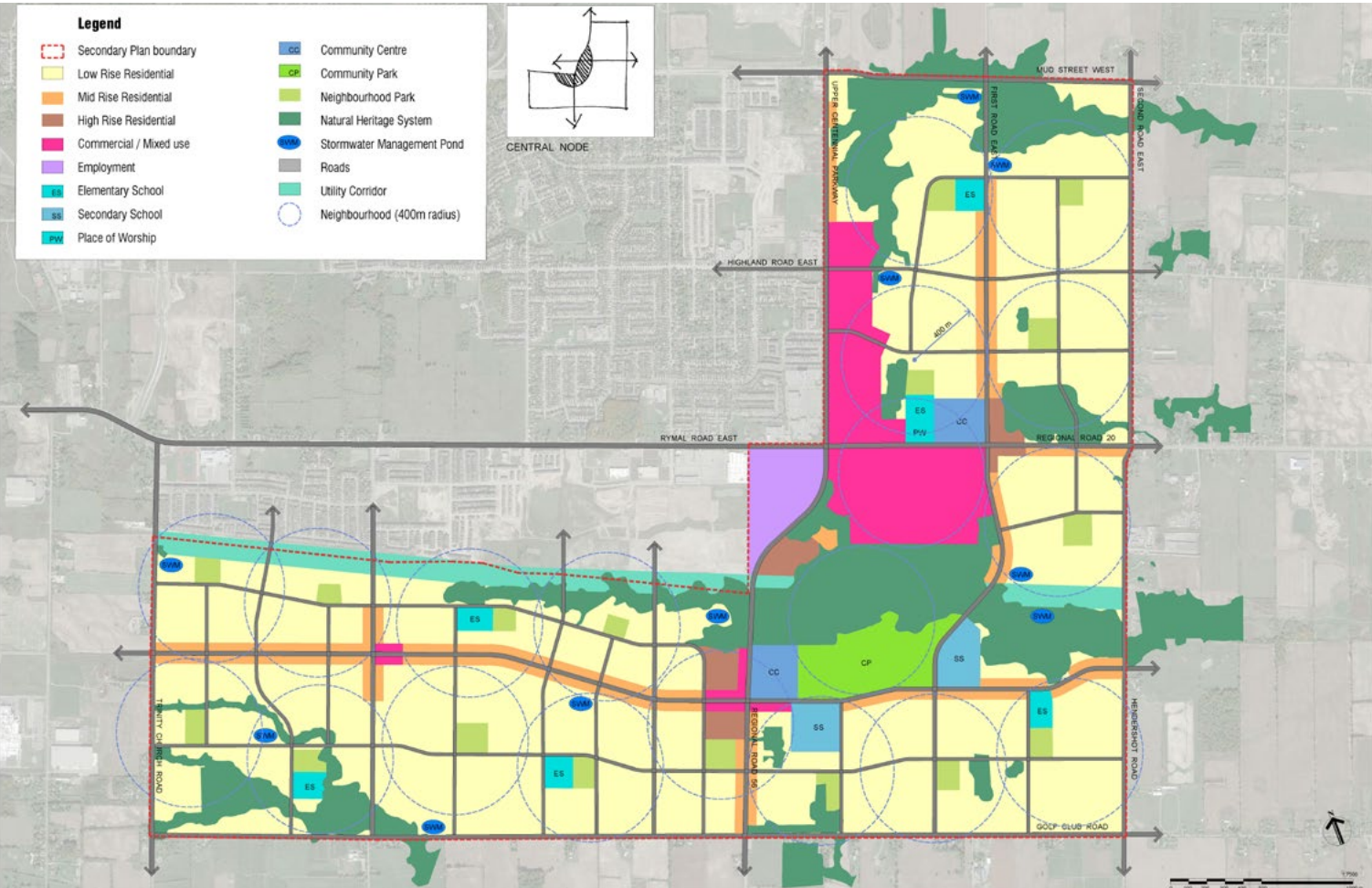
Other Comments

Map shows a small section of natural
heritage system along the west of First
Road East (between Highland Road and
Mud Street), this doesn't currently exist

Natural heritage pocket (west side of
Regional Road 56) should be on a final
plan

Best plan to lessen transportation burden
to give time to improve system

Concept 2: Central Node



Concept 2



Natural Heritage System

It's okay

Preserve agriculture lands as much as possible

I don't like it

Natural Heritage System based on Sub-watershed Study characterization report

Needs to be tested

This impacts areas for development



Roads

I love it

Arterial roads as shown look okay

Prefer network connectivity

It's okay

It's okay

I don't like it

20 metre right of ways on local roads

Consider alternative standards

I don't like it



Mixed Use/Commercial

I love it

Consider Concept 3 (spread out, not concentrated in one place)

I don't like it

Commercial not to be centralized

Too centralized, may be too much traffic in one area

Too much concentration of commercial and higher densities on upper Centennial and 53 Highway

Explore other options for business park on Swayze Road

We don't like it

Separate commercial areas for each area, decrease traffic on Centennial

Too congested in one area



Institutional & Parks

I love it

This size community warrants a large park facility in addition to normal neighbourhood parks. There may still be a need for a community park

It's okay

It's okay



Residential

I love it

High rise locations look right. Even with high rise and medium density, the low rise will be small singles and or towns to meet 80 people per hectare

It's okay

It's okay

Other Comments

Since studies will be refined overtime, even after adoption of the Secondary Plan, it is imperative that the Secondary Plan policies allow for refinement of all features, roads, densities etc. without requiring further amendment to the Plan

High density residences will cause massive increase in transportation problems, need good transit network to overcome problems and reduce automotive traffic

Phasing of development should begin from the Mud Street / Upper Centennial quadrant of the study area, going south towards Highland Road

Need transit links to GO Transit

First Road East, south of Mud Street, should be removed

Like the curving road at the top of the study area

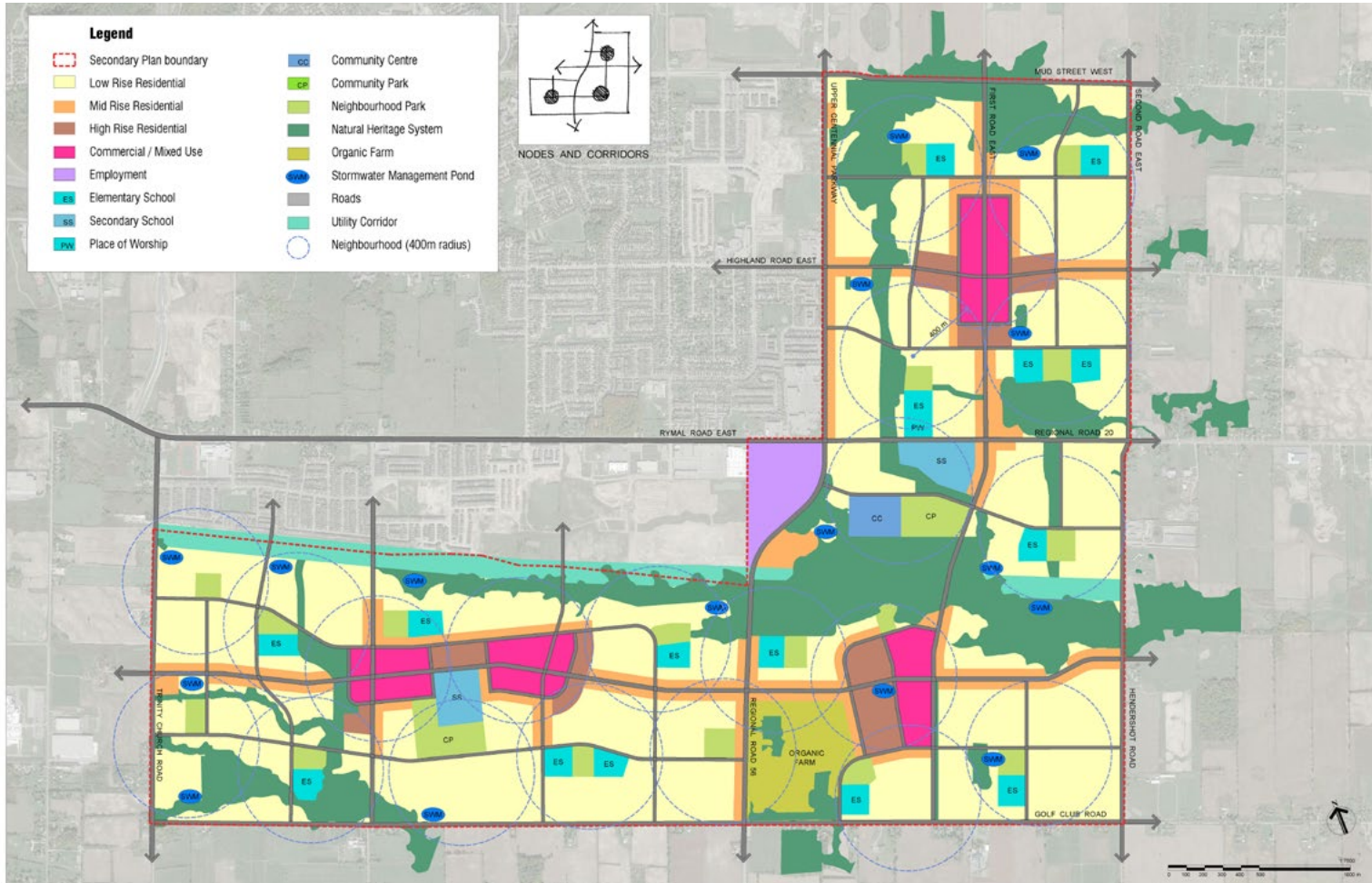
Just nuts, too much commercial

Combo of the central node and the sub-nodes

Commercial/mixed use area is too big

Community complexes are good (park, schools and community centres located together)

Concept 3: Nodes and Corridors



Concept 3



Natural Heritage System

I love it

Good connectivity

Like the organic farm

I love it, the plan brings higher densities and commercial closer to the neighbourhoods

I love it

Environmental protection is key

Impact on agriculture must be considered

It's okay

It's okay

I don't like it

Natural Heritage System is based on current Sub-watershed Study which is only in characterization phase

Needs to be tested

Too enhanced

Stick to significant features to be protected



Roads

I love it

East/west arterial is good but the location needs to be reviewed

Like east-west collector south of Rymal Road

I love it

Increase public transit

Walkable community is important, bike paths and links to light rail transit and GO Transit

Walkability is vital for health and community

It's okay

It's okay

I don't like it

Consider alternative right of way standards

Need more collector road connectivity



Mixed-Use/Commercial

I love it

Several nodes are preferable, locations should be reviewed

More pedestrian friendly with local centres

Brings higher densities and commercial closer to neighbourhoods, good plan

Like the multiple commercial nodes

Will encourage pedestrians and cycling and reduce vehicular traffic

Amount of 'brick and mortar' commercial into the future will not be as great due to online shopping, consider when determining amount of commercial space in buildings

I love it

To create a community where citizens can work and play and stay

Schools, parks and events bring community together

Commercial areas that are within walking distance, less cars

It's okay

It's okay

I don't like it

Smaller commercial at Highland Road/First Road East already on Upper Centennial Parkway



Institutional & Parks

I love it

Organic farm could only be a temporary use because once it is part of the urban area, it will ultimately be developed

I love it

Preserve natural areas, enhance areas of play to enhance health and well-being

It's okay

School locations should be reviewed

It's okay



Residential

I love it

Good mix of density

I love it

Low rise buildings and higher density

Will there be affordable/subsidized housing also?

Suggest mixture for all incomes

It's okay

It's okay

I don't like it

High density block on Fletcher Road. Relocate to major transit way

Other Comments

Prefer the road pattern in Concept 2

Better suited for phasing

175 Swazie Road will require road connection for safe access

Worried about odors from the organic farm, else it's my favourite

Prefer not to get rid of the streams

Tie in the development of phasing with servicing

Must consider Binbrook traffic

This might be the most walkable to destinations

Trails and natural areas are important

Commercial/mixed-use area needs to be big enough to attract residents from Heritage Green

Might need significant road capacity

Transit to Eastgate Square

Online Comments



Natural Heritage System

The floodplain should not form part of the Natural Heritage System, it should be shown separately. Floodplains may be adjusted through study and/or engineering solutions when there are no environmental implications

The stream that is associated with the floodplain crosses through farm fields and in part is plowed through with no other natural features and little or no mature vegetation along it

Buffers along the stream as part of the Natural Heritage System may be appropriate but expanding it along a floodplain as is proposed in Option 3 when there are no other natural features along the stream is not appropriate

The HDF (Headwater Drainage Feature) designation of the southern drainage feature as "mitigation" type is not significant and can be removed and as such should be removed from Conceptual Development Option 1



Roads

There is no more room on the QEW for more vehicles, the High Occupancy Lanes are not working for us either. Need the lane opened up to all vehicles again before the city is completely gridlocked

None of the three growth scenarios for Elfrida show the road (Kingsborough Drive) that is part of the approved draft plan of The Crossings and intended to cross the hydro corridor to lands on the other side which are a part of Elfrida.



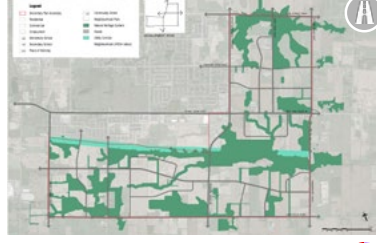
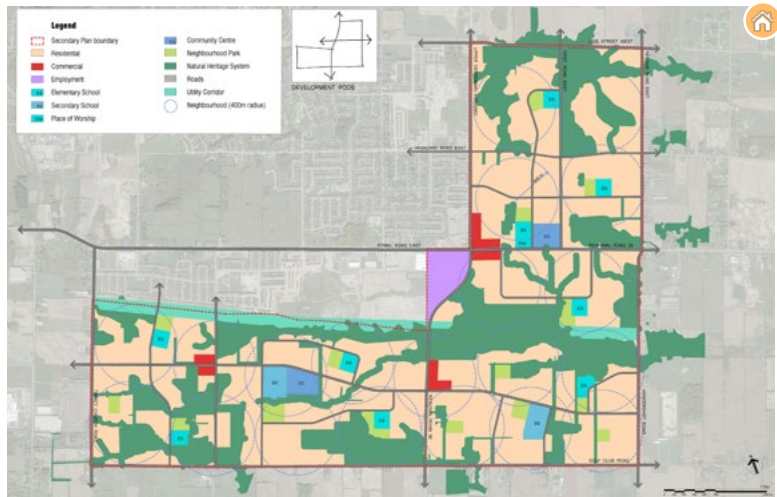
Residential

Submission to create a new mixed use community at Twenty Road West, centred along the Garth Street extension spine (opening up valuable employment lands)

Recognize the need for the City to include Elfrida as part of its overall growth management study; the City should not be doing so to the exclusion of other potential areas for growth

Note-taking Templates

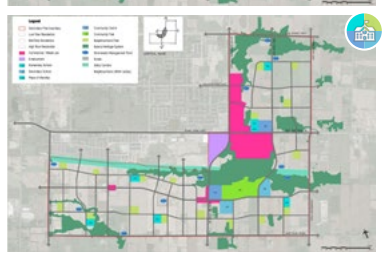
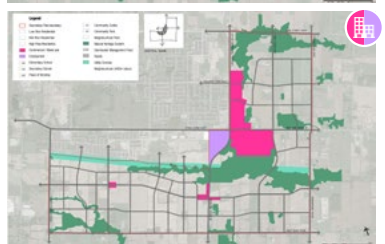
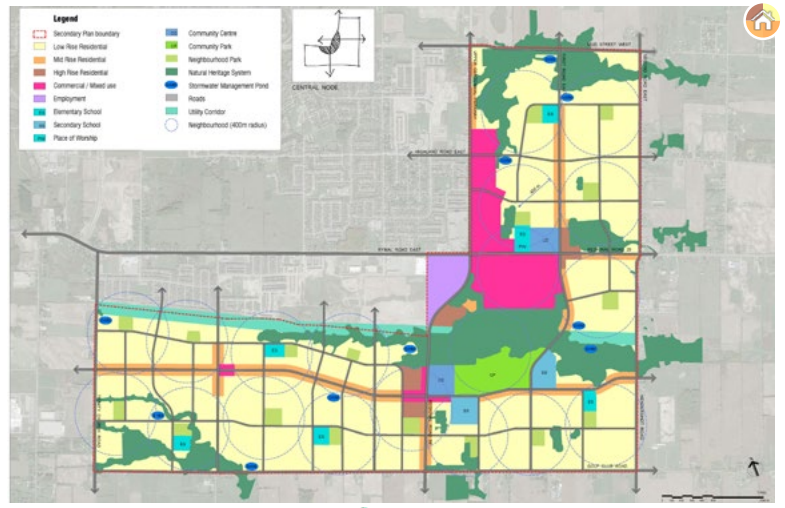
Concept 1: Development Pods



Concept 1	I love it	It's okay	I don't like it
Natural Heritage System 			
Roads 			
Mixed Use / Commercial 			
Institutional & Parks 			
Residential 			

Other comments:

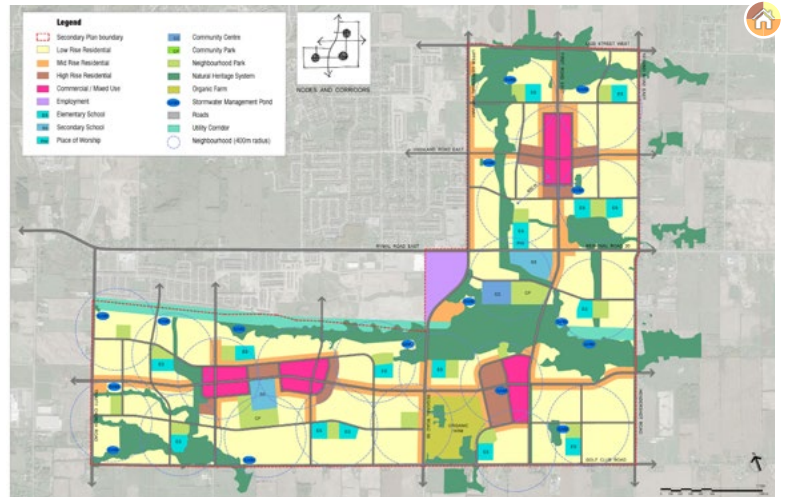
Concept 2: Central Node








Concept 2	I love it	It's okay	I don't like it
Natural Heritage System 			
Roads 			
Mixed Use / Commercial 			
Institutional & Parks 			
Residential 			

Other comments:

Concept 3: Nodes and Corridors



Concept 3	I love it	It's okay	I don't like it
Natural Heritage System 			
Roads 			
Mixed Use / Commercial 			
Institutional & Parks 			
Residential 			

Other comments:

Community Focus Group Meeting #2 Minutes

Hamilton Elfrida Growth Area Study

Community Focus Group Meeting #2

Country-Wide Recycling

November 13, 2017

6:00 p.m. – 8:00 p.m.

The Community Focus Group Meeting #2 was held on November 13, 2017. The following were in attendance:

- John Voortman, Countrywide Recycling (asked by Chamber of Commerce to attend)
- Mel Switzer, farmer, President of Hamilton Wentworth Federation of Agriculture
- Henry Swierenga, Ontario Federation of Agriculture
- Judy Sykora, landowner (grew up here)
- Nicolas von Bredon, Realtor's Association of Hamilton-Burlington
- Don McLean, Environment Hamilton (Linda Lukasik as an alternate)
- Steve Spicer, Summit Park developer, landowner (as well as other landowners who organized the OP Review)
- Drew Spoelstra, Chair of the Agricultural Rural Affairs Committee, lease land within study area, local farmer
- Roy Shuker, Agriculture and Rural Affairs Committee, local farmer
- Al Frisna, landowner
- Dave Pitblado, landowner
- City: Christine Newbold, Alissa Mahood, Christine Strupat
- WSP: Joe Nethery
- TPP: Donna Hinde

Following introductions of all those in attendance, a presentation provided an overview of the purpose and scope of the study and the purpose and role of the Community Focus Group. A presentation was used to describe the three development options being considered for the Elfrida Growth Study Area. The following is a summary of the discussion.

Raised during Option 1: Development Pods

- Hasn't been any discussion tonight with respect to preservation of long-term agricultural lands
- Phasing is something we need to hear about more. Where development starts will impact our long-term preservation.
- Can't squeeze in so many people. This will create many social issues.
- Seems an assumption is built in that the whole 1256 hectares will go through a development process.
- Can commercial and institutional development integrate into existing community
- What proportion of each concept is within X of higher order transit (per Metrolinx Big Move update)?
- Looks like an end run around the OMB process to predetermine an outcome on Elfrida.

Option 1

WHAT I LIKE	WHAT I DON'T LIKE	GENERAL
<ul style="list-style-type: none"> Development applications are running up against species at risk issues. We've lost several species completely in recent years. Setting aside more space is a better thing for species. More space helps with climate change resiliency. 	<ul style="list-style-type: none"> Fragments land parcels This extent of PSW has not been ground-truthed. We're aware of errors after years of monitoring this work. How can lands farmed for 100+ years be flagged as NHS? Will this be a rural landscape? It doesn't look like we are planning for that. Are hedgerows worthy of protection? Arterials along 56 should intersect. Should aim to consolidate stop lights. 	<ul style="list-style-type: none"> Probably the most car dependent concept Most proactive with regards to Natural Heritage protection Can Eflrida rely on adjacent commercial areas? Yes.

Option 2

WHAT I LIKE	WHAT I DON'T LIKE	GENERAL
<ul style="list-style-type: none"> Most liked from a development perspective. Will be most efficient from a servicing perspective. (Quite a pro-development outcome.) Most accurately reflects what is "truly" Natural Heritage. Node makes sense at this location Seems to support transit support. 	<ul style="list-style-type: none"> Least liked from an environmental perspective. Not real walkability along Upper Centennial (major highway). Do you pull density off Upper Centennial to encourage the walkability internally? May be issues with shadowing on existing residential. Much of that "Square" central node is a swamp all year. 	<ul style="list-style-type: none"> ***What flood mapping is being used in this area? (Some fixation on "commercial" meaning traditional single storey formats. Look at the label?) "Town centre" Should connect community node to a large central park. ***What are the planned widenings for Rymal and Upper Centennial in current plans? The truck route up for review. Do we have the ability to look at this area differently.

Option 3

WHAT I LIKE	WHAT I DON'T LIKE	GENERAL
<ul style="list-style-type: none"> Like how the elements of the community are more spread out, everyone can access. Farming and gardening could occur as part of a park. Makes a lot of sense as a phasing solution. A complete community per block. 	<ul style="list-style-type: none"> SE-most green is a farmhouse (cultural feature?). Why do we have circular arterial roads? Where is this major road taking people? Shouldn't it connect the grid? Hamilton's history on this is that a grid works better. If someone wants an organic farm, they should start it themselves—City shouldn't be in this business. 	<ul style="list-style-type: none"> Antagonism toward farming and organic is not what others hear in the public. Would you hybridize this plan within a grid/road system? Could probably keep more NHS that way, too.

Options to enhance in the presentation

- Make it clear we are not picking 1, 2, or 3. These are not the final options. "We are choosing the best elements of 1, 2, and 3 to form a recommended concept."
- Include the population numbers up front and early.
- How will people move through this? Hearing so much conversation about how people are going to get in and out of here.
- Will get questions about agricultural land: phasing (pieces)

Next Steps

- Attend Community Information Meeting on December 6, 2017
- Final Community Liaison Committee will be in the spring of 2018

SECTION 3

WHAT WE HEARD

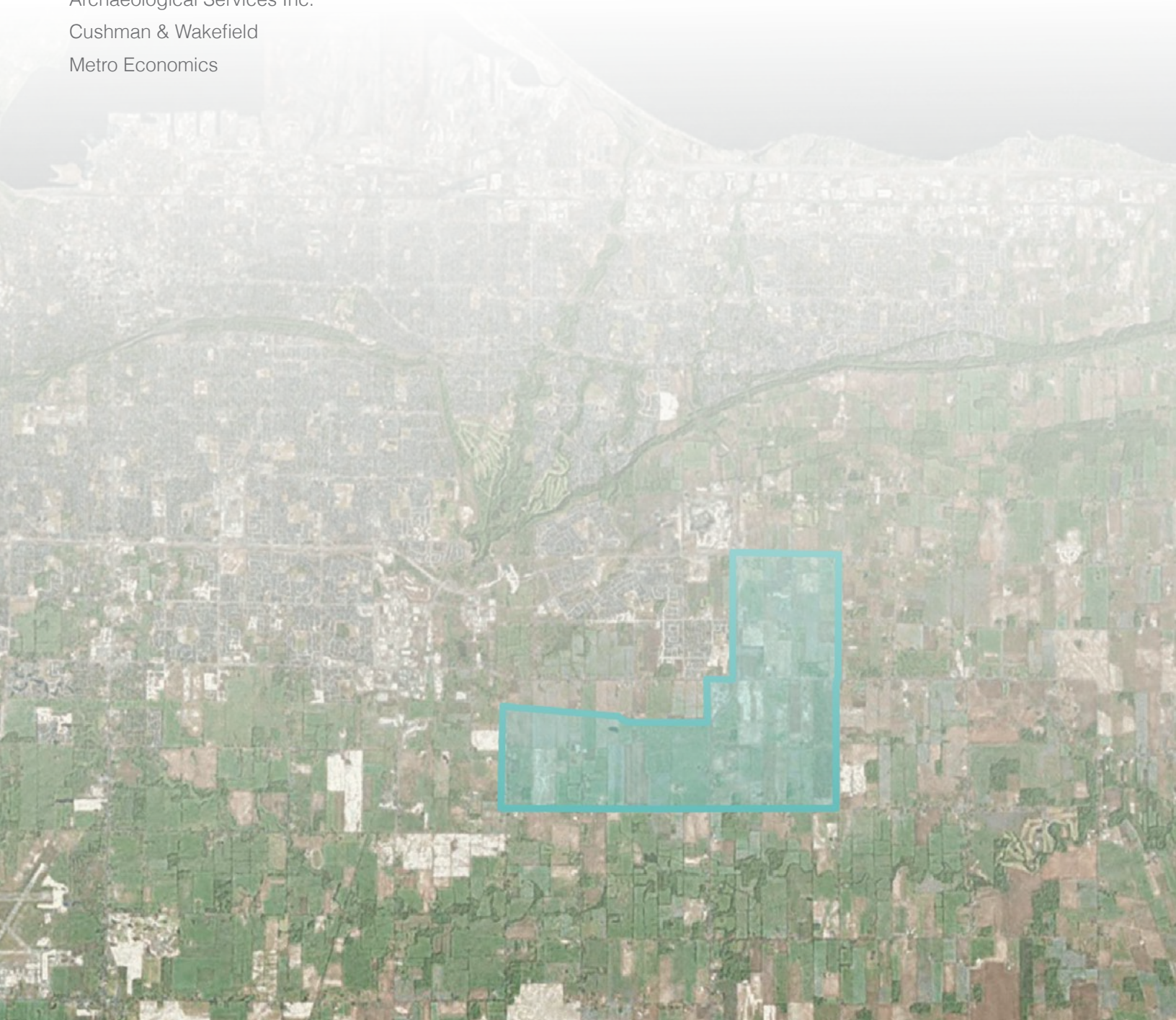


Community Meeting #3

PREFERRED COMMUNITY STRUCTURE IDEAS

June 2018

WSP
The Planning Partnership
Archaeological Services Inc.
Cushman & Wakefield
Metro Economics



Community Meeting #3

Community Meeting #3 took place on Tuesday, June 12, 2018 at the Valley Park Recreation Centre and Arena (970 Paramount Drive, Stoney Creek).

Community Meeting #3 included:



A presentation on the evaluation of the three conceptual development options and a presentation of the preferred community structure ideas.



Small table group discussions followed the presentation where attendees provided input on the preferred community structure ideas.



Attendees wrote comments directly onto a Note-taking Template of the Preferred Community Structure Ideas Plan with regards to:

- 1. Greenlands System and Parks
- 2. Road Network
- 3. Mixed Use Centres
- 4. Transit Corridor
- 5. Institutional
- 6. Residential



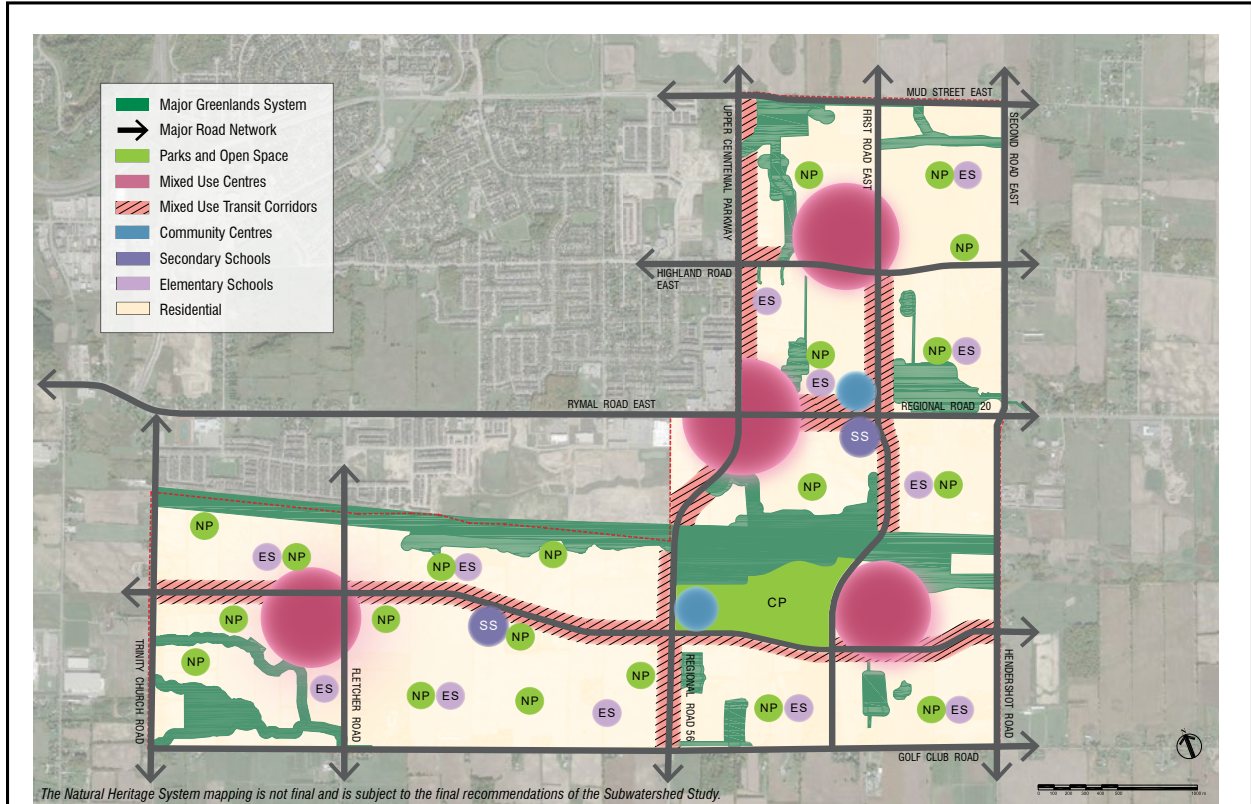
Participants attended Community Meeting #3









Participants at Community Meeting #3

Preferred Community Structure Ideas Plan

Participants at the third Community Meeting were presented the Preferred Community Structure Ideas Plan and recorded their comments onto the following template during table group discussions.



COMMENTS

	 Greenlands System and Parks	 Road Network	 Mixed Use Centres	 Transit Corridor	 Institutional	 Residential
LOVE IT						
IT'S OK						
DON'T LIKE IT						



Greenlands System and Parks

Love it

Love the linear park system along the hydro corridor

Love it

It's OK

It's okay



Road Network

Love it

Should have four lanes on Highway 56 all the way to Binbrook

It's Okay

The main roads are fine. Waiting to see what the proposed local road network will look like

Need off-road bike lanes too

Will there be enough roads/lanes to accommodate increased traffic congestion on Rymal Road and Upper Centennial?

Rymal Road needs to be widened to four lanes

Don't Like It

Don't like it



Mixed Use Centres

Love it

Retirement and nursing homes should be located at mixed use centres

The higher the better. More details

Love it

It's OK

It's okay



Transit Corridor

Love it

Transit corridors are appropriate and necessary nowadays

Buses, light rail, and rapid transit is the way to go

It's OK

It's okay



Institutional

Love it

Retirement and nursing homes are needed

Merge the school boards

Need locations for places of worship

It's OK

It's okay



Residential

Love it

Shows a good mix of housing types and is well layed out

Love it


It's OK

Will the density increase in transit supportive areas?

Too many homes for such a small space

Comment Sheet

Participants at the third Community Meeting were given the opportunity to share additional comments by filling out the Comment Sheet provided.



COMMENT SHEET
Elfrida Growth Area Study
Tuesday, June 12, 2018 Community Meeting

Thank you for attending tonight's Community Meeting. Your input is important. Please provide any comments you may have about the Elfrida Growth Area Study. Comment sheets may be dropped off in the box provided or sent by mail or email to the contact below by **Wednesday, July 4th, 2018**.

Melanie Pham, Planner Phone: 905-546-2424 ext. 6685 Melanie.Pham@hamilton.ca	City of Hamilton 71 Main Street West, 5 th Floor Hamilton, ON, L8P 4Y5
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If you are not on the mailing list to receive notices of future meetings for this project and you would like to be added, please provide your contact information below:

Name: _____ Email: _____

Mailing Address: _____ Postal Code: _____

The Personal Information submitted on this form is collected under the authority of the Planning Act, R.S.O. 1990, c.P.13. and will be used for the purpose of carrying out the above studies. Questions about the collection of this personal information should be directed to the Manager of Community Planning and GIS at 71 Main Street West, 5th Floor, Hamilton, Ontario, L8P 4Y5, 905-546-2424 ext. 1279. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments submitted regarding these studies will become part of the public record.

COMMENTS:

(More space on reverse for additional comments)
THANK YOU!

Community Focus Group Meeting #3 Minutes

Hamilton Elfrida Growth Area Study

Community Focus Group Meeting #3

Fortino's Community Room

May 30, 2018

6:00 p.m. – 8:00 p.m.

The Community Focus Group Meeting #3 was held on May 30, 2018. The following were in attendance:

- Henry Swierenga, Ontario Federation of Agriculture
- Judy Sykora, landowner (grew up here)
- Nicolas von Bredon, Realtor's Association of Hamilton-Burlington
- Don McLean, Environment Hamilton (Linda Lukasik as an alternate)
- Steve Spicer, Summit Park developer, landowner (as well as other landowners who organized the OP Review)
- Councillor Brenda Johnson
- City: Christine Newbold, Alissa Mahood, Melanie Pham
- WSP: Chris Tyrrel
- WSP: Randall Roth
- TPP: Donna Hinde
- TPP: Ron Palmer

Following introductions of all those in attendance, a presentation provided an overview of the purpose and scope of the study and the purpose and role of the Community Focus Group, the results of the evaluation of the three options and the preferred community structure considered for the Elfrida Growth Study Area. The following is a summary of the discussion.

Will the entire land area be required to accommodate growth if density goes up?

- the area exceeds growth to 2041 – the team confirm phasing
- will have to be reviewed within context of GRIDS 1
- plan the entire area, phase it – ensure that 2041 51 and 61 can be appropriately planned and connected

What happens if some portion of the land may become part of greenbelt?

- nothing we do will constrain the province

How have we connected with indigenous communities

- we have been in contact, have not had a face to face meeting

Why is transportation included in the evaluation of urban design too?

- transportation in urban design is about land use structure discussion – linked to how a transportation system is planned

Infrastructure and maintenance crisis – what are we doing that will avoid that happening?

- planning with the best and up to date modern infrastructure – green infrastructure, state of the art technologies and techniques
- maintenance is about how much money to allocate to infrastructure – we don't know this today.
- municipal fiscal impact – long term operation and maintenance cost of infrastructure – life cycle costs
- right size infrastructure, so we have capacity of subsequent phasing

Why can't we use LID in option 1 and 2 – principle can be applied to all

- natural heritage system is biggest in option 1 – more options for drainage

Interface of agricultural land – are we talking buffers?

- Yes

How do we define urban agriculture?

- not a soy bean field in middle of subdivision, it's small scale agriculture

More intensive development – more infrastructure and more maintenance - Doesn't this contradict with what province says?

- big pipes are required and there are cost implications
- consideration for us to think about

How far are we on the transportation studies?

- Upper Redhill Parkway has it been considered in the analysis- aware of all the projects, traffic modelling has not been completed yet – traffic modelling will tell us about how much roads

Prospect of adding 80k people, 8k jobs, some activity will be here, much of employment will be elsewhere – how will people move?

- we are making sure that transit comes on day 1 – this is about transit
- GRIDS 1 showed higher order transportation to connect with sub regional nodes so we can get to employment areas, etc
- get people out of cars
- higher lever – city wide master plan always in contact with neighbouring municipalities

Display Panels

WELCOME

RYMAL RD E

TRINITY CHURCH RD

FLETCHER RD

GOLF CLUB RD

REGIONAL RD 86

REGIONAL RD 20

HENDERSLOT RD

UPPER CENTENNIAL PY

HIGHLAND RD E

FIRST RD E

SECOND RD E

MUD ST E

ELFRIDA
GROWTH AREA STUDY

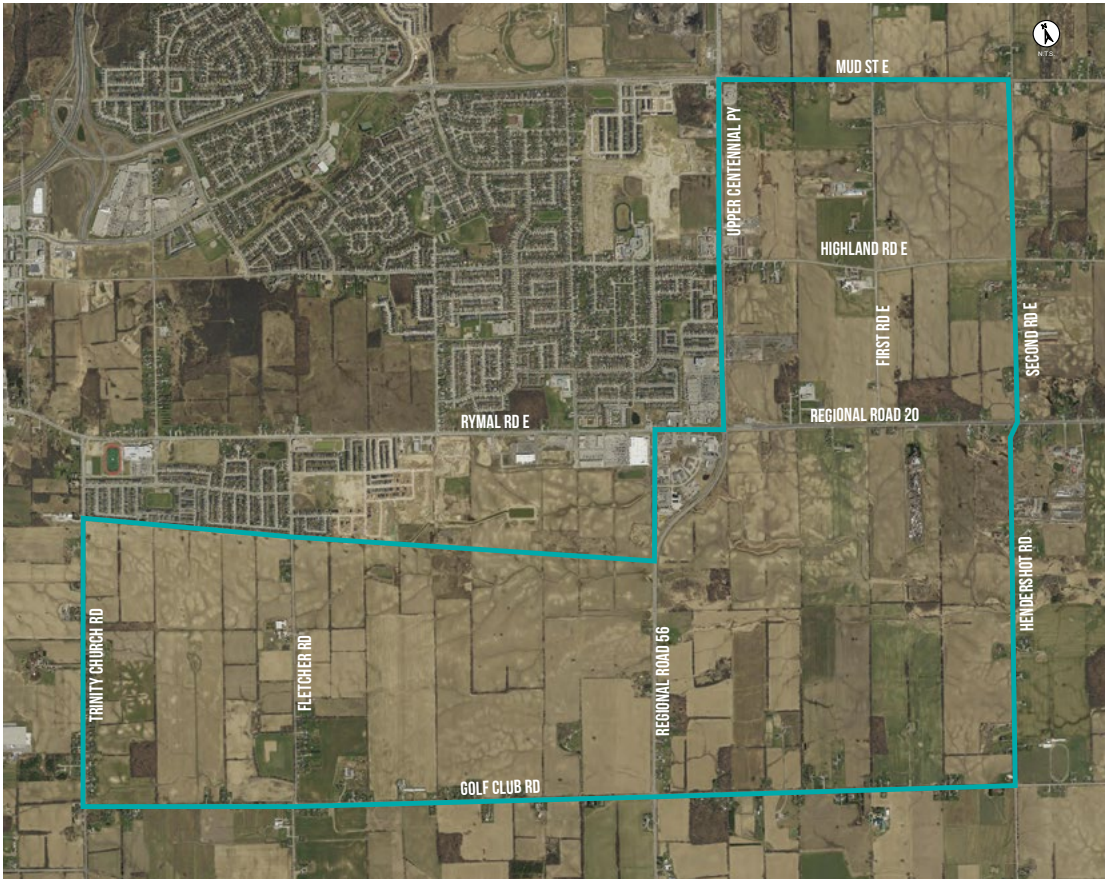

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ELFRIDA

GROWTH AREA STUDY

ELFRIDA STUDY AREA MAP



Legend
Elfrida Study Area

ELFRIDA GROWTH AREA STUDY

INFORMATION

The City of Hamilton is growing and the population is projected to increase to 680,000 by 2031. While the City has planned for a substantial amount of growth within its current urban boundary, an urban boundary expansion is required to accommodate future population growth.

PREFERRED LOCATION FOR NEW GROWTH

In reviewing opportunities for where growth could occur, the Elfrida area was identified through the City's comprehensive Growth Related Integrated Development Strategy (GRIDS) process in 2006, as the preferred location to accommodate new growth to 2031 and beyond.

The Elfrida Growth Area Study is a unique opportunity to develop a complete urban community that:

- achieves transit supportive development with multi-modal connections to existing urban areas
- efficiently uses existing and new servicing infrastructure
- integrates well with the adjacent urban and rural lands
- provides a mix of land uses and community facilities
- protects important natural environmental features

The following studies will be undertaken as part of this project:

● Secondary Plan		
● Transportation Management Plan	● Sub-watershed Study	● Water and Wastewater Servicing Master Plans
● Agricultural Impact Assessment	● Urban Design Guidelines	● Natural Heritage Review
● Cultural Heritage Assessment	● Commercial Lands Review	
● Financial Investment Strategy	● Phasing/Staging/Implementation Strategy	

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GROWTH AREA STUDY

BRINGING THE PLAN TO LIFE



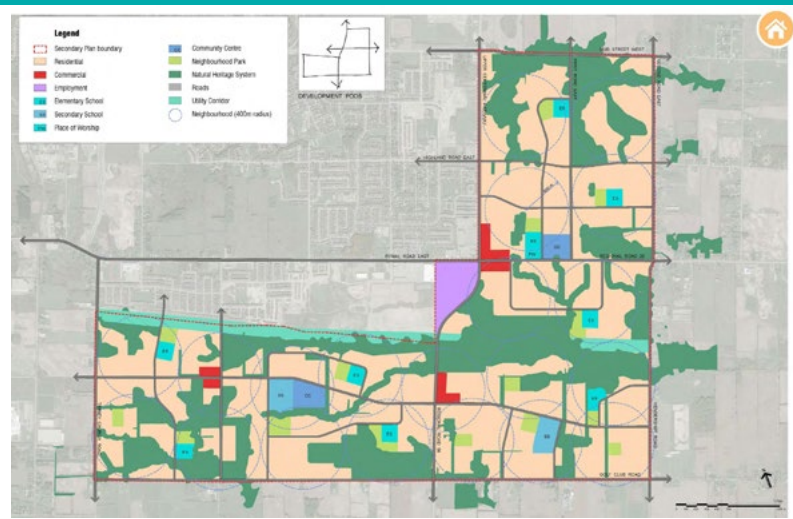
CURRENT INITIATIVES UNDERWAY

GRIDS 2 and Municipal Comprehensive Review	www.hamilton.ca/grids-grids2-mcr@hamilton.ca	Heather Travis 905-546-2424 ext. 4168
Urban Forest Strategy	www.hamilton.ca/urbanforeststrategy Catherine.plosz@hamilton.ca	Catherine Plosz 905-546-2424 ext. 1231
Commercial and Mixed Use Zoning	www.hamilton.ca/cmucmuzoning@hamilton.ca	Timothy Lee 905-546-2424 ext. 1249
Transit Oriented Corridor Zoning	www.hamilton.ca/lrtzoning Madeleine.Giroux@hamilton.ca	Madeleine Giroux 905-546-2424 ext. 2664
City-wide Transportation Master Plan update	www.hamilton.ca/tmp-tplanning@hamilton.ca	Steve Molloy 905-546-2424 ext. 2975
Coming Soon! City-wide Residential Zoning		

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GROWTH AREA STUDY

EVALUATION OF OPTIONS - CONCEPT 1 - DEVELOPMENT PODS

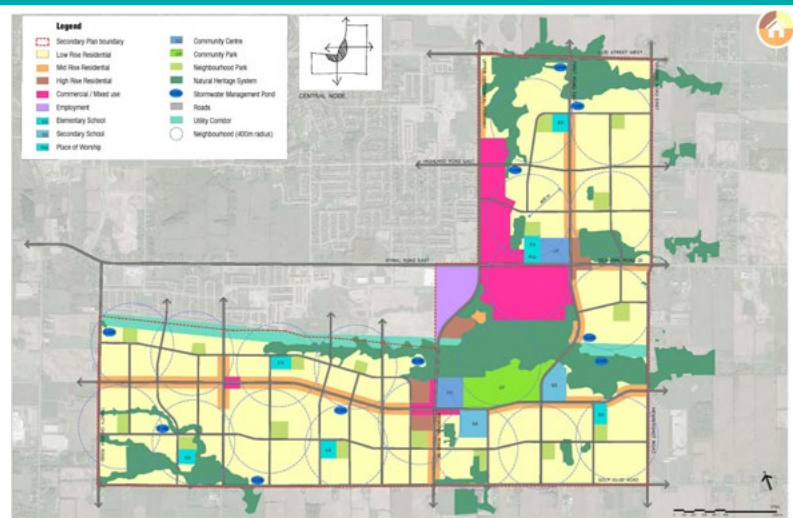


TECHNICAL AREA	EVALUATION BY AREA	REASONING AND RECOMMENDATIONS
		Lacks a broader mix of land uses (i.e., commercial/retail) within accessible walking distance. Has significant natural heritage, parks, open space and likely trail opportunities.
		Limited north-south/neighbourhood connections does not support the establishment of a connected community. Also negatively impacts transit opportunities.
		Conserves all core features, all headwater drainage features, all restore/enhancement areas - most extensive & connected natural heritage system.
		Potential for a high level of retention of existing cultural heritage resources
		Greatest number of natural heritage crossings - mitigate with trenchless technology. Most natural system for stormwater management.
		Opportunities for phasing to minimize impacts on existing farm operations in the short and mid-term.
		Lower development yields will result in less revenues for the City.
		Meets medium/high-density opportunities, but in a dispersed manner. Difficult to service with public transit, disconnected and density not focused on corridors.

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EVALUATION OF OPTIONS - CONCEPT 2 - CENTRAL NODE

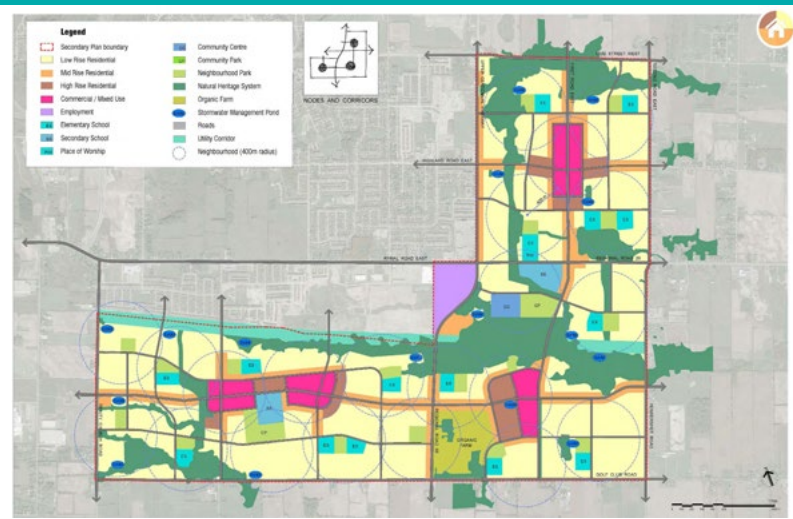


TECHNICAL AREA	EVALUATION BY AREA	REASONING AND RECOMMENDATIONS
		Improved road connectivity, and more parkland. Not very 'walkable'; the single central node may encourage a reliance on cars. Does not provide for a complete community.
		First and last mile connectivity would be a challenge as trips would be centred on the central commercial node.
		Conserves only core features, resulting in a discontinuous natural heritage system, limits long-term viability (movement of wildlife/seeds/plant materials).
		Proposes increased commercial development in the current location of three identified cultural heritage resources.
		Would likely require the highest fire flow, and largest diameter watermains and sewers due to central high density node. Difficult to phase cost-effectively.
		Opportunities for phasing to minimize impacts on existing farm operations in the short and mid-term.
		Assuming market demand is sufficient to capture the proposed supply, Option 2 would likely result in the greatest fiscal impact to the City.
		A single major node results in a less connected community and limited active transportation opportunities.

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GROWTH AREA STUDY

EVALUATION OF OPTIONS - CONCEPT 3 - NODES AND CORRIDORS



TECHNICAL AREA	EVALUATION BY AREA	REASONING AND RECOMMENDATIONS
		Provides the greatest diversity of land use/residential built form/housing densities. Accommodates neighbourhood-serving commercial and employment opportunities.
		Linear green space provides trail opportunities to complement active transportation. Better options for transit and phasing, with 3 primary nodes.
		Conserves core features of the Subwatershed Study as well as some headwater drainage features. Connectivity and consideration for natural corridors is accommodated.
		Potential to retain portions of existing cultural heritage resources.
		Requires the most additional connections to the existing trunk sewer. Best able to incorporate traditional and new stormwater management techniques.
		Opportunities for phasing to minimize impacts on existing farm operations in the short and mid-term.
		Assuming market demand is sufficient to capture the proposed supply, Option 3 would likely result in the second greatest fiscal impact to the City.
		Best connectivity, diverse range of densities and nodal locations along corridors to encourage active transportation.

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GROWTH AREA STUDY

VISION AND PRINCIPLES

“ The Elfrida Community is envisioned to become a complete, healthy, transit-supportive, mixed-use community that is compact, well-connected and both environmentally and economically sustainable, through a long-term strategy that respects the neighbouring land uses. ”



Principles

1. Develop in an environmentally appropriate manner that protects and restores the natural environment.
2. Encourage the responsible use of resources to ensure long-term sustainability, reduce greenhouse gas emissions, and reduce demands on energy, water, and waste systems.
3. Manage growth over time to ensure that it is logical, efficient, and cost effective.
4. Ensure a diverse community with a mix and range of land uses to ensure a proper balance of residential uses, employment opportunities, and community facilities and services.
5. Develop a well-designed and connected community of residential neighbourhoods that provide for a range of housing types and choices, including affordable housing.
6. Ensure an efficient transportation network that includes mobility options, is transit supportive, includes active transportation, walking and cycling, and accommodates vehicles.
7. Provide an interconnected system of streets and pedestrian supportive streetscapes.
8. Provide for a connected and integrated system of parks, open spaces, and multi-use trails.
9. Utilize green infrastructure to make use of the absorbing and filtering abilities of plants, trees, and soil to protect water quality, reduce runoff volumes, and recharge groundwater supplies.

ELFRIDA GROWTH AREA STUDY

DENSITY - PERSONS AND JOBS PER HECTARE (P+J)/HA

What is the required minimum density?

New greenfield areas must achieve a minimum density of 80 persons and jobs per hectare.

How density is calculated...

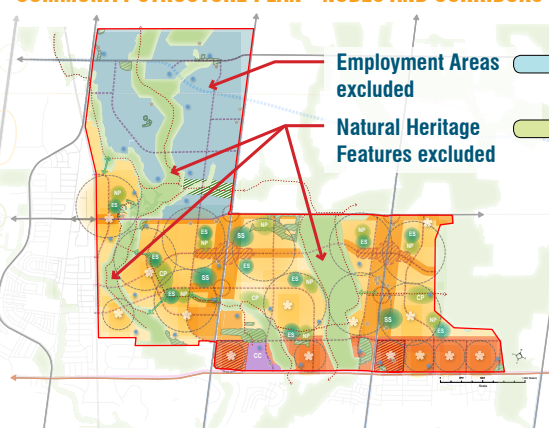
Density is the ratio of residents and jobs to a land area - the measure of how many people live and work in an area.

Density = persons + jobs per hectare

Density can vary and is calculated as an average across the entire area.

Natural heritage features, electricity transmission lines (e.g. Hydro corridor), railways, freeways, employment areas (industrial), and cemeteries are excluded from the overall calculation in a designated greenfield area.

COMMUNITY STRUCTURE PLAN - NODES AND CORRIDORS



Source: The Planning Partnership and the City of Markham

What it looks like...

RESIDENTIAL NEIGHBOURHOOD AREA



Distinct neighbourhood character defined by built form



Neighbourhoods defined by centrally located parks



Townhouses with lane accessed garages



Pedestrian scaled streets with built form close to the street line



Institutional buildings centrally located in the community



Mid-rise development with a mix of uses

MIXED USE REGIONAL CORRIDOR/NODE



Urban square/cafe seating as a place to meet and gather



Transportation hubs connect different modes of local and regional transit, are mixed-use nodes, and support higher densities.



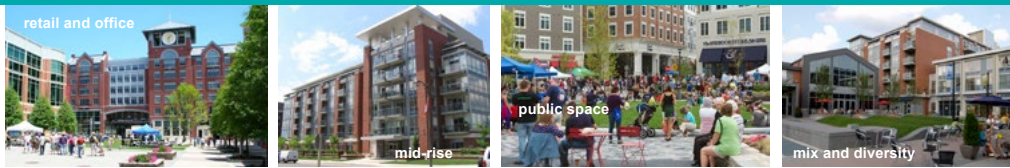
A variety of housing types and forms provide housing choices, with access to open spaces, amenities, services, and transit.
Dollar Heritage Park, Markham, ON

Source: The Planning Partnership and the City of Markham

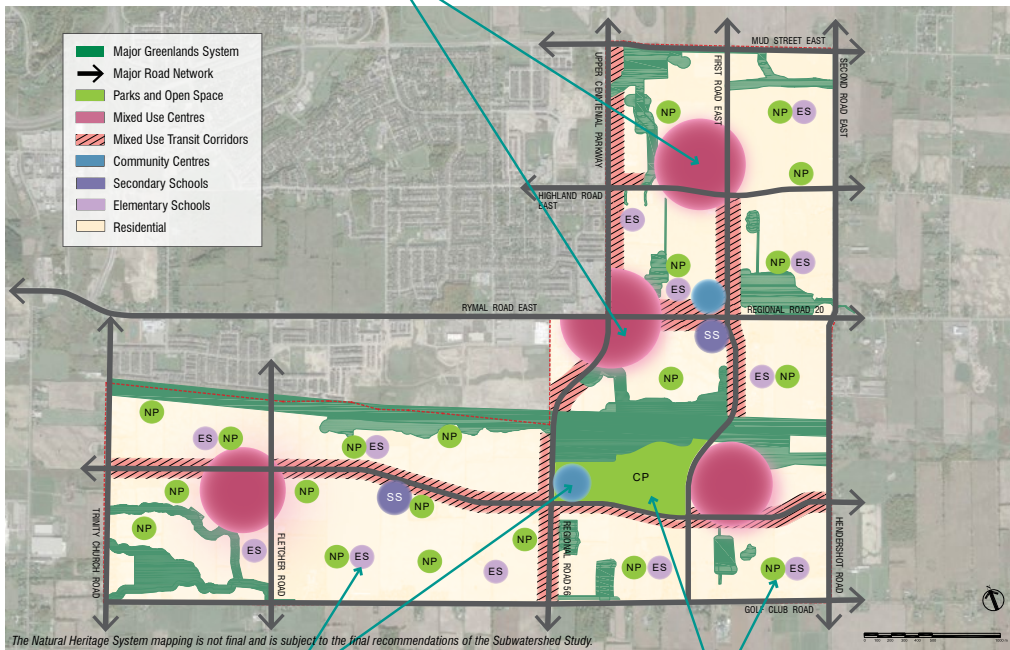
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GROWTH AREA STUDY

PREFERRED COMMUNITY STRUCTURE ELEMENTS



mixed use centres



societal needs



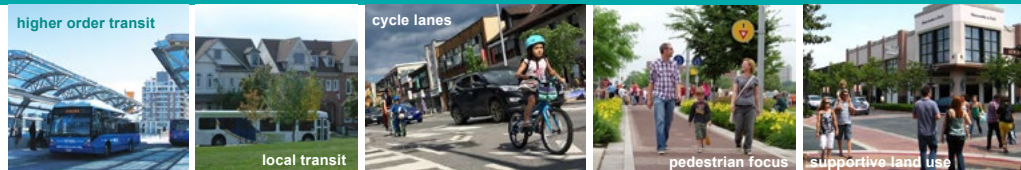
parks and open spaces



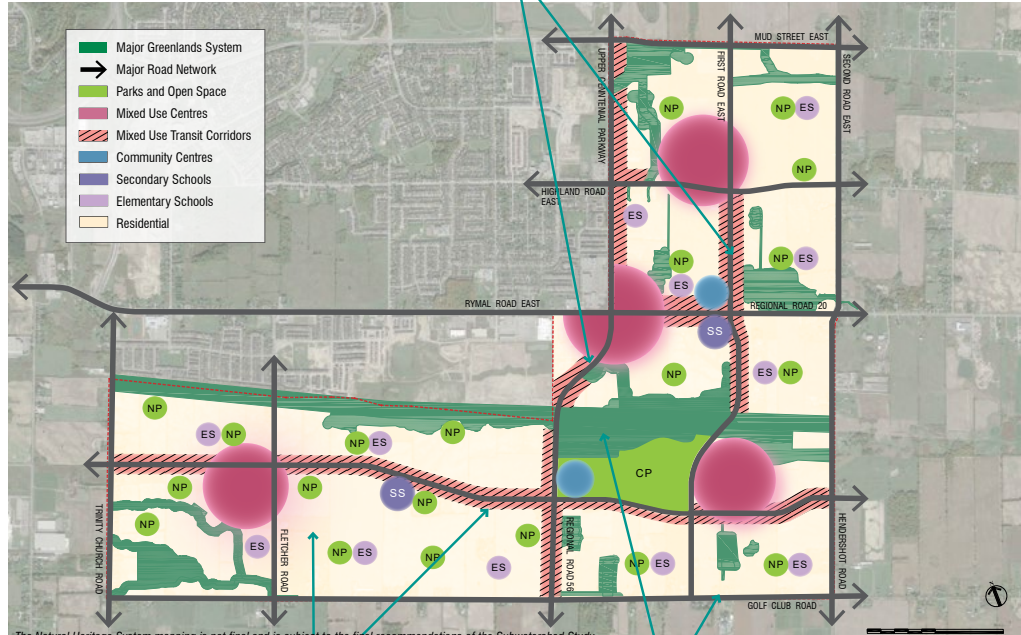
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GROWTH AREA STUDY

PREFERRED COMMUNITY STRUCTURE ELEMENTS



transit corridors and active transportation



mix of housing types

natural environment + trails



ELFRIDA GROWTH AREA STUDY

NEXT STEPS

WHERE WE ARE IN THE PROCESS

We are currently beginning Phase 3 - Recommended Option, to develop the preferred land use scenario and Secondary Plan for Elfrida.

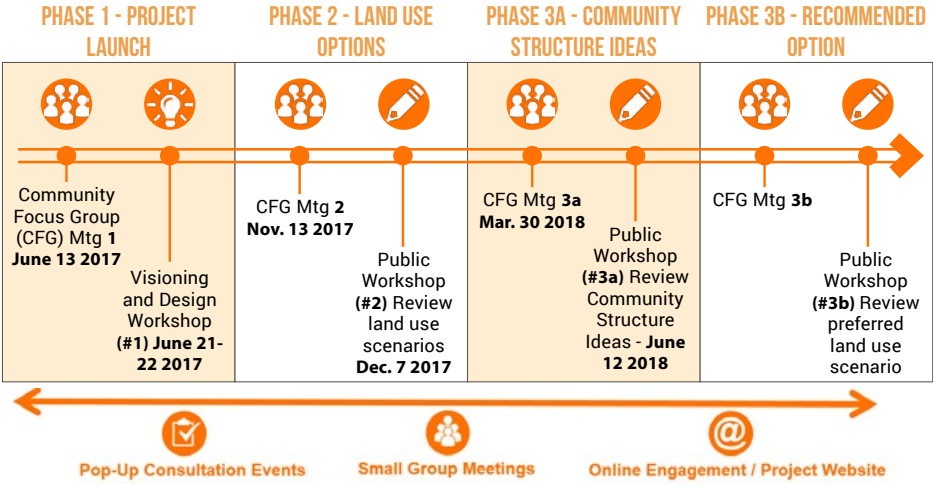
ADDITIONAL STUDIES

Concurrent and additional studies are required to inform the future Secondary Plan, some of which are already underway. These include:

- Municipal Comprehensive Review
- Land Needs Assessment
- Subwatershed Study
- Water and Wastewater Servicing Master Plan
- Transportation Master Plan
- Agricultural Impact Assessment
- Urban Design Guidelines
- Financial Investment Strategy
- Phasing Study



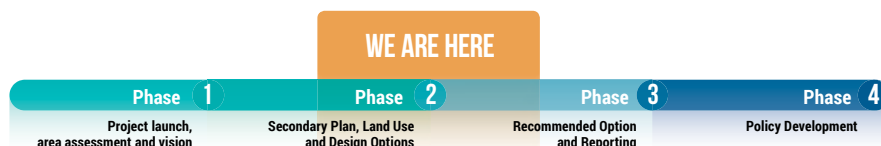
These plans will contribute to further informing the Elfrida Growth Area Study, and assist in the final phase of this study to develop a preferred land use scenario and Secondary Plan.



ELFRIDA GROWTH AREA STUDY

COMMENTS

Please fill in a comment sheet before you leave, or take one with you to fill in later. We would appreciate receiving your comments by **WEDNESDAY JULY 4, 2018**.



THANK YOU

for attending this Public Information Centre. Your participation in this process is important and will contribute to the Elfrida Growth Area Study.

WE WANT TO HEAR FROM YOU – OTHER WAYS TO GET INVOLVED

SIGN UP FOR E-MAIL OR MAIL UPDATES

Elfrida@hamilton.ca

VISIT WEBSITE

www.hamilton.ca/elfrida

COMMENT SHEETS

Fill out and leave with team or e-mail/mail to staff listed below

CONTACT STAFF

Call, e-mail or meet with staff to discuss.

If you would like a copy of the information presented tonight, it will be available on the website at www.hamilton.ca/elfrida

ELFRIDA GROWTH AREA STUDY

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City Hall, 71 Main St. W.
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alissa.mahood@hamilton.ca

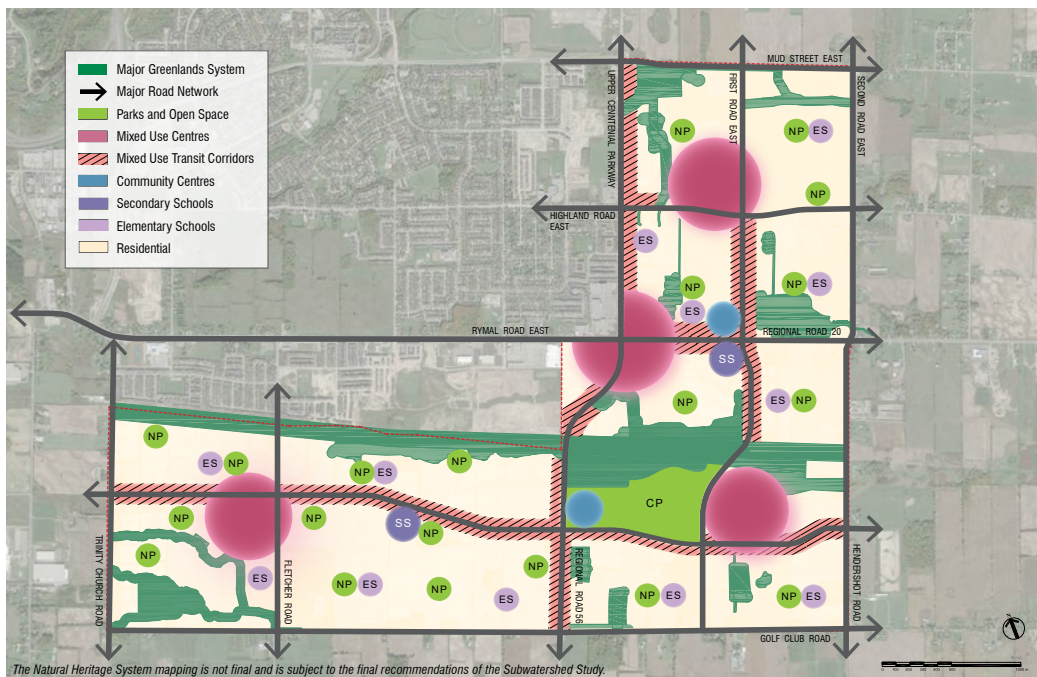


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ELFRIDA

GROWTH AREA STUDY

PREFERRED COMMUNITY STRUCTURE IDEAS PLAN




COMMENTS

	 Greenlands System and Parks	 Road Network	 Mixed Use Centres	 Transit Corridor	 Institutional	 Residential
LOVE IT						
IT'S OK						
DON'T LIKE IT						

APPENDIX


Community Meeting #1
Visioning & Design Workshop

Presentation - June 13, 2017



Elfrida Growth Area Study

Community Focus Group Meeting #1
June 13, 2017
6:00 pm



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Purpose of the Study



- The Elfrida Area has been identified as the preferred location to accommodate new growth to 2031 and beyond
- This area was selected through the City's comprehensive Growth Related Integrated Development Strategy (GRIDS) process.

Identification of the Study Area

Growth Related Integrated Development Strategy (GRIDS) (2006)

- Planning process that identified **Nodes and Corridors Structure** for growth and development for the City of Hamilton
- Associated **Infrastructure Requirements**
- **Economic Development Strategy**
- **Financial Implications** for growth options
- Identified Elfrida lands to accommodate growth to 2031



Chronology

Rural Hamilton Official Plan

- Elfrida Study Area – Special Policy Area
 - Outlined the process and studies to be carried out to include the lands in the urban boundary
 - Province removed the Special Policy Area
 - Province’s decision appealed by City and Landowners

Urban Hamilton Official Plan

- General set of policies for an urban boundary expansion
 - Reference to Elfrida as a future growth area
 - Province removed the reference to Elfrida
 - Province’s decision appealed by City and Landowners



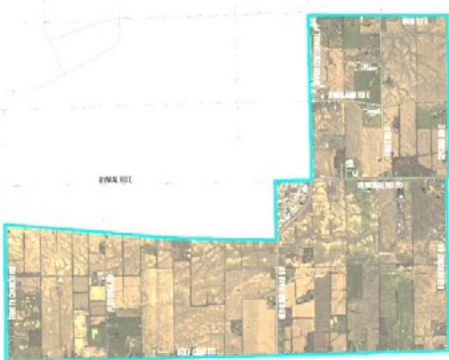
Chronology

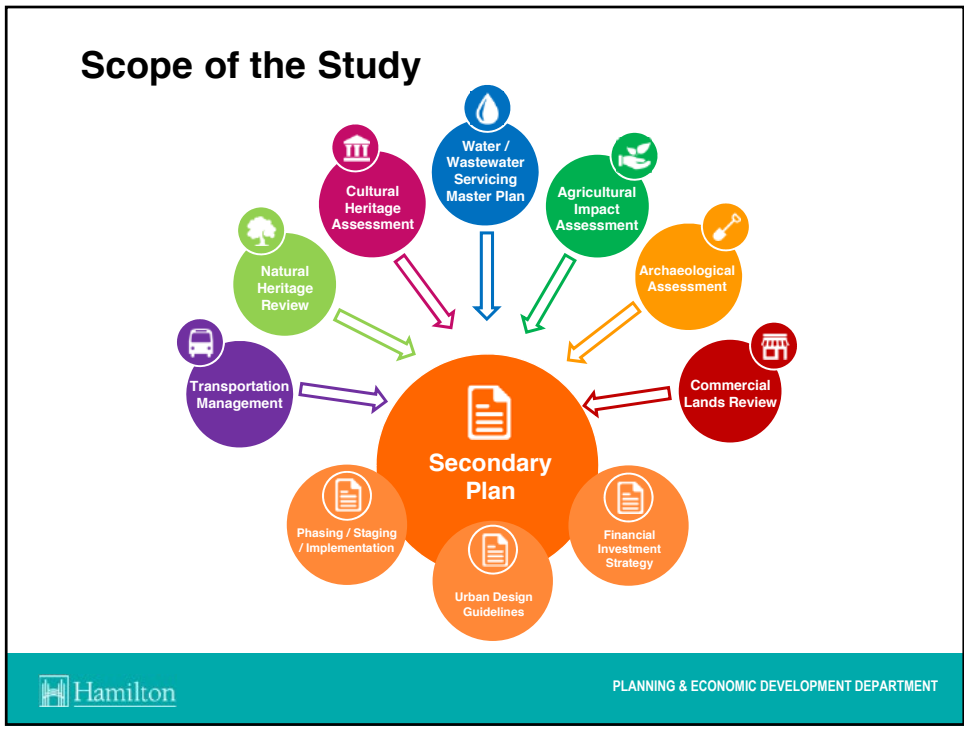
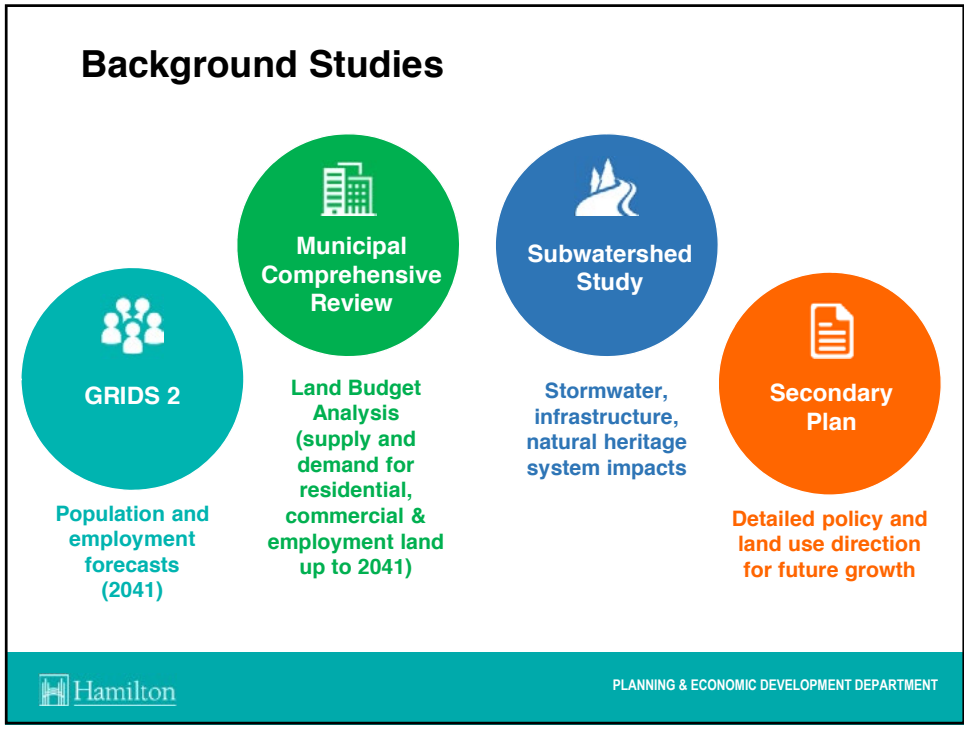
- **No resolution to appeals** at this time
- City preparing an **updated Municipal Comprehensive Review and Land Budget Analysis** to determine the exact amount of land required to accommodate growth to 2041
- Ontario Municipal Board hearing dates have not been scheduled

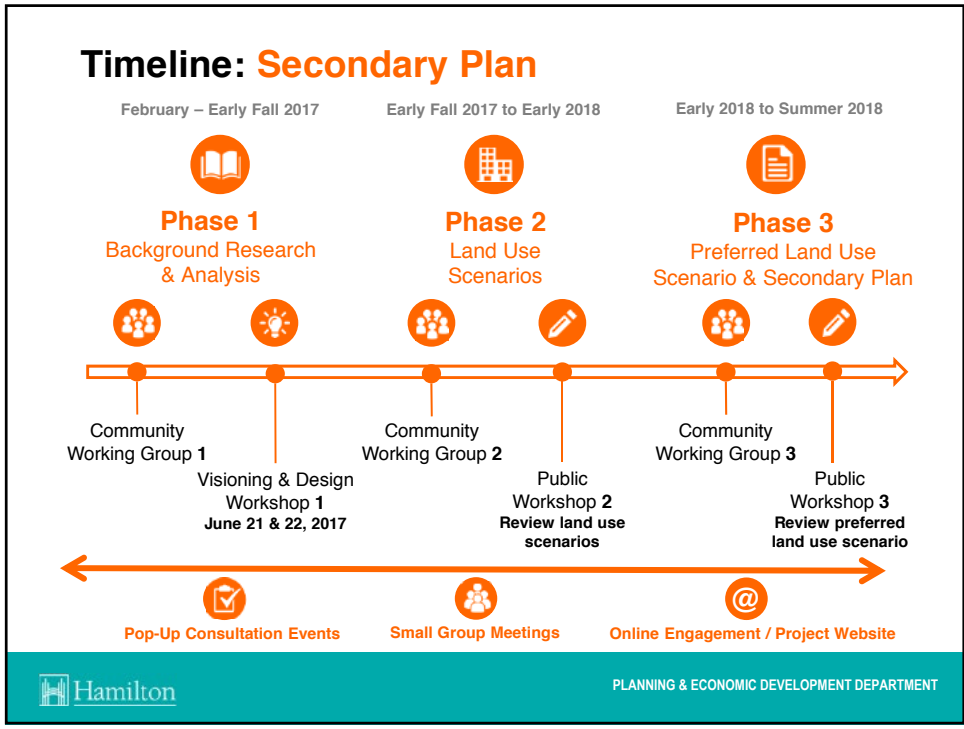


Background

- Although the **Urban Hamilton Official Plan (UHOP) and Rural Hamilton Official Plan (RHOP)** relating to the Elfrida lands are under appeal, urban boundary expansion policies are in effect (in the UHOP)
- Urban boundary expansion policies in the UHOP:
 - Provide guidance and direction for studies required to bring Elfrida into the urban boundary and assign appropriate land uses (Municipal Comprehensive Review, background studies, public consultation, secondary plan)







Community Focus Group: Purpose

- Assist in the **identification of current and potential opportunities, issues and constraints** relative to land use, transportation, servicing, natural heritage and other aspects of the project
- **Share knowledge** of the area
- **Review** the project team's work in progress and provide input to the study team at key milestones throughout the study
- Provide **feedback** that reflects the needs and interests of the local community and/or their represented interest group
- Assist with **communicating the study's progress** to the larger community
- **Attend public information centres** where possible
- Not a decision making body

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Community Focus Group: Role and Responsibilities

- **Familiarize themselves** with the study area and material on the Elfrida Growth Area Study website
- **Come prepared** to meetings by reviewing materials provided
- **Participate equally** in the meetings providing feedback to the information shared by City staff and the Consulting Team
- **Share information** with members of your community and/or stakeholder group
- **Attend** each of the three Community Focus Group meetings (or provide regrets in advance of the meeting)
- **Act respectfully** towards other Community Focus Group members, City staff, the Consulting Team and Councillors

Visioning and Design Workshop

Wednesday, June 21, 2017
4:00 to 6:00 pm OR 6:30 to 8:30 pm

- **Background, givens, key directions and design principles**
- **Presentation** by the team, followed by **table group discussions**: what's important, what are the foundational principles for optional concepts?

PRODUCT:
Vision and Guiding Principles

Visioning and Design Workshop

Thursday, June 22, 2017

3:00 to 5:00 pm OR 6:00 to 8:00 pm

Design Day

- Preregistration for participation in the **development of options** for the Elfrida planning area
- Join one of three groups to **work with a designer from the project team to explore community options** for the Elfrida planning area

PRODUCT:

Three options for Elfrida



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Visioning and Design Workshop: Development Program for Three Options

Each option will explore variables in:



The natural heritage system



Urban structure

- road system
- park system
- location of neighbourhoods and centres
- distribution of density







Approach to stormwater



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The Basis of the Secondary Plan

-  potential to **use existing infrastructure** and to **complete the existing communities**
-  use existing and planned **transportation networks**
-  **inter-connected and multi-modal** transportation network
-  emphasis on **transit and pedestrian connections** to encourage **active and alternative transportation** choices



The Basis of the Secondary Plan

-  meet the provincial targets for **population growth and intensification**
-  designed as a **compact urban community**
-  a model of **excellence in urban development**



The Basis of the Secondary Plan

-  environmentally sound policies that promote **sustainable development**
-  conserve the **natural and cultural heritage**
-  protect **source water** and encourage **low impact development**
-  conformity with **agricultural policies** and **support for continued agriculture** if desired








Round table discussion

What are the **key opportunities for growth** in the Elfrida Planning Area?



What are the **key challenges for growth**?

Round table discussion

What's most important from your perspective with respect to:

-  1. Design of new communities and neighbourhoods
-  2. Transportation: transit, vehicles, pedestrians, cycling
-  3. Natural features and open spaces
-  4. Heritage and culture
-  5. Servicing

Next Steps

-  Attend the **Visioning and Design Workshop**
June 21 and 22, 2017
-  Attend the **Community Focus Group** meeting
Fall of 2017 – date and location to be confirmed

Presentation - June 21, 2017



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Elfrida Growth Area Study

Visioning and Design Workshop 1

June 21, 2017

<https://www.hamilton.ca/elfrida>



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ELFRIDA STUDY TEAM



- Project management
- Planning and design
- Transportation
- Water and wastewater
- Stormwater management
- Natural heritage
- Agricultural impact assessment
- Financial investment strategy

The Planning Partnership



- Planning and design
- Public engagement
- Archaeological review
- Built and cultural heritage



- Commercial land needs

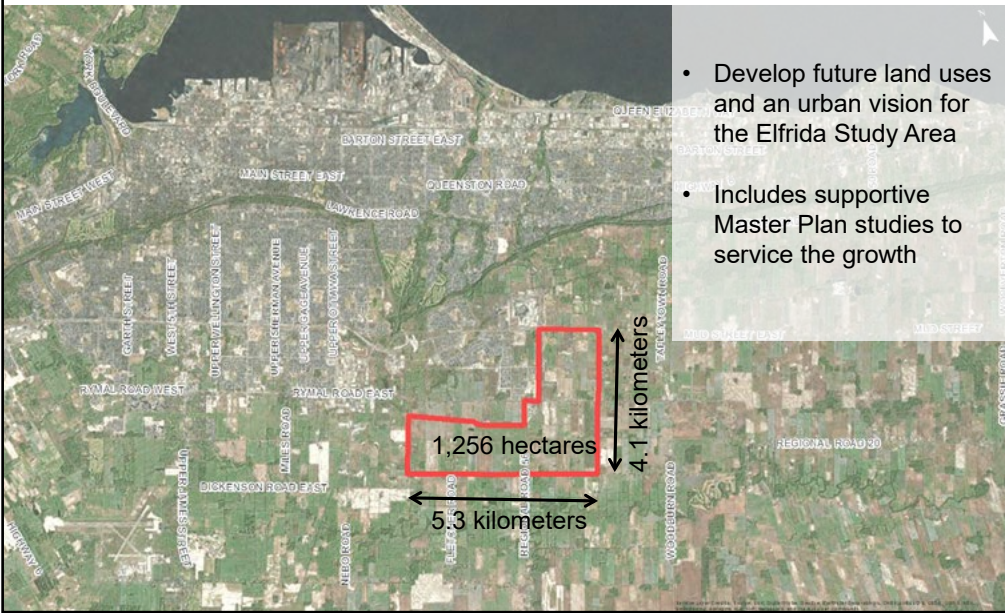


- Demographics



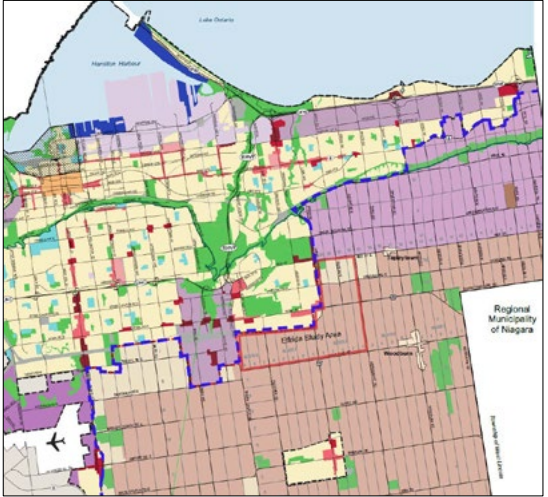
- Subwatershed Study

PURPOSE OF THIS STUDY



ABOUT ELFRIDA

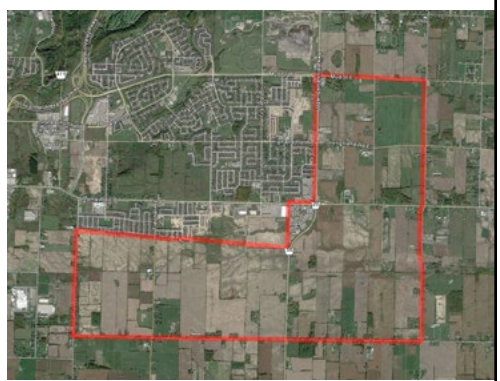
- Existing uses within the Study Area
 - Agricultural uses
 - Rural residential
 - Commercial developments along major routes
 - Employment uses (including a small industrial park along Swayze Road)



ABOUT ELFRIDA

Wards 9 and 11, compared to Hamilton overall (based on 2011 census):

- Slightly lower proportion of seniors (65+)
- Fewer single parent families
- Lower unemployment rate
- Higher household incomes
- Fewer commutes by active transportation



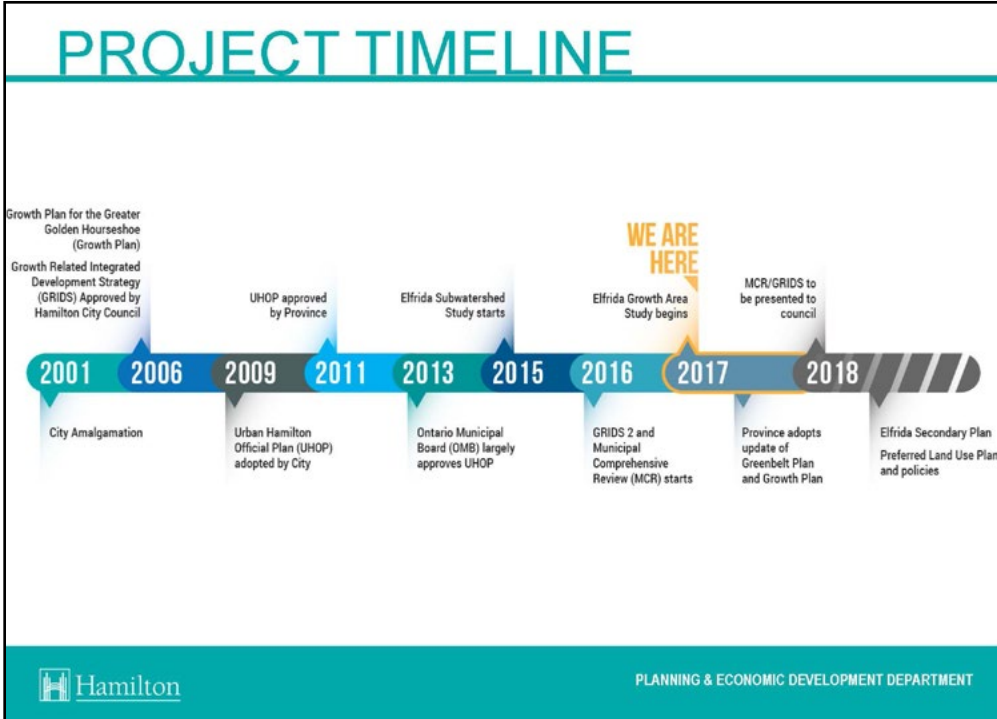
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WORK COMPLETED TO DATE

<p>Vision 2020</p>	<p>GRIDS</p>	<p>RHOP UHOP</p>	<p>Our Future Hamilton</p>	<p>2016-2025 Strategic Plan</p>
<p>1992 visioning exercise that created a number of sustainability indicators</p>	<p>2006 Council-approved Growth Related Integrated Development Strategy (GRIDS)</p>	<p>Vision, goals, objectives, and policies to guide growth and development across Hamilton</p>	<p>2015 visioning study engaged 54,000 community members on their vision for the future of Hamilton</p>	<p>Aims to create a healthy, safe, prosperous and sustainable community</p>
	<p>GRIDS 2 Study update underway</p>	<p>MCR underway</p>		



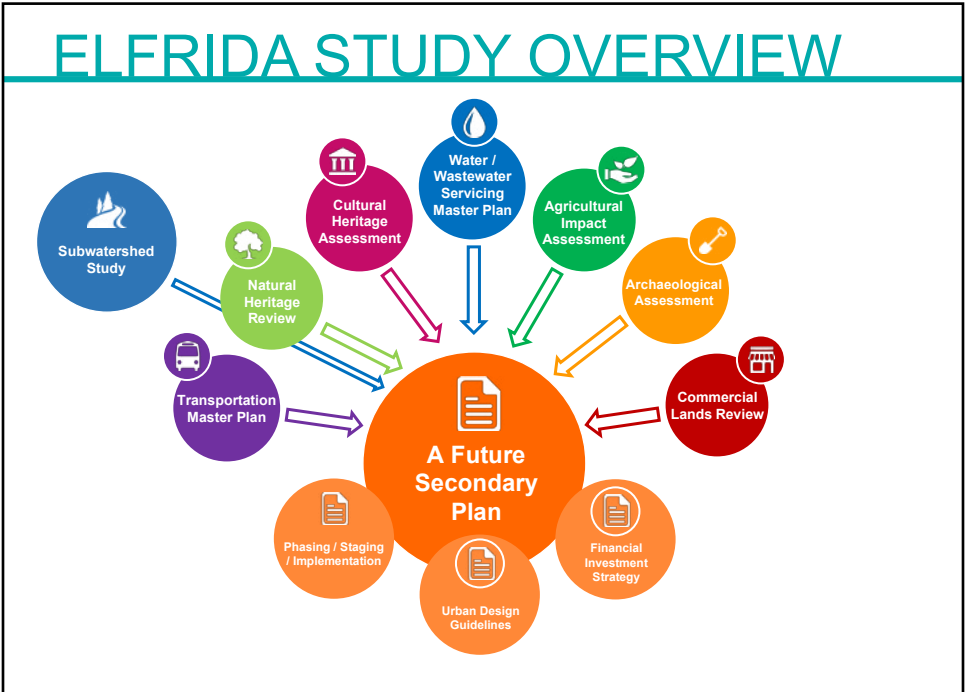
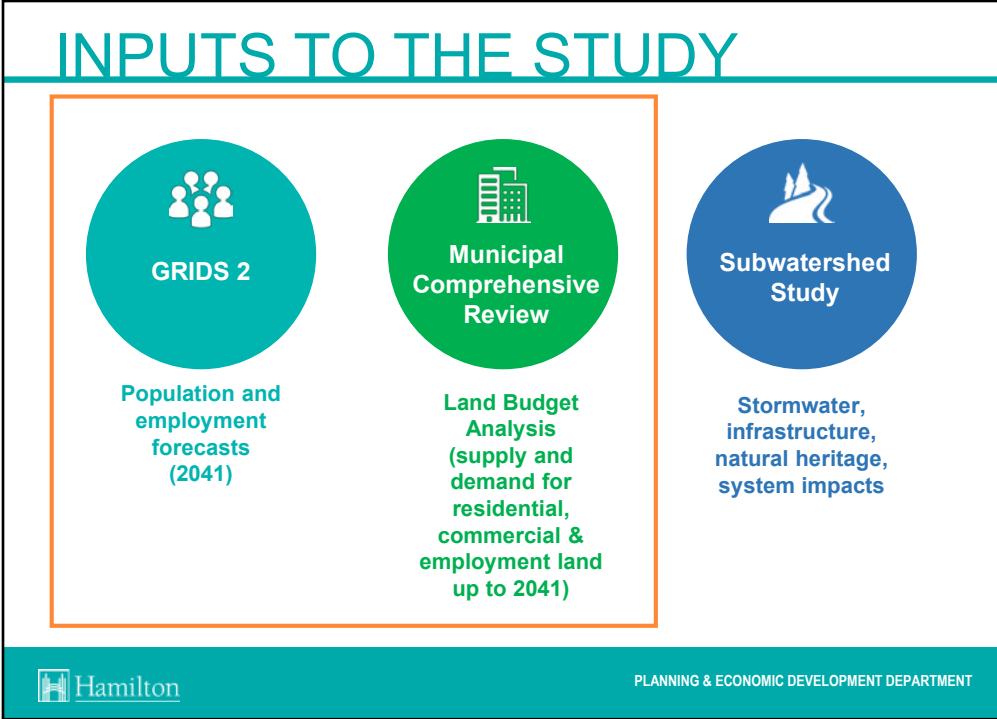
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WHAT DOES ALL THIS MEAN?

1. There are a number of municipal studies underway to review growth management in Hamilton
2. Study team is tasked with developing an urban vision for the full Study Area
3. This study is part of the City's integrated approach to evaluating big and pressing questions related to growth
4. The results of these other studies will inform the recommendations and outcomes of this study (and *vice versa*)
5. The policies of the 2017 Growth Plan mean that Elfrida will develop in a form and function differently and uniquely from any other new community in Ontario

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STUDY OVERVIEW

The Elfrida Growth Area Study is being undertaken in accordance with the joint Master Plan process identified through the Planning Act and the Environmental Assessment Act.

The City is also undertaking two Master Plans as components of the Elfrida Growth Area Study:

1. Transportation Master Plan
2. Water and Wastewater (W&WW) Servicing Master Plan




- Phase 1**
 - Identify the Problems and Opportunities
- Phase 2**
 - Develop and Evaluate Alternative Solutions
- Phase 3**
 - Develop and Evaluate Alternative Design Concepts for Preferred Solution
- Phase 4**
 - Prepare an Environmental Study Report
- Phase 5**
 - Project Implementation



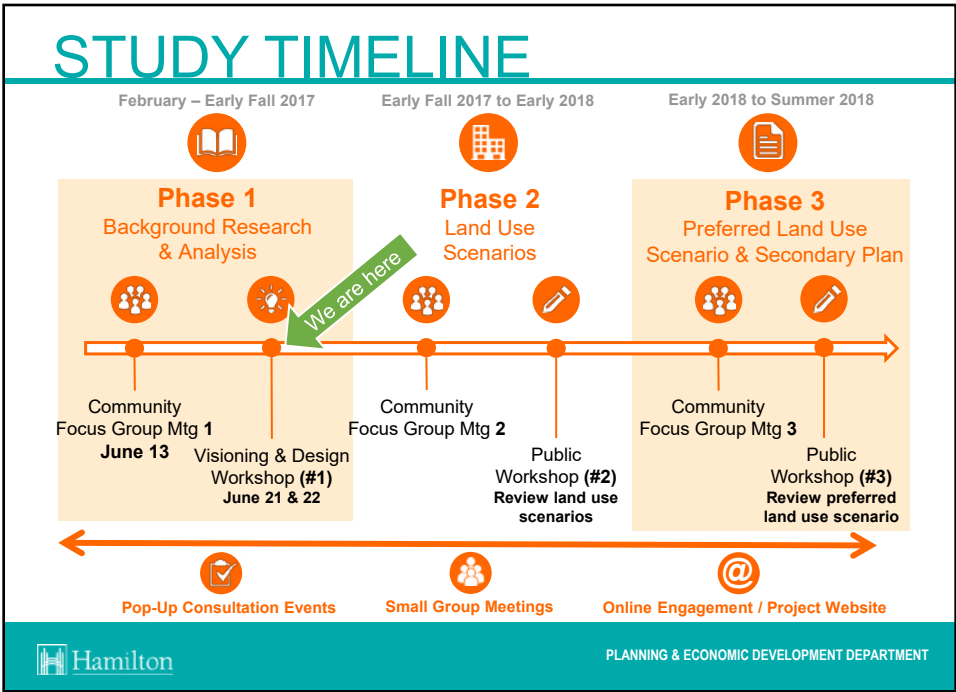
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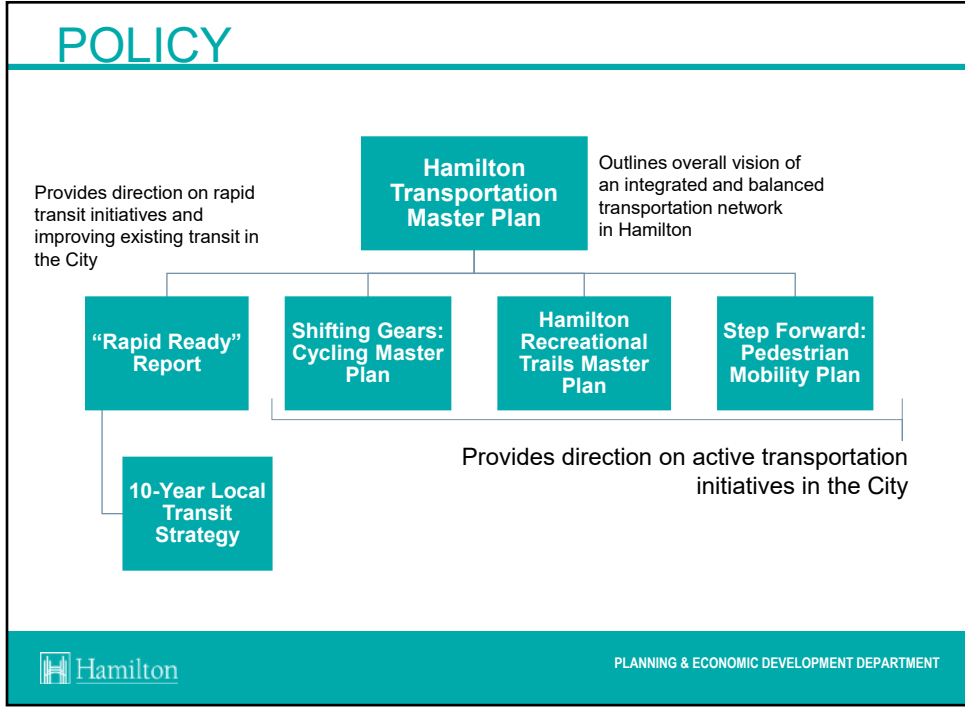
WHAT IS A SECONDARY PLAN?

- An additional level of Official Plan policy
- Detail land use, infrastructure, design policies for specific geographic areas
- Provide for consistency of development within a new community



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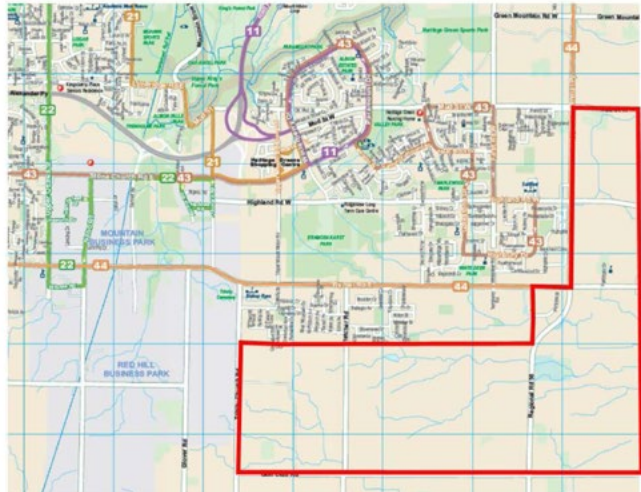
INTERSECTIONS



ACTIVE TRANSPORTATION



EXISTING TRANSIT NETWORK



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PROPOSED TRANSIT NETWORK



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KEY DIRECTIONS

- 1. Foster a connected and accessible on-road and off-road pedestrian path network, which promotes a culture of walking
- 2. Build an extensive on-road and off-road cycling network which can connect cyclists for utilitarian, commuting and recreational uses
- 3. Create an expanded transit network that can support ridership demand until the implementation of rapid transit through the proposed LRT / BRT routes (25-year horizon)
- 4. Design a complete street network that would be supportive of all modes of travel as well as supporting vehicle and goods movement (including agricultural equipment) demands



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STUDY OVERVIEW

Stage 1 Archaeological Assessment

- Will identify areas of Indigenous and historical potential
- Will map all areas requiring further Stage 2 Archaeological Assessment

Cultural Heritage Resource Assessment

- Will identify cultural heritage resources
- Will provide general mitigation recommendations to assess and, where possible, avoid negative impacts



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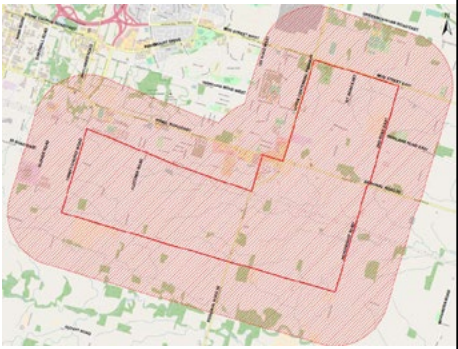
FINDINGS TO DATE

Stage 1 Archaeological Assessment

- Over 200 registered archaeological sites within a 1 km radius of the Study Area
- Sites demonstrate a long history of Indigenous occupation and Euro-Canadian settlement

Cultural Heritage Resource Assessment

- Agricultural land use and settlement within and adjacent to the Study Area began in the early nineteenth century
- The City of Hamilton's Heritage Register lists 24 cultural heritage resources within or adjacent to the Study Area



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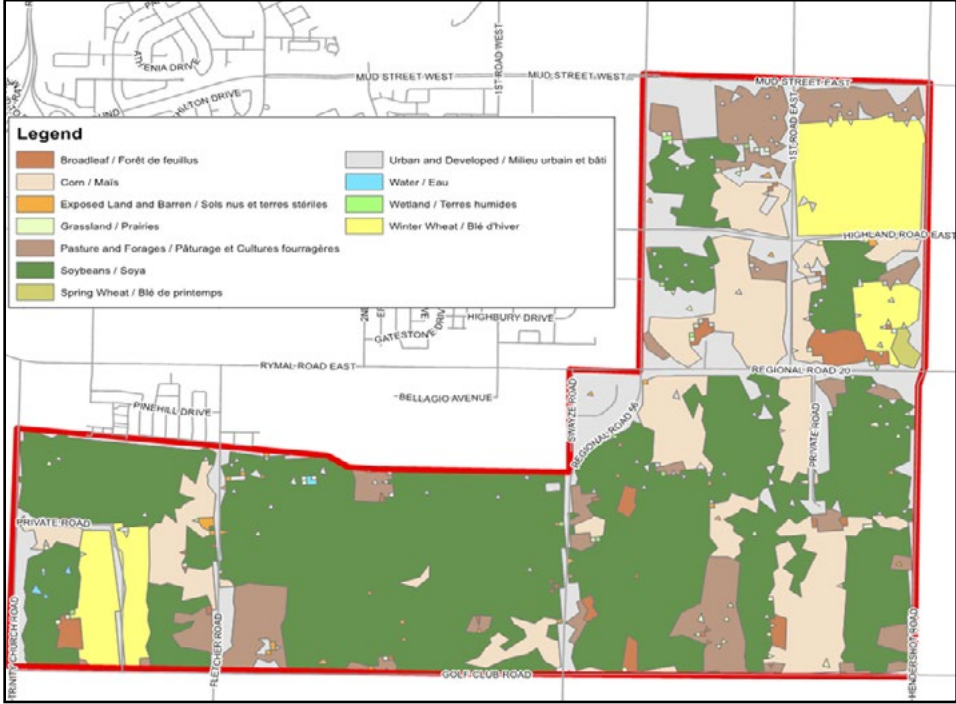
KEY DIRECTIONS

1. Conservation and protection of identified cultural heritage resources should be upheld through appropriate planning and design measures as identified in applicable legislation
2. Conservation and protection of cultural heritage landscapes should occur through implementing development and site alteration activities that protect, maintain, and enhance those areas
3. Non-designated, and non-registered cultural heritage properties shall be appropriately identified, evaluated, and conserved through applicable legislation
4. Protect, conserve, and mitigate archaeological sites and areas of archaeological potential through applicable legislation; avoid harmful disruption or disturbance of known archaeological sites or areas of archaeological potential
5. Include Indigenous consultation as part of work program



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PRINCIPLES

Agricultural related considerations that will require management and coordination include:

- **Compatibility** – plan future land uses utilizing a phased method to minimize the potential for issues of compatibility, particularly with respect to Minimum Distance Separation, nuisance, water and agricultural chemical use
- **Parcel Fragmentation** – development should consider avoiding fragmenting parcels which could obstruct access to fields and cause excessive heavy and slow moving farm equipment to travel using urban streets
- **Goods Movement** – consider options to support movement of vehicles shipping agricultural goods to markets

PRINCIPLES

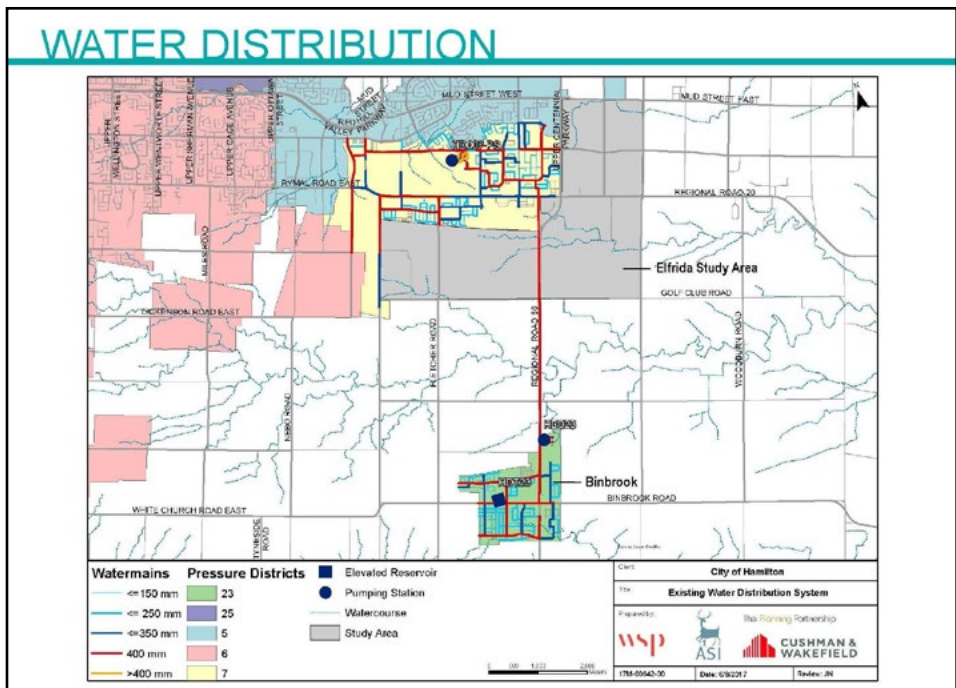
Farms and farmers are protected under the **Farming and Food Production Protection Act (FFPPA, 1998)**:

- Farmers are protected from nuisance complaints made by neighbours, provided they are following normal farm practices
- No municipal by-law applies to restrict a normal farm practice carried on as part of an agricultural operation



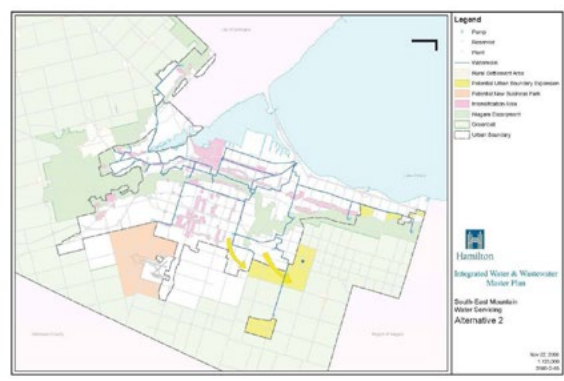
KEY DIRECTIONS

1. Agricultural lands where the use would likely remain agricultural will be identified, evaluated, and considered throughout the planning and design process
2. Any adverse impacts on agricultural operations and on the agri-food network from expanding settlement areas would be avoided or, if avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment
3. Integrating and mitigation of public feedback (questions/concerns) of future effects during transition from agricultural setting to a more urban setting with inclusion of urban agriculture



WATER & WASTEWATER MASTER PLAN

- Preferred alternative to service the Southeast Mountain:
 - An expansion to the existing HD007 pumping station
 - Includes a new water tank to provide storage, security and operational flexibility



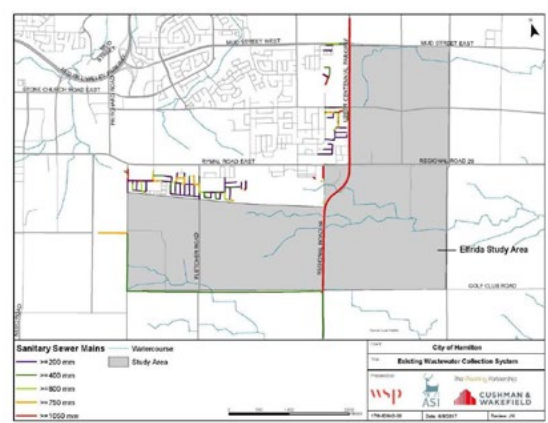
Preferred Southeast Mountain Water Servicing Alternative (KMK Consultants Limited, 2006)



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WASTEWATER COLLECTION

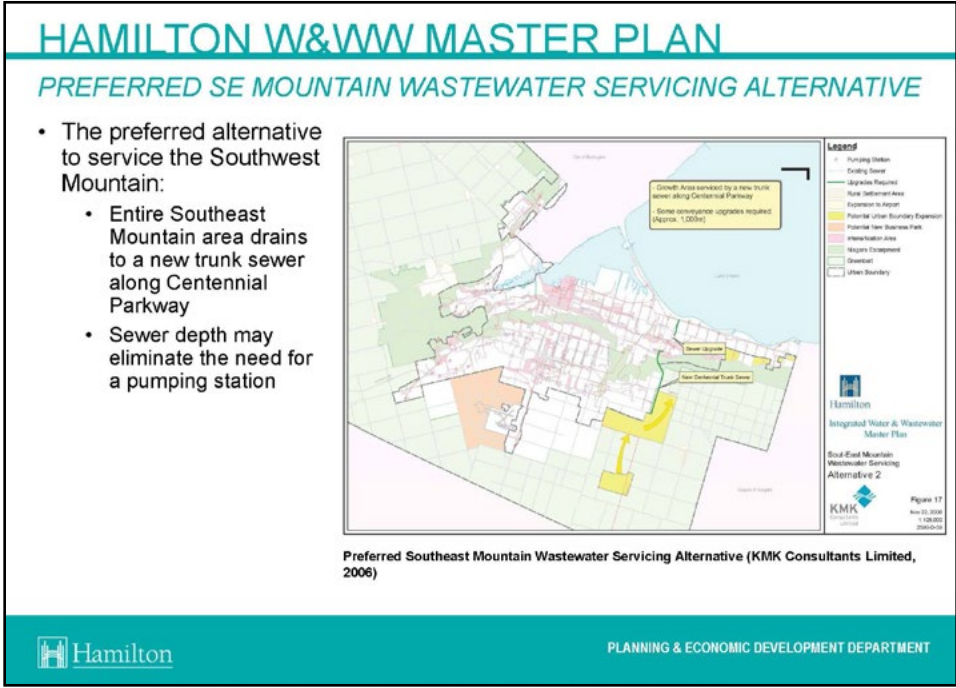
- There is no wastewater infrastructure currently servicing the Elfrida Study Area as it is outside the urban boundary
- The Upper Centennial Parkway Sanitary Trunk Sewer is currently under construction and will be extended through the Elfrida Study Area from Green Mountain Road to Golf Club Road
- The trunk sewer is 1,800 mm in diameter and was designed to connect to proposed and existing sanitary infrastructure



Existing Wastewater Collection System



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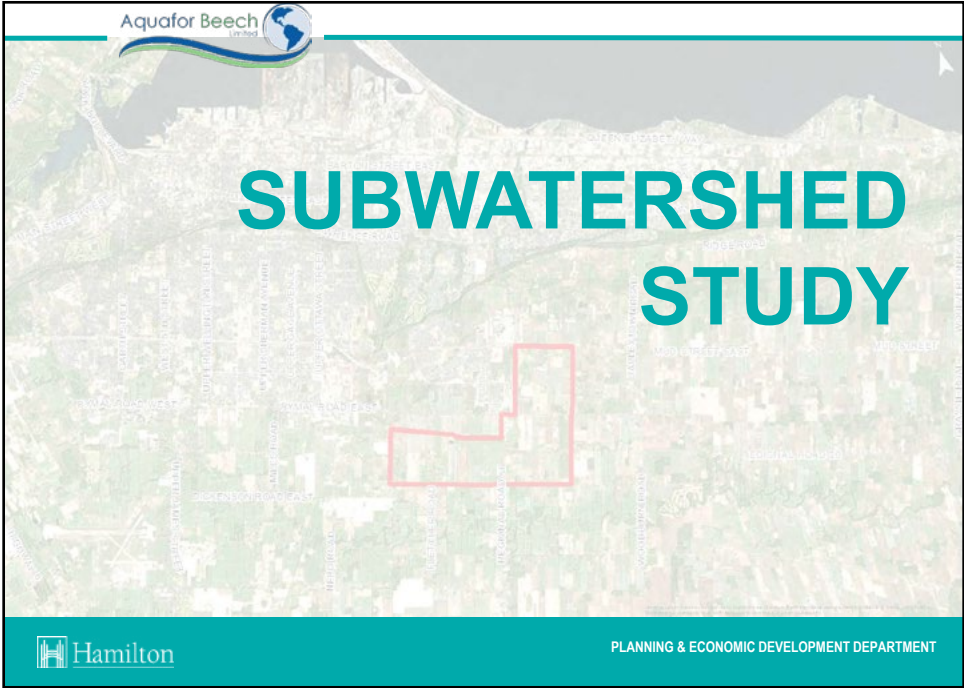
PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT

KEY DIRECTIONS

1. Consider ease of connecting any future water and wastewater infrastructure to the City's existing water and wastewater infrastructure
2. Maintain or enhance drinking water quality
3. Provide efficient wastewater collection with a focus on the protection of property and the environment



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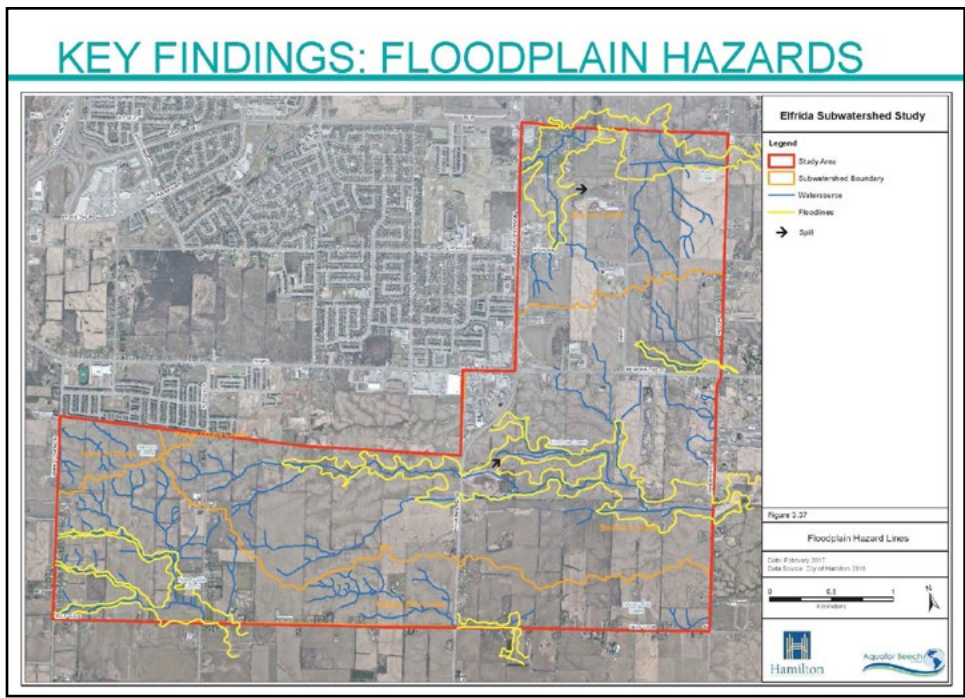
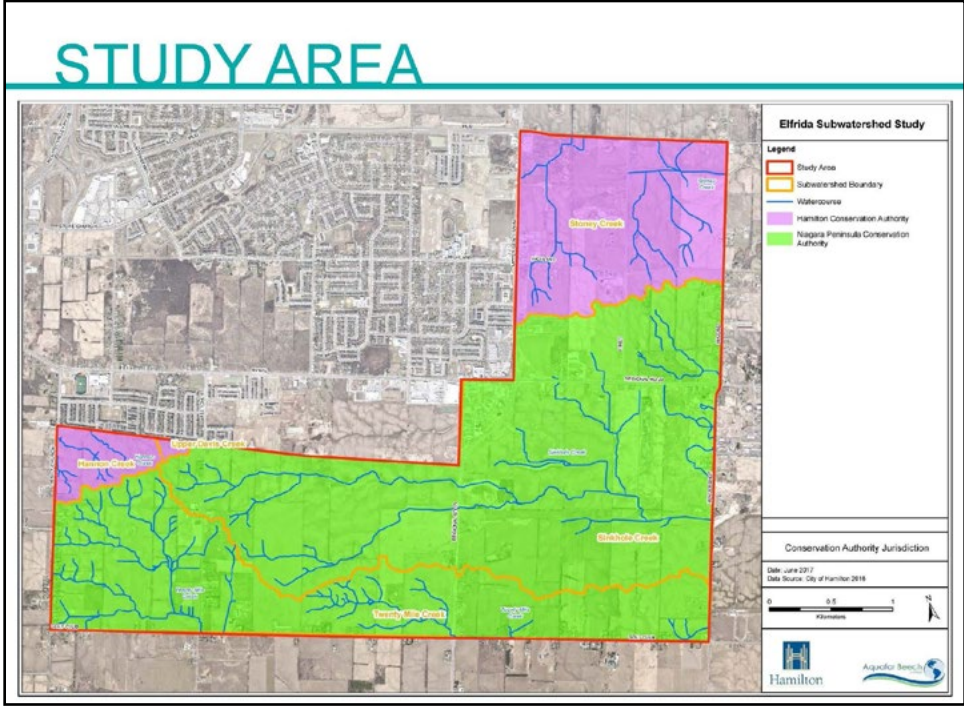


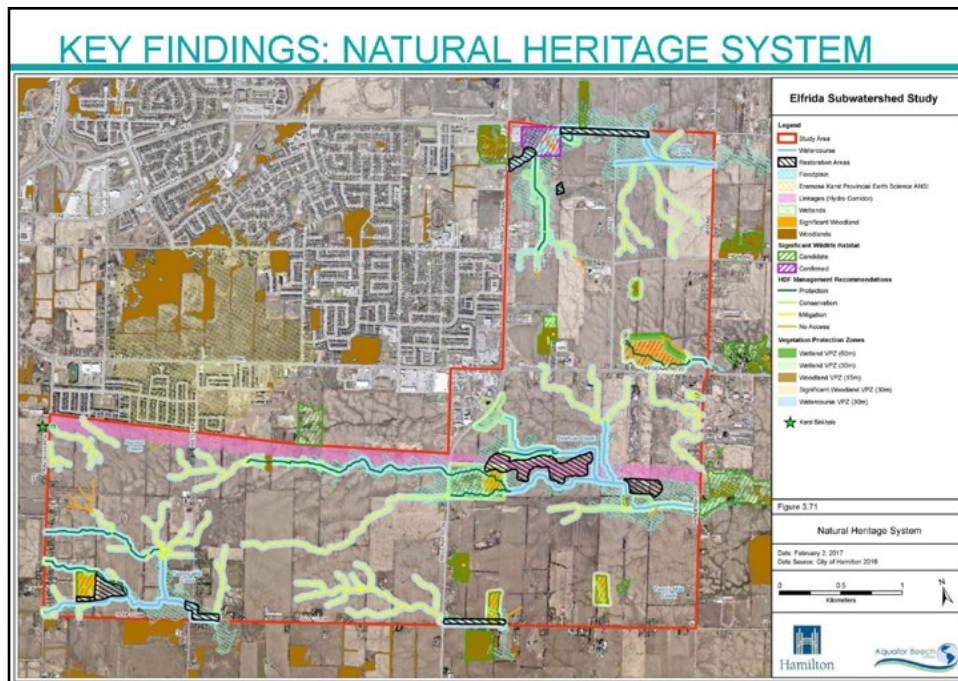
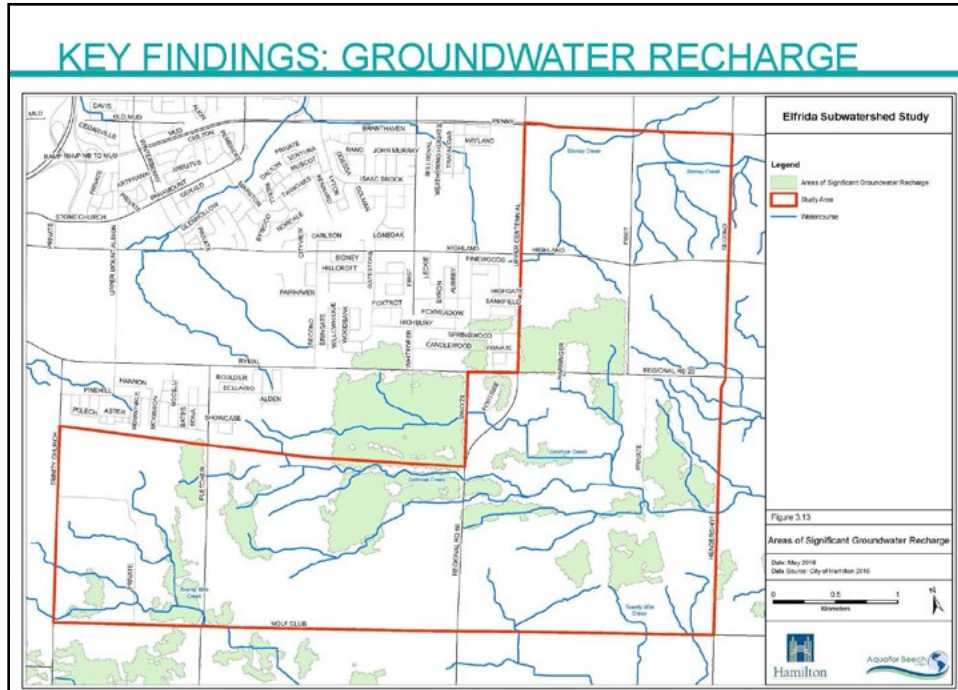
SUBWATERSHED STUDY

- The Elfrida Subwatershed Study is one of several component studies which will be undertaken in support of the Elfrida Growth Area Study process
- The purpose of the Subwatershed Study is to develop a plan that allows sustainable development, while ensuring maximum benefits to the natural and human environments on a watershed basis

ELFRIDA

Hamilton
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SUBWATERSHED STUDY

NEXT STEPS

- Preferred land use strategy to be developed (Winter 2018)
- SWS Phase 2
- Evaluation of potential impacts of land uses on the Natural Heritage System
 - Development and evaluation of preferred subwatershed management strategies
 - Selection of preferred subwatershed management strategy
 - Present preferred strategy
- SWS Phase 3
- Implementation



SWM VS. LID

Traditional Stormwater Management (SWM) Techniques

- Treat rainwater as a liability and waste that needs to be flushed away from urban areas
- Provide water quantity and quality control only
- Depend on end-of-pipe treatment only
- Tend to use pipes and hard structures to convey stormwater runoff rates
- Engineering-based
- Not easy to link to watershed goals, objectives, and targets

Low Impact Development (LID) Techniques

- Treat rainwater as a resource to be protected and managed
- Provide water balance control and landscape functionality in addition to water quantity and quality control
- Stormwater quantity, quality, and water balance are treated from source to receiving waters (e.g. river, lake, pond)
- Tend to use natural / urban landscapes, including soils, pipes, and trees
- Watershed-based, and can be easily linked to overall goals and targets, and adaptive watershed management

KEY DIRECTIONS

- 1. Identify and explore land use design options that enhance or are compatible with the Natural Heritage System
- 2. Identify and integrate compatible recreation opportunities that connect the community to the Natural Heritage System
- 3. Consider enhancement opportunities and opportunities to integrate non-core features into the design (e.g. hedgerows)



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The Planning Partnership
wsp ASI CUSHMAN & WAKEFIELD metro economics

COMMERCIAL LANDS REVIEW

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PRIMARY TRADE AREA



LAND DEMAND CONCLUSIONS

- Currently, the Primary Trade Area has nearly 2.3 times the amount of shopping centre-type space per capita compared to the City of Hamilton average
- There is room for considerable population growth within the Primary Trade Area (which encompasses the Elfrida Study Area, and beyond) – in the range of 35,100 persons – without a requirement for additional provision of retail-commercial lands
- This does not restrict local, neighbourhood commercial uses



The Planning Partnership
wsp ASI **CUSHMAN & WAKEFIELD**
metro economics

ROUND TABLE DISCUSSION

Hamilton PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT

VISIONING AND DESIGN WORKSHOP

Day 2: June 22, 2017
3:00 OR 6:00 PM

Each of the three different development options will explore variables in:

- The natural heritage system**
- Urban structure**
 - road system
 - park system
 - location of neighbourhoods and centres
 - distribution of density
- Approach to stormwater management**

Please pre-register if interested

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DISCUSSION QUESTION #1

What is most important from your perspective with respect to:

1. Design of new communities and neighbourhoods
2. Transportation: transit, vehicles, pedestrians, cycling
3. Natural features and open spaces
4. Heritage and culture
5. Servicing



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DISCUSSION QUESTION #2

A Vision Statement for the Elfrida Growth Area describes a preferred future condition - the aspiration for the character and form of new development in the Elfrida Growth Area

Brainstorm with others at your table

Write a list of words or phrases you think should be captured in a Vision Statement

From the list, choose your top three words or phrases

Write one word/phrase on one sheet of paper



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Presentation - June 22, 2017




The slide features a teal header with the Hamilton logo and the word "Hamilton" in white. Below this, a collage of images shows various urban development scenarios, including a modern building at night, a street scene with a cyclist, a park area, and a residential building. The main title "Elfrida Growth Area Study" is centered in large black font. Below it, the subtitle "Visioning and Design Workshop 1" and the date "June 22, 2017" are displayed. A URL "https://www.hamilton.ca/elfrida" is provided at the bottom. The footer contains the Hamilton logo and the text "PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT".

Hamilton


Elfrida Growth Area Study

Visioning and Design Workshop 1
June 22, 2017

<https://www.hamilton.ca/elfrida>

 **Hamilton**

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The slide has a teal header with the text "VISIONING AND DESIGN WORKSHOP" in white. Below the header, the text "Day 2: June 22, 2017 – DESIGN DAY" is displayed. The main content describes the workshop's focus on three development options and lists variables to be explored: the natural heritage system, urban structure, and approach to stormwater management. The footer contains the Hamilton logo and the text "PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT".

VISIONING AND DESIGN WORKSHOP

Day 2: June 22, 2017 – DESIGN DAY

Each of the three different development options will explore variables in:

- The natural heritage system**
- Urban structure**
 - road system
 - park system
 - location of neighbourhoods and centres
 - distribution of density
- Approach to stormwater management**

 **Hamilton**

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KEY DIRECTIONS- transportation

1. Foster a connected and accessible on-road and off-road pedestrian path network which promotes a culture of walking
2. Build an extensive on-road and off-road cycling network which can connect cyclists for utilitarian, commuting and recreational uses
3. Create an expanded transit network that can support ridership demand until the implementation of rapid transit through the proposed LRT / BRT routes (25-year horizon)
4. Design a complete street network that would be supportive of all modes of travel as well as supporting vehicle and goods movement (including agricultural equipment) demands



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KEY DIRECTIONS-cultural heritage

1. Conservation and protection of identified cultural heritage resources should be upheld through appropriate planning and design measures as identified in applicable legislation
2. Conservation and protection of cultural heritage landscapes should occur through implementing development and site alteration activities that protect, maintain, and enhance those areas
3. Non-designated, and non-registered cultural heritage properties shall be appropriately identified, evaluated, and conserved through applicable legislation
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KEY DIRECTIONS - agriculture

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KEY DIRECTIONS - commercial

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- 2. There is room for considerable population growth within the Primary Trade Area (which encompasses the Elfrida Study Area, and beyond) – in the range of 35,100 persons – without a requirement for additional provision of retail-commercial lands
- 3. This does not restrict local, neighbourhood commercial uses



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What words or phrases should be captured in a Vision Statement for Elfrida Growth Area?

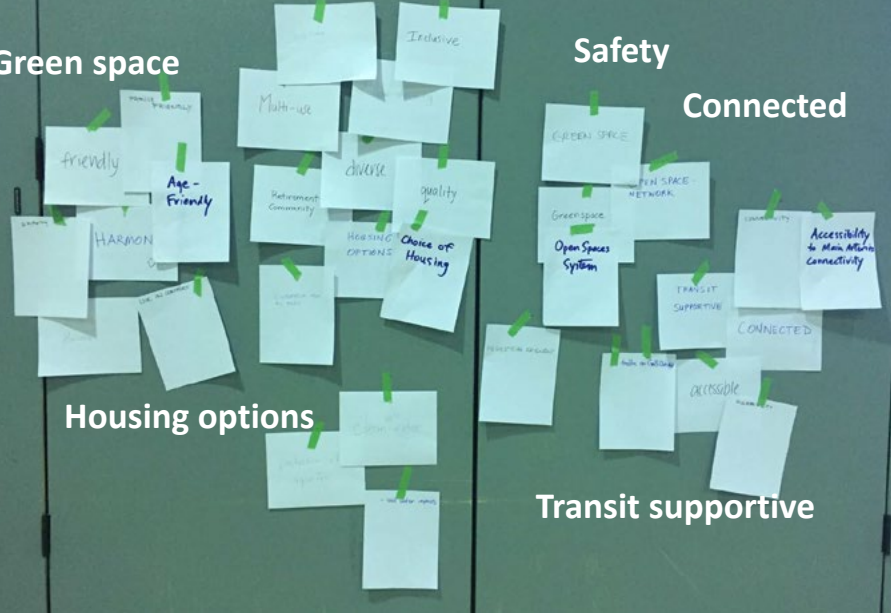
Green space

Safety

Connected

Housing options

Transit supportive



DRAFT DESIGN PRINCIPLES

1. Develop in an environmentally appropriate manner that protects and restores the natural environment
2. Encourage the responsible use of resources to ensure long-term sustainability, reduce greenhouse gas emissions, and reduce demands on energy, water, and waste systems
3. Manage growth over time that is logical, efficient, and cost effective
4. Plan for a diverse community with a mix and range of land uses to ensure a balance of residential, employment, community facilities, and services

DRAFT DESIGN PRINCIPLES

5. Develop a well-designed and connected community of residential neighbourhoods that provide for a range of housing types and choices
6. Ensure an efficient transportation network that includes mobility options, is transit supportive, includes active transportation – walking and cycling - and accommodates vehicles
7. Provide an interconnected system of streets and pedestrian appealing streetscapes
8. Provide for a connected and integrated parks, open spaces, and trails system
9. Use green infrastructure to make use of the absorbing and filtering abilities of plants, trees, and soil to protect water quality, reduce runoff volumes, and recharge groundwater supplies

GROWTH PLAN (2017)

Complete Communities

Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities.

Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.



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GROWTH PLAN (2017)

Compact Built Form

A land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses ... all within one neighbourhood, proximity to transit and reduced need for infrastructure.

Compact built form can include detached and semi-detached houses on small lots, as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail.

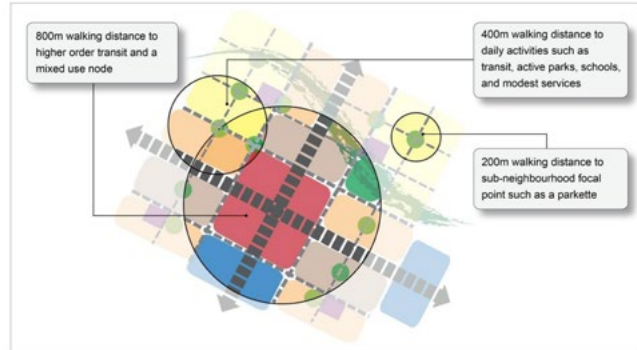
Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and active transportation, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage active transportation.



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BUILT ENVIRONMENT

Daily activities and amenities within 400 metres (5 minute walk) of residences to support walking, cycling, and local transit within the community.



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MIX OF USES

MIX OF HOUSING TYPES




mix and diversity



mix of housing types



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NEIGHBOURHOOD RETAIL		LIVE/WORK	
			
			
<p>neighbourhood retail</p>		<p>live/work</p>	
		<p>PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT</p>	

ACTIVE TRANSPORTATION		TRANSIT	
			
<p>active transportation</p>		<p>transit supportive</p>	
			
		<p>PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT</p>	

CONNECTED AND PERMEABLE STREETS



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PEDESTRIAN FRIENDLY AND WALKABLE STREETS



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NATURAL ENVIRONMENT AND OPEN SPACE



urban agriculture







natural heritage





parks and open space

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GREEN INFRASTRUCTURE AND ENERGY CONSERVATION



water use and management



renewable energy









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SOCIETAL NEEDS



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THE SECONDARY PLAN WILL...

-  Seize the potential to **use existing infrastructure** and to **integrate into the existing communities**
-  Utilize existing and planned **transportation networks**
-  Feature an **inter-connected and multi-modal** transportation network
-  Place an emphasis on **transit and pedestrian connections** to encourage **active and alternative** transportation choices






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THE SECONDARY PLAN WILL...

-  Include environmentally sound policies that promote **sustainable development**
-  Conserve the **natural and cultural heritage**
-  Protect **source water** and encourage **low impact development** techniques
-  Consider **agricultural policies** and how to provide **support for continued agriculture**




THE SECONDARY PLAN WILL...

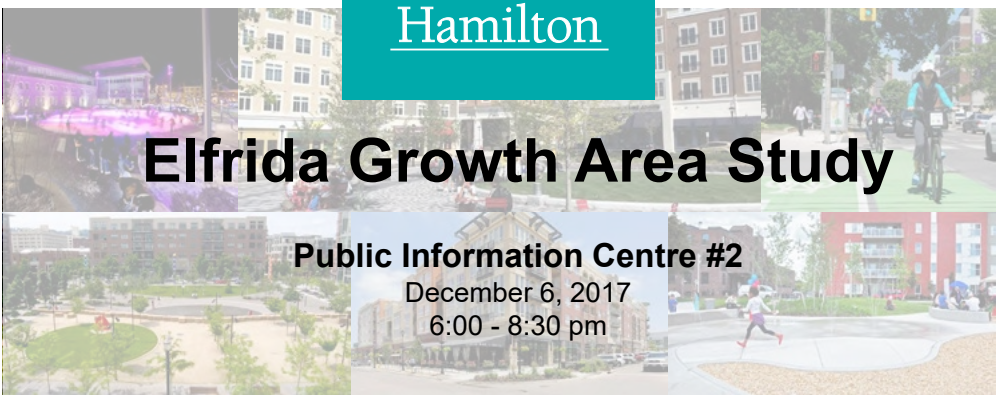
-  Contribute to the City implementing its provincial targets for **population growth and intensification**
-  Be designed as a **compact urban community**
-  Be a model of **excellence in urban development**



Community Meeting #2
Conceptual Development Options


Presentation - December 6, 2017


Hamilton

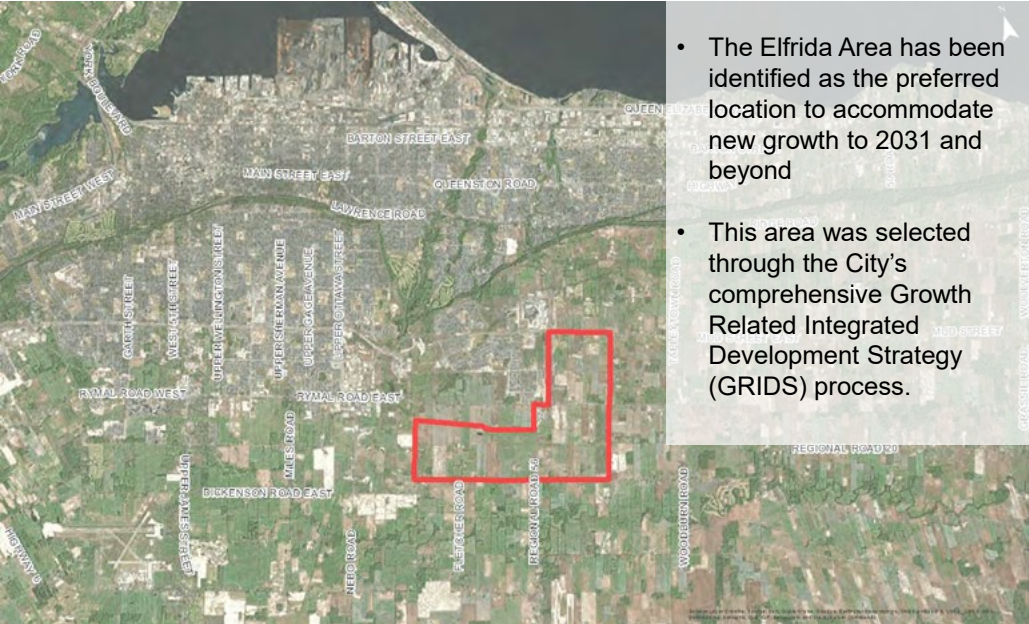


Elfrida Growth Area Study

Public Information Centre #2
December 6, 2017
6:00 - 8:30 pm

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Purpose of the Study



- The Elfrida Area has been identified as the preferred location to accommodate new growth to 2031 and beyond
- This area was selected through the City's comprehensive Growth Related Integrated Development Strategy (GRIDS) process.

Identification of the Study Area

Growth Related Integrated Development Strategy (GRIDS) (2006)

- Planning process that identified **Nodes and Corridors Structure** for growth and development for the City of Hamilton
- Associated **Infrastructure Requirements**
- **Economic Development Strategy**
- **Financial Implications** for growth concepts
- Identified Elfrida lands to accommodate growth to 2031



Chronology

Rural Hamilton Official Plan

Elfrida Study Area – Special Policy Area

- Outlined the process and studies to be carried out to include the lands in the urban boundary
- Province removed the Special Policy Area
- Province's decision appealed by City and Landowners

Urban Hamilton Official Plan

General set of policies for an urban boundary expansion

- Reference to Elfrida as a future growth area
- Province removed the reference to Elfrida
- Province's decision appealed by City and Landowners



Chronology

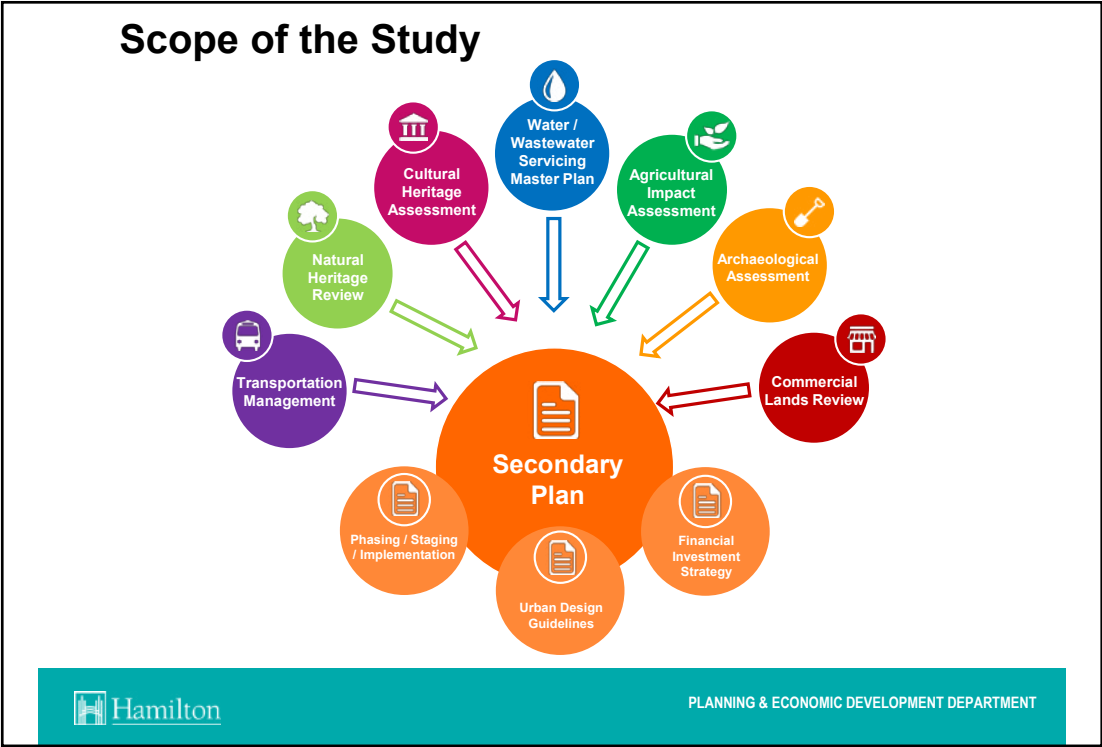
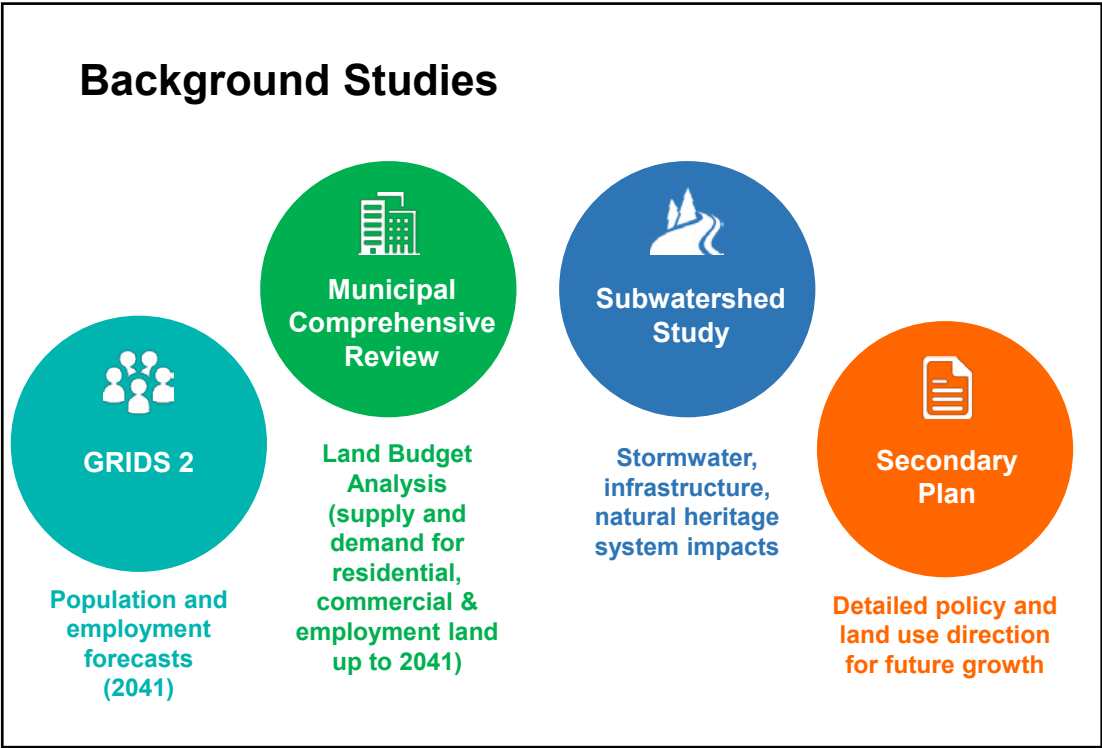
- **No resolution to appeals** at this time
- City preparing an **updated Municipal Comprehensive Review and Land Budget Analysis** to determine the exact amount of land required to accommodate growth to 2041
- Ontario Municipal Board hearing dates have not been scheduled

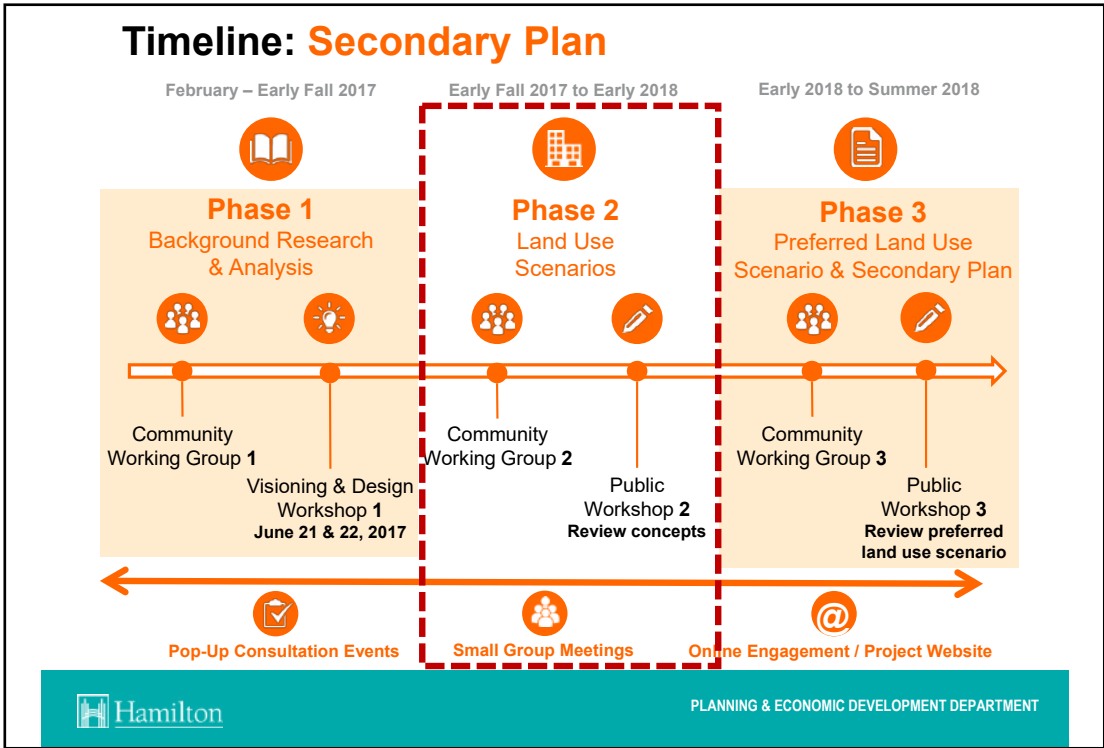


Background

- Although the **Urban Hamilton Official Plan (UHOP) and Rural Hamilton Official Plan (RHOP)** relating to the Elfrida lands are under appeal, urban boundary expansion policies are in effect (in the UHOP)
- Urban boundary expansion policies in the UHOP:
 - Provide guidance and direction for studies required to bring Elfrida into the urban boundary and assign appropriate land uses (Municipal Comprehensive Review, background studies, public consultation, secondary plan)







Input from Phase 1 Consultation: Vision

The Elfrida Growth Area is envisioned to become a complete, transit-supportive, mixed-use community that is compact, well-connected and both environmentally and economically sustainable, through a long-term strategy that respects the neighbouring land uses

Input from Phase 1 Consultation : Principles

1. Develop in an **environmentally appropriate manner** that protects and restores the natural environment.
2. Encourage the **responsible use of resources** to ensure long-term sustainability, reduce greenhouse gas emissions, and reduce demands on energy, water, and waste systems.
3. **Manage growth** over time that is logical, efficient, and cost effective.
4. Ensure a diverse community with a **mix and range of land uses** to ensure a proper balance of residential, employment, community facilities, and services.
5. Develop a **well-designed and connected community** of residential neighbourhoods that provide for a range of housing types and choices.

Input from Phase 1 Consultation : Principles

6. Ensure an **efficient transportation network** that includes mobility options, is transit supportive, includes active transportation, walking and cycling, and accommodates vehicles.
7. Provide an **interconnected system of streets and pedestrian supportive streetscapes**.
8. Provide for a **connected and integrated parks, open spaces, and trails** system.
9. Use **green infrastructure** to make use of the absorbing and filtering abilities of plants, trees, and soil to protect water quality, reduce runoff volumes, and recharge groundwater supplies.

Input from Phase 1 Consultation : Concepts



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Development Program: 3 Concepts

	Development Program 1	Development Program 2	Development Program 3
1 Natural Heritage System	given	given	given
Potential Restoration Areas	enhance all	do not consider	moderate enhancement
Mitigation HDF's (Headwater Drainage Features)	retain/enhance	retain some	retain some
Hedgerows	retain/enhance	do not retain	retain some
2 Community Structure			
Roads	disjointed, pods of development	moderately connected, focus on existing road network	permeable and connected, identify 'corridors' and 'centres'
3 Design Details			
Parks	centralized system of parks, large neighbourhood parks	very large community park, smaller neighbourhood parks	variety of parks, linked to NHS/SWM and within neighbourhood centres (small)
Commercial	no major commercial, neighbourhood focus	focus on major node, some neighbourhood commercial	mix of small and large scale retail, focused in centres and corridors
Schools	connected to park system, standard school size	school campus associated with central park	centralized in neighbourhoods, urban scale school sites
Housing Distribution	integrated and even distribution of low, medium, and high density housing in neighbourhoods	major mixed use centre at Upper Centennial Parkway and Rymal Road, high density housing focused in centre	medium and high density housing distributed in centres and corridors, medium and low residential in neighbourhoods
Employment (office/population serving)	employment related to primary road access	no employment, only major retail and schools	employment campus
Stormwater Management	focus on LID, minimize SWM ponds	all SWM ponds - traditional	combination of LID and SWM ponds

Considerations:

Schools (# of students required) Hamilton/Wentworth District School Board (HWDSB)
 Elementary - 500 to 600 students, 2.4ha
 Secondary - 1000 to 1250 students, 6.0ha
<http://www.hwdsb.on.ca/about/facilities/reader-plan/>

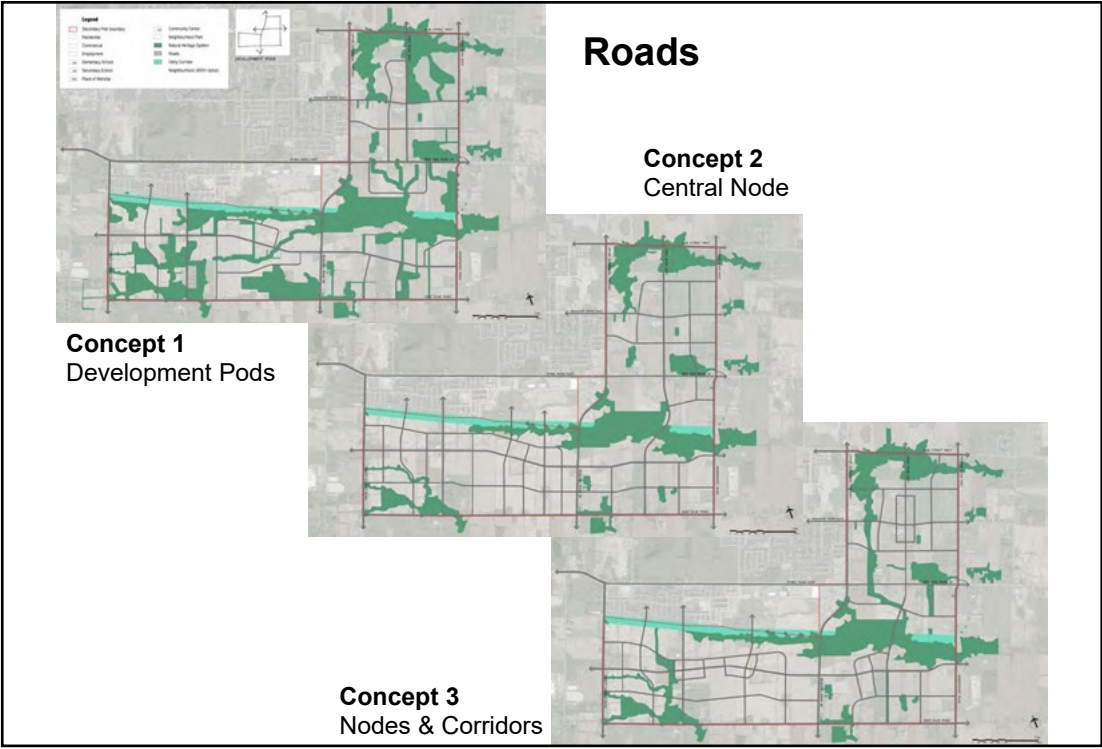
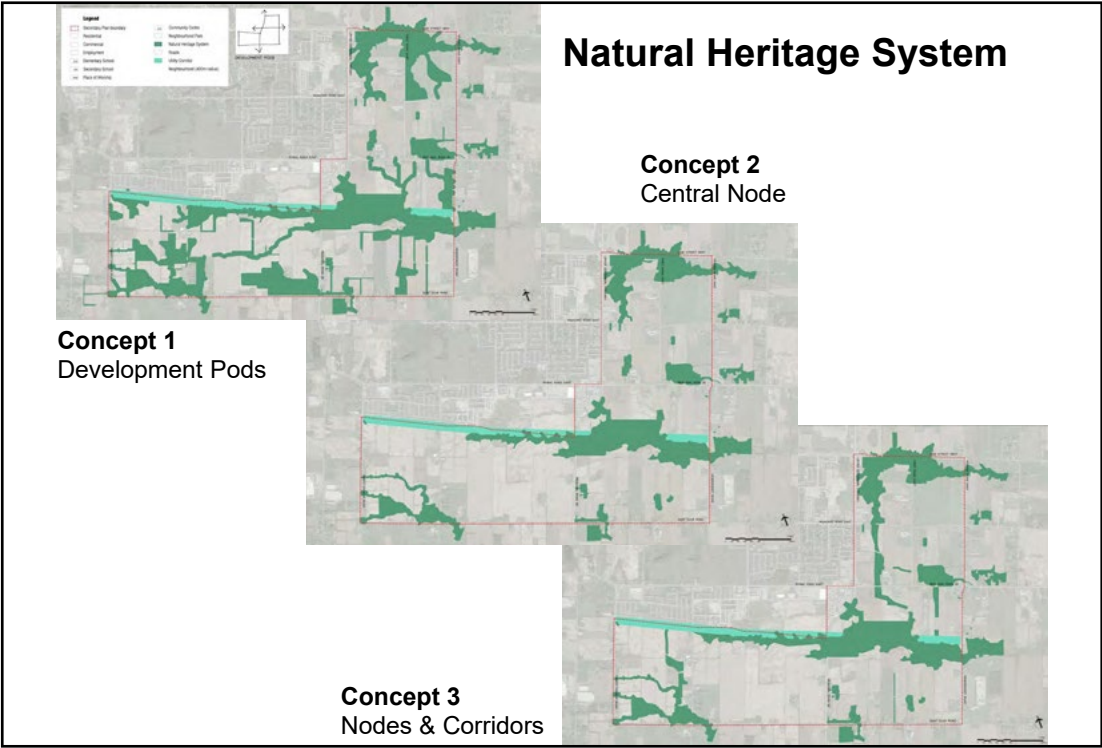
Persons per unit (PPU)
 Adjusted 20 year average PPU's by dwelling type are as follows:
 Low density: 3.39
 Medium density: 2.45
 High density: 1.76

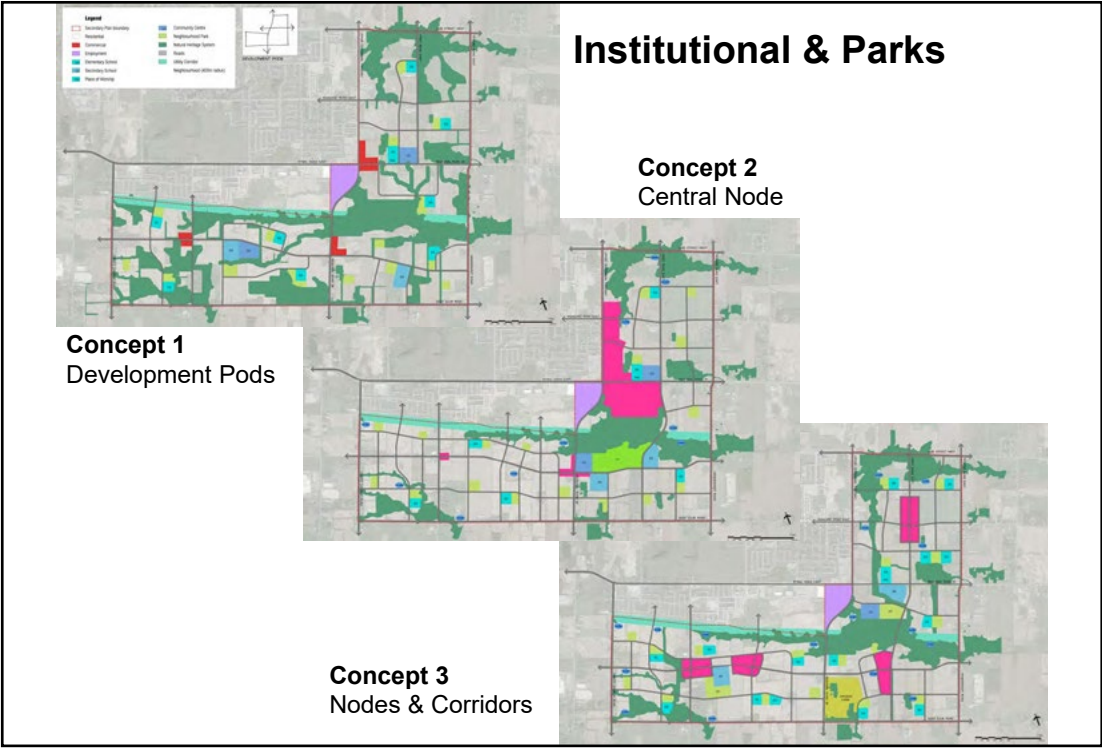
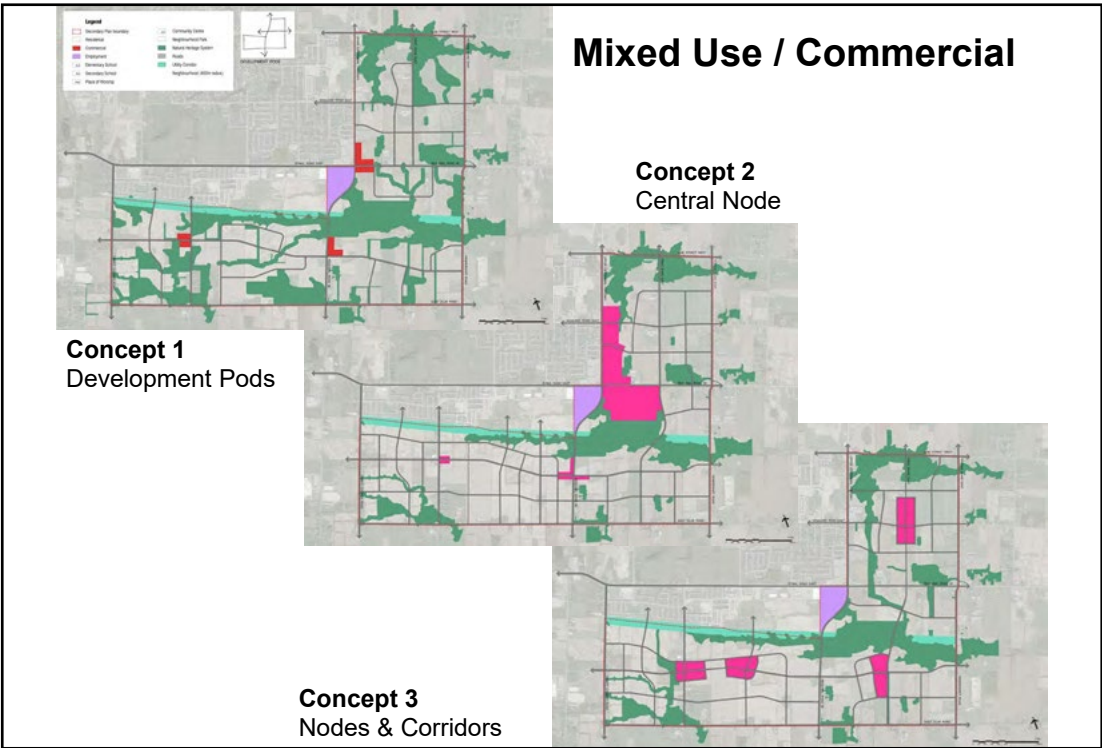
City of Hamilton Development Charge Background Study, October 2014

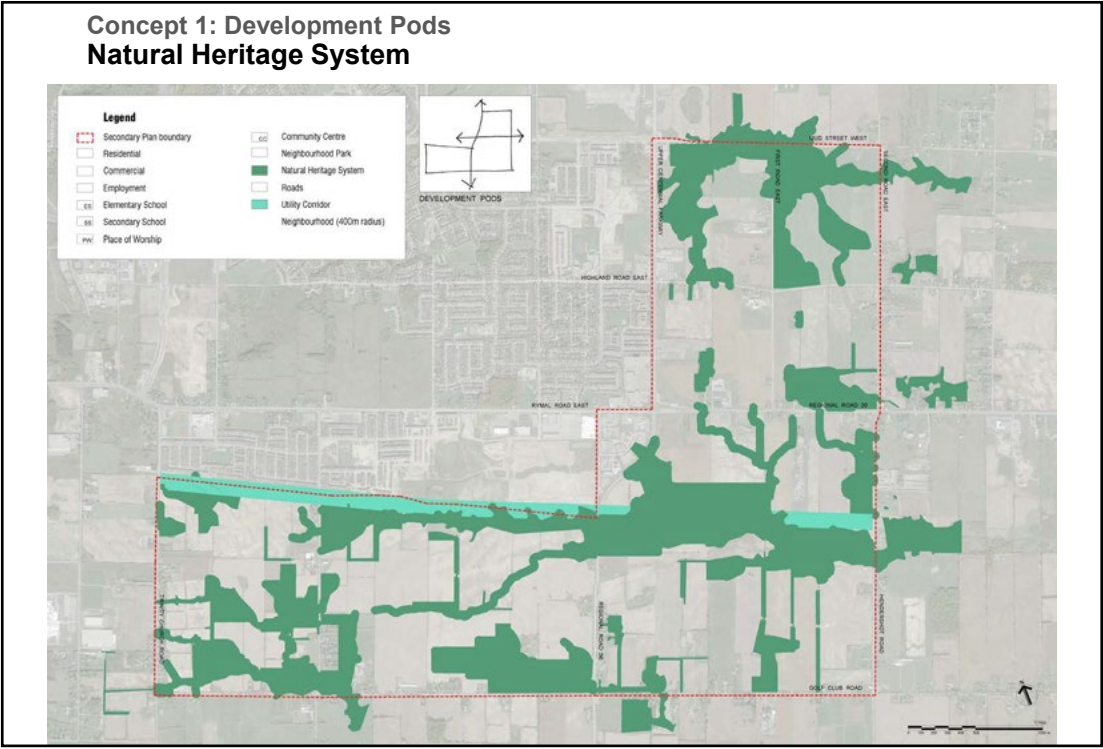
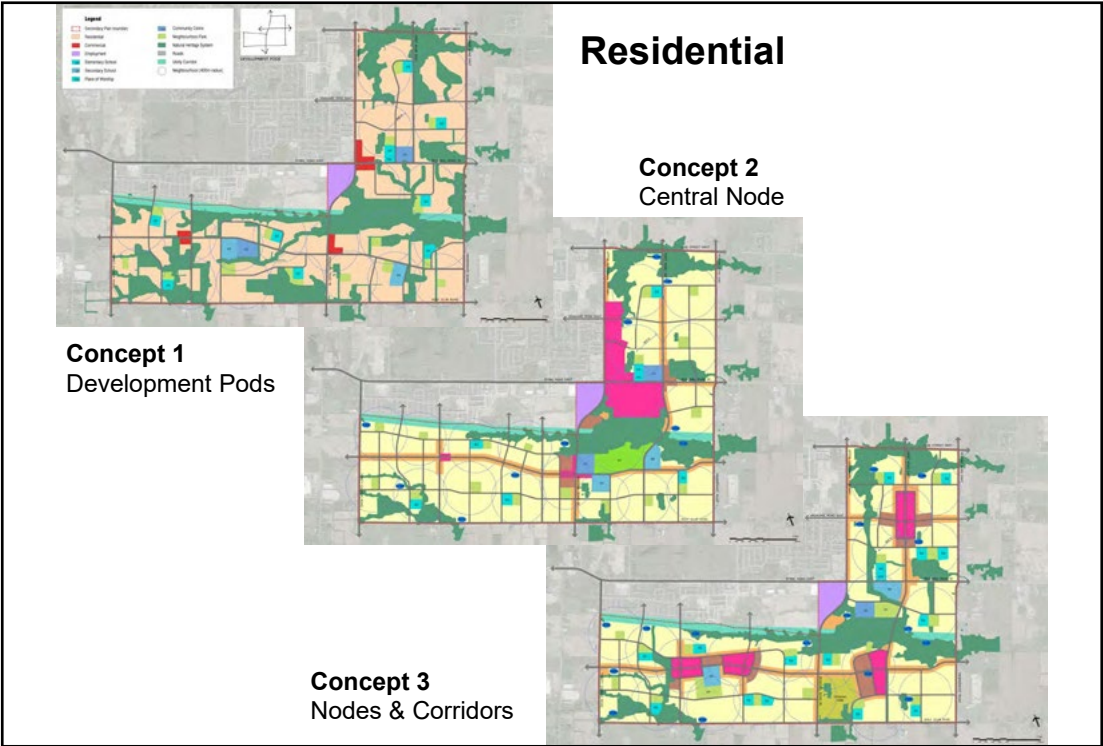
Transit Supportive
 Passive solar orientation
 Active Transportation

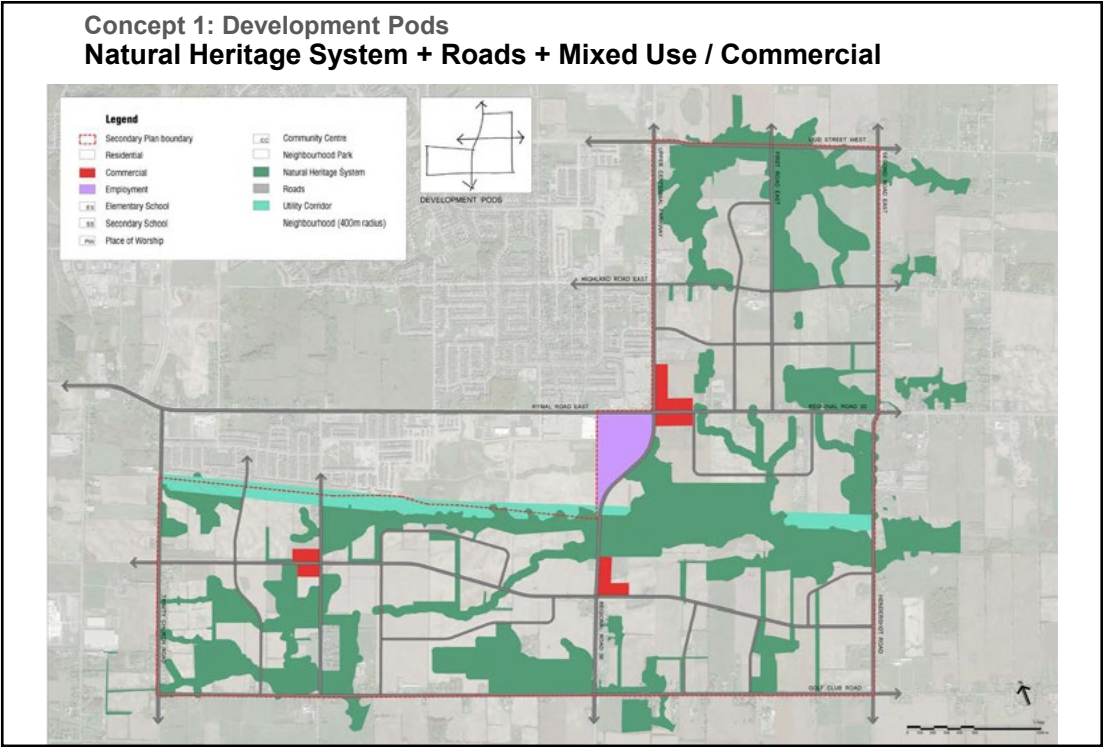
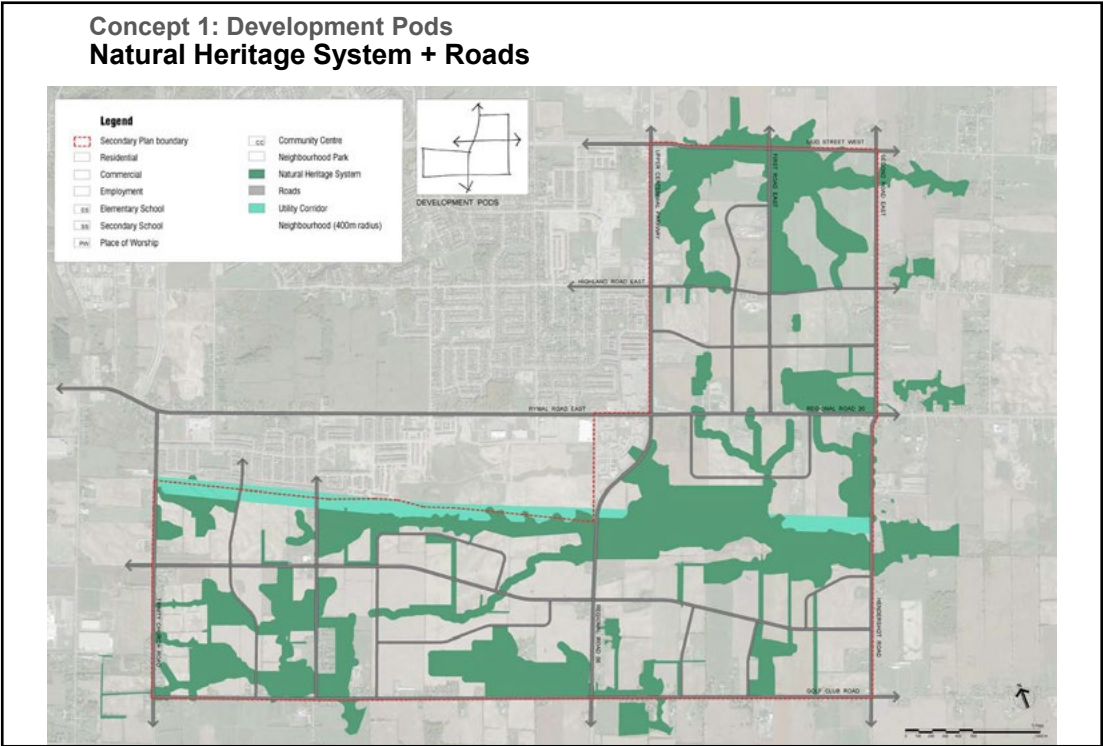
Park Sizes
 Community Park - 7.0ha
 Neighbourhood Park - 2.0ha

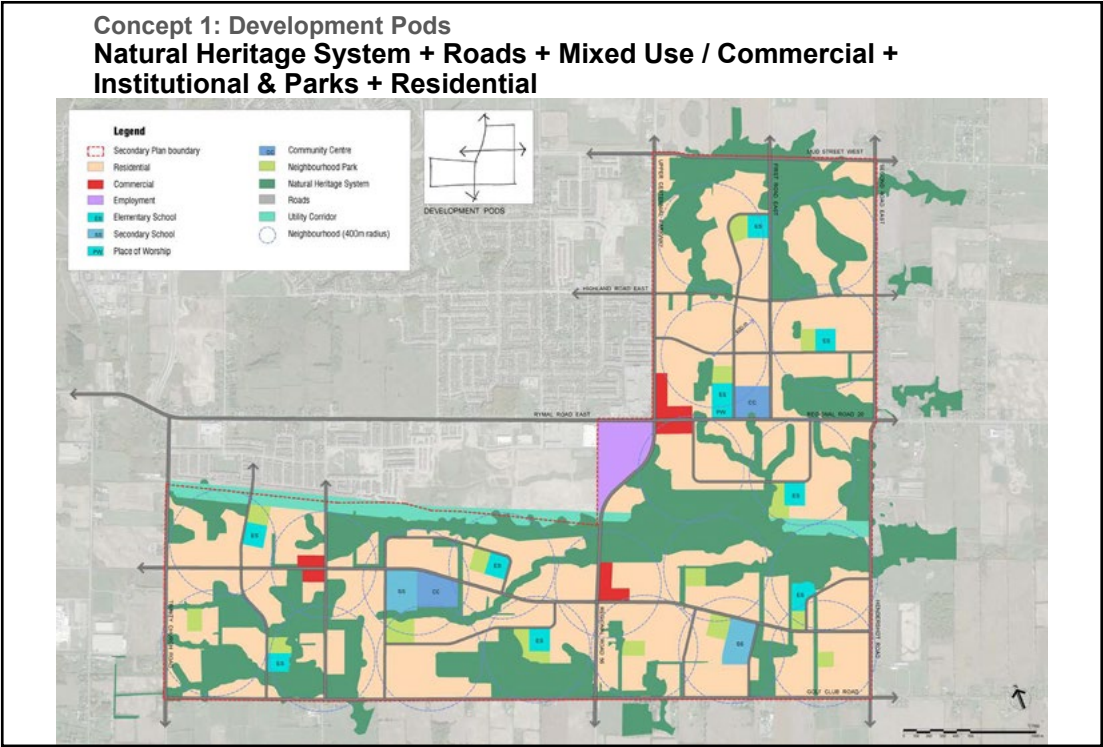
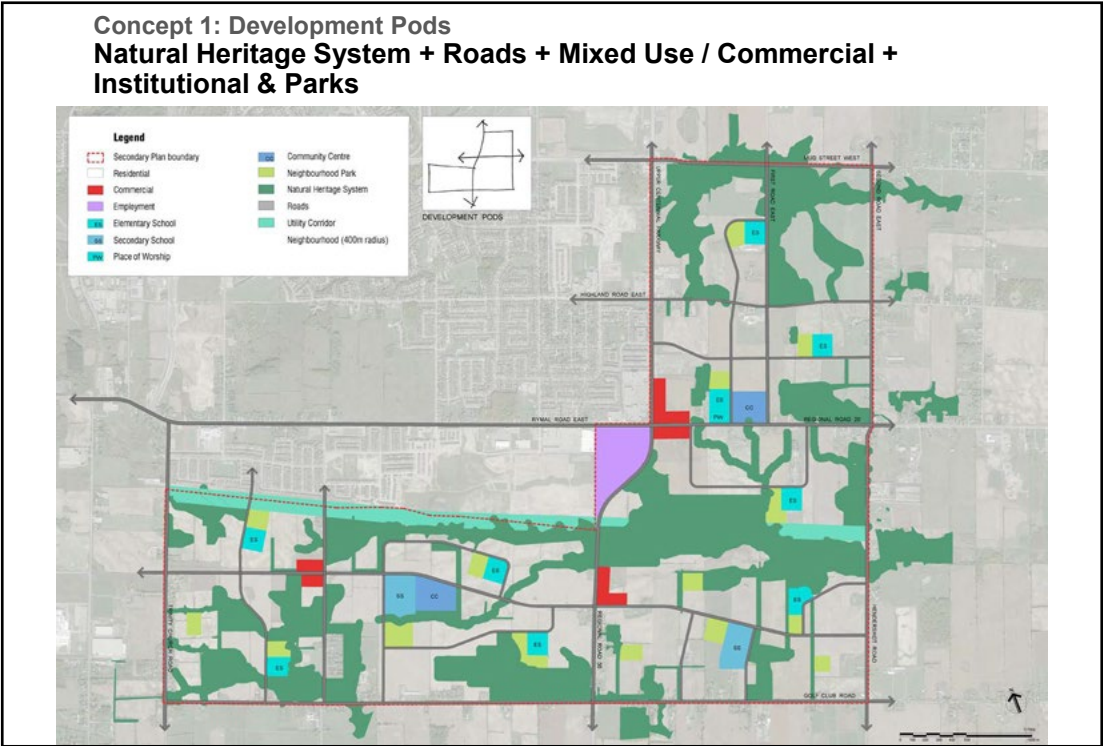
Energy Conservation
 Proximity to services
 Walkability

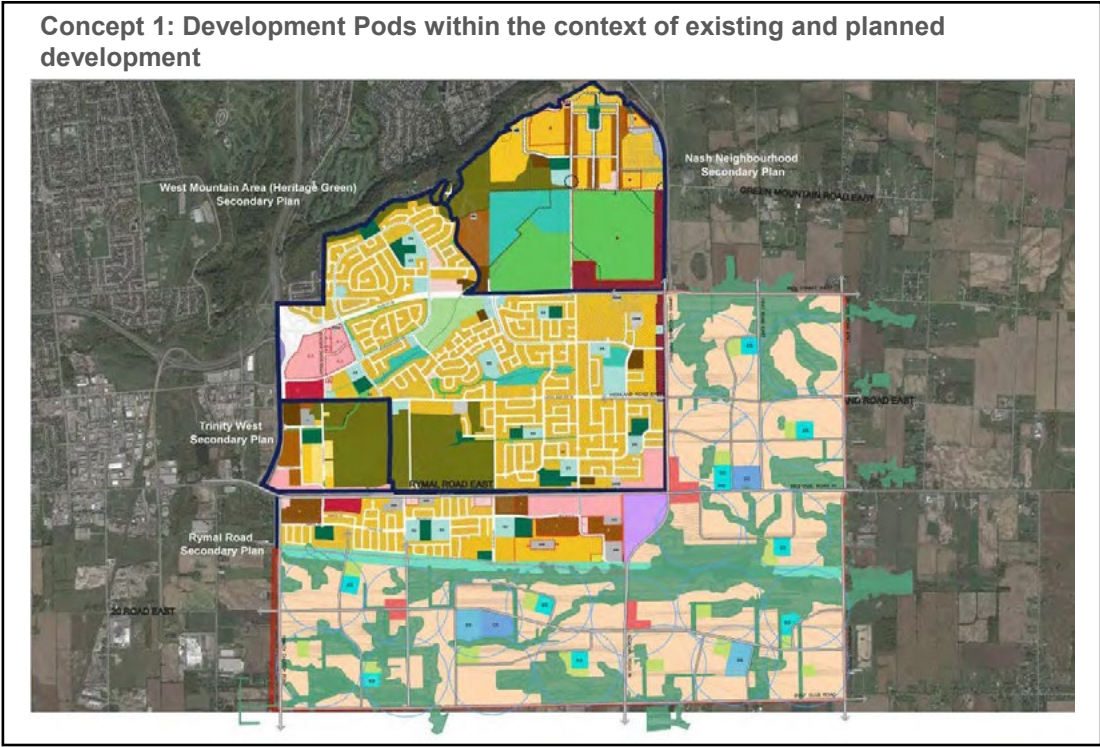
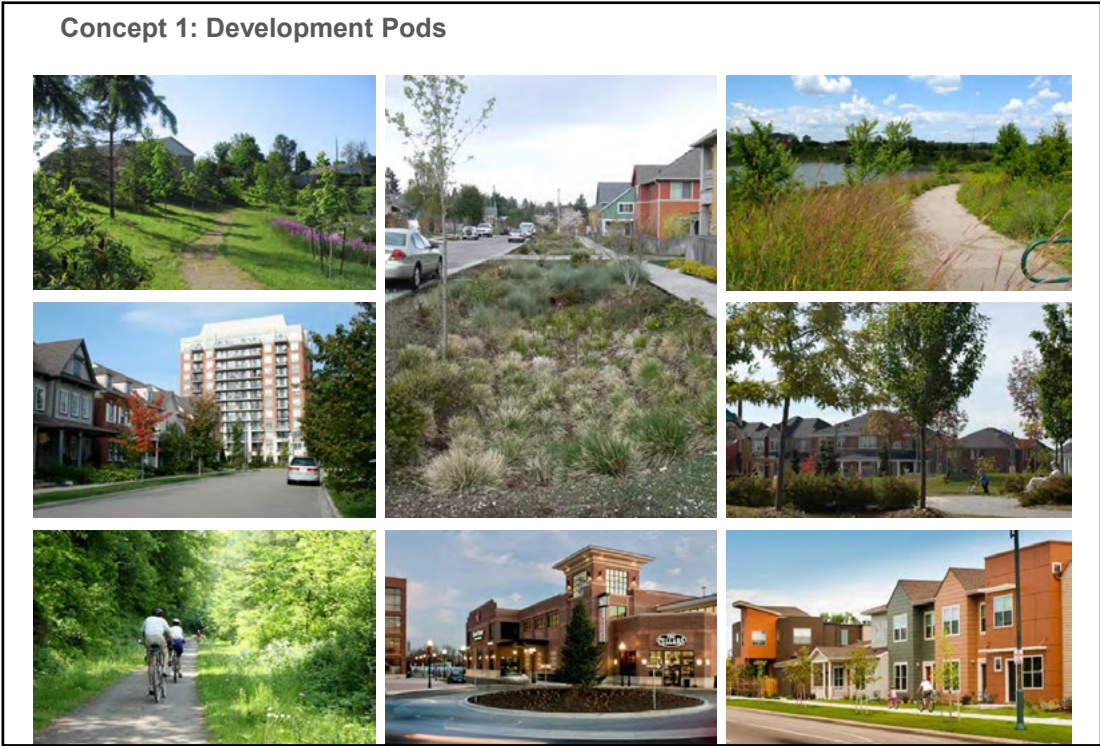




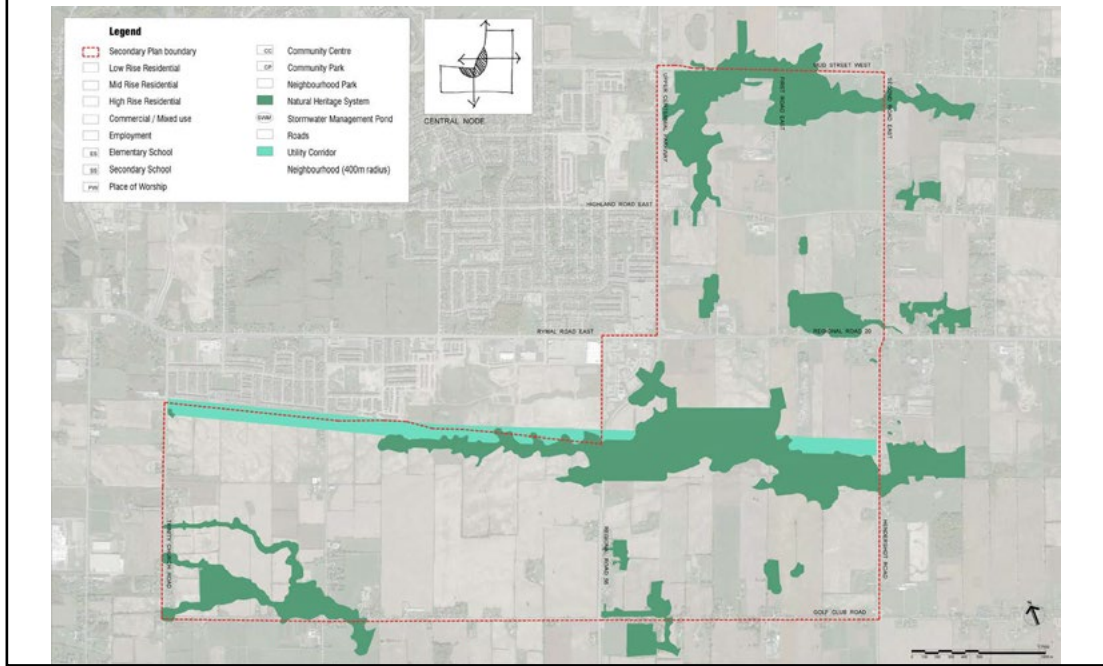




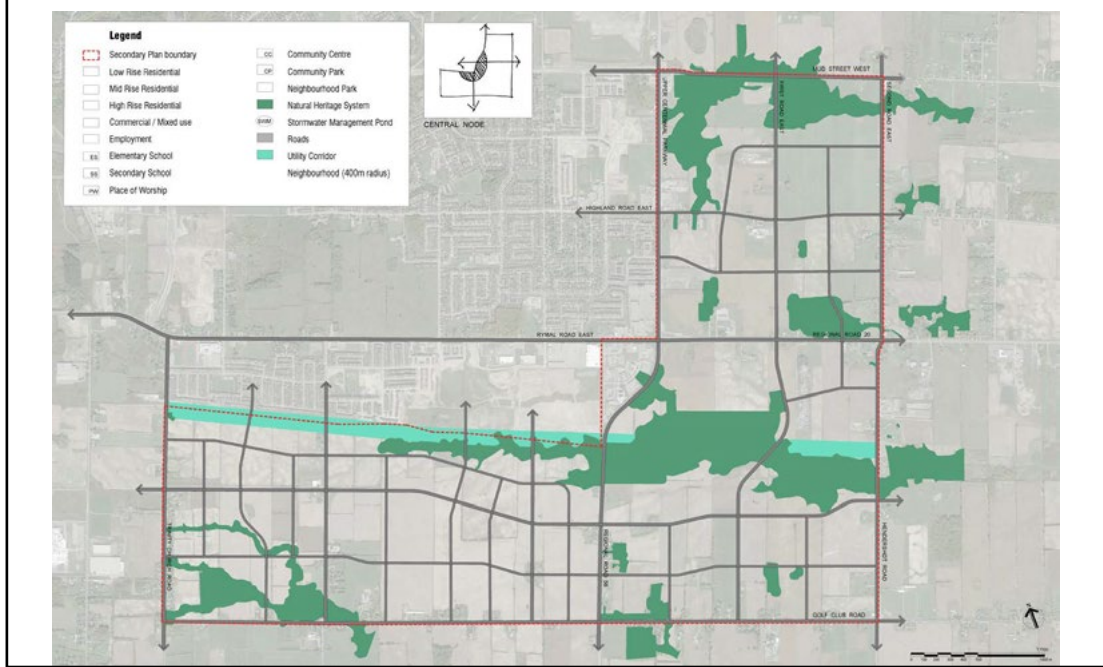


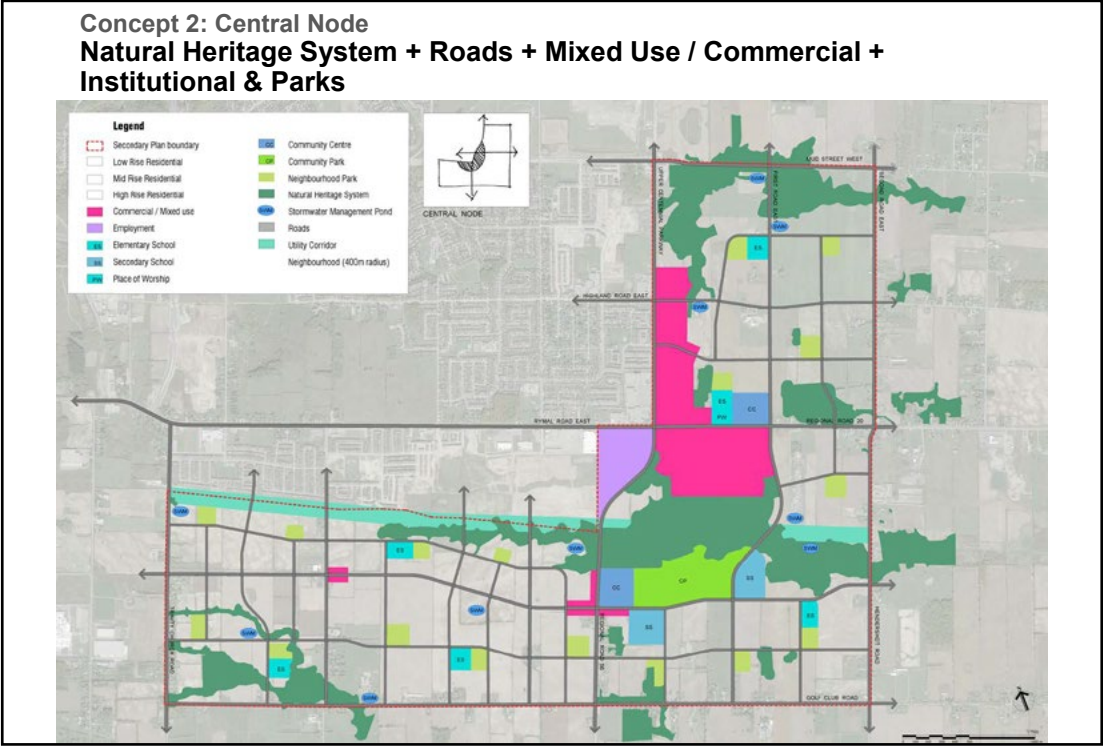
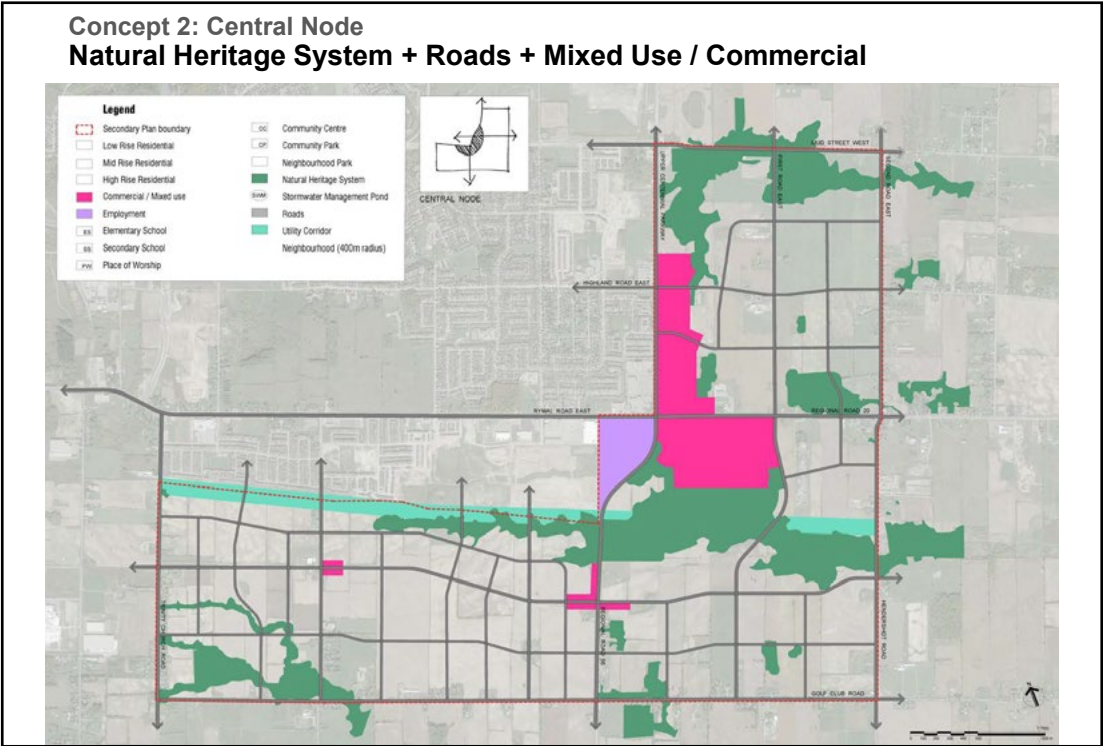


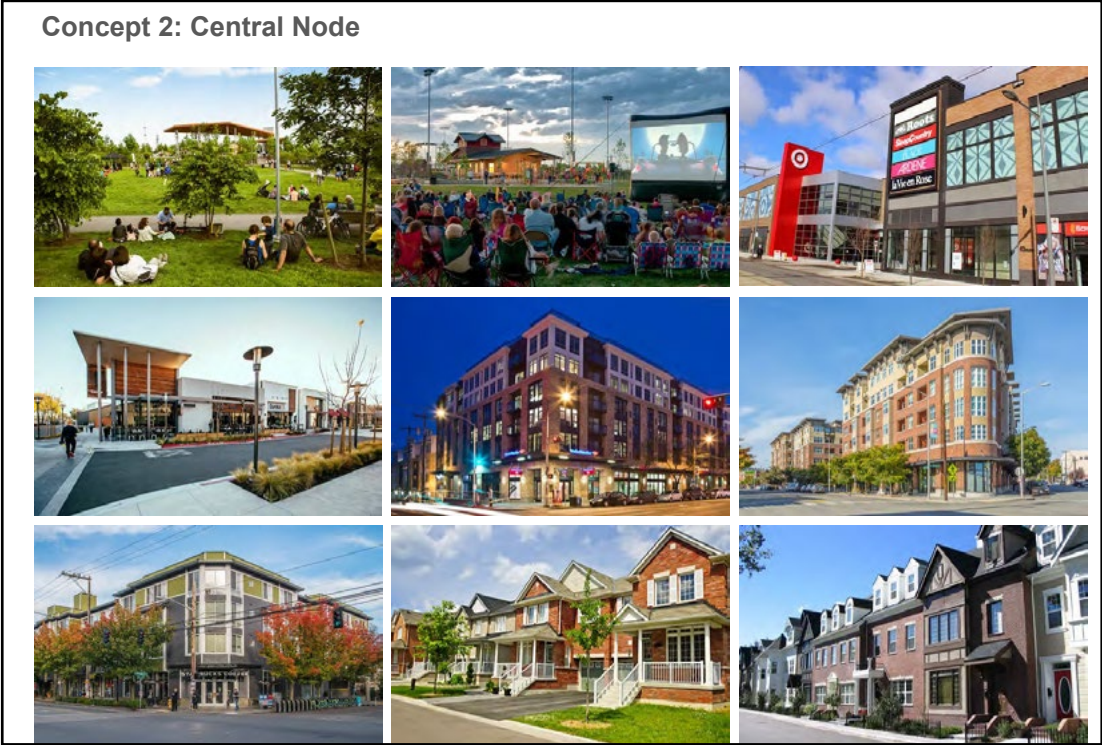
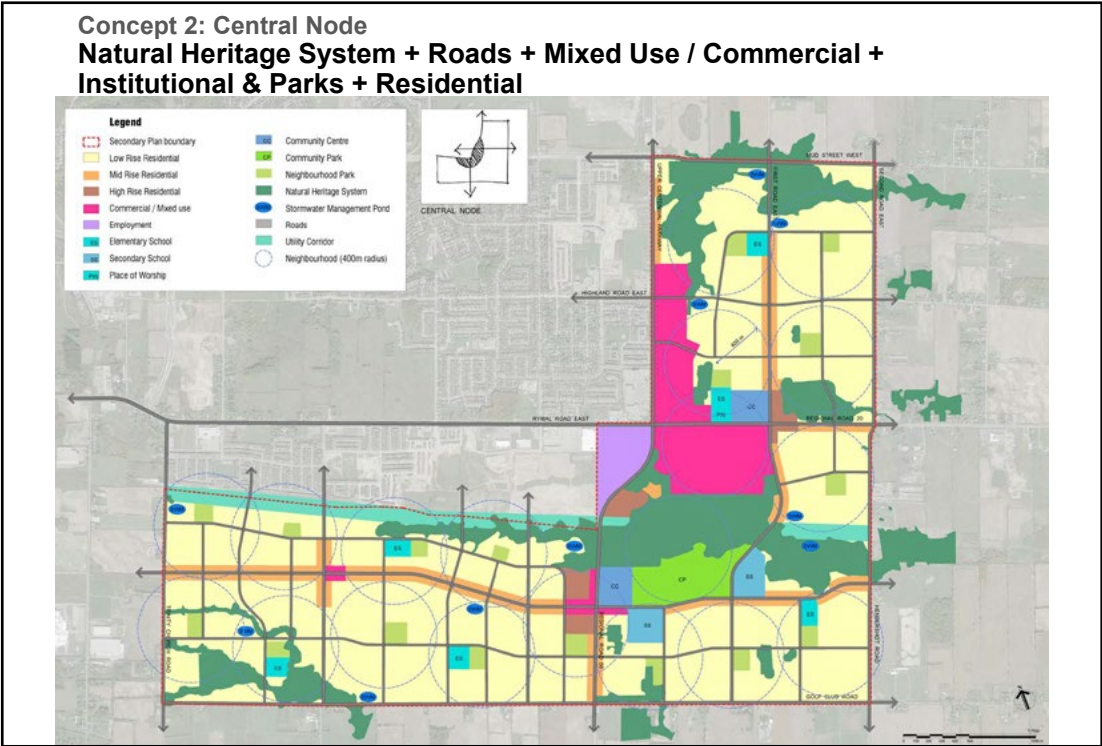
Concept 2: Central Node Natural Heritage System



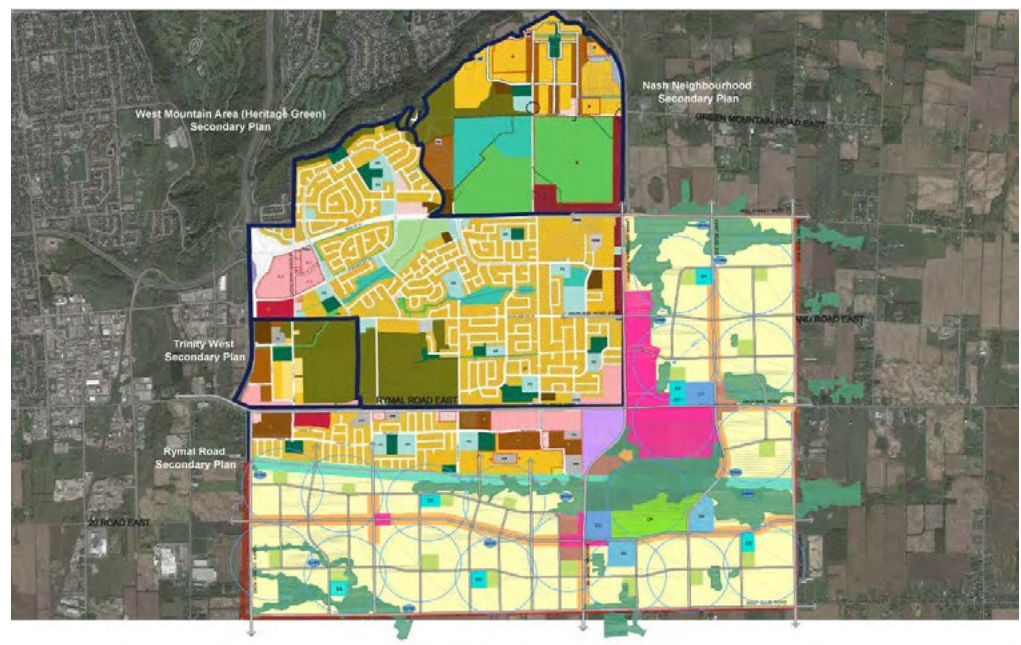
Concept 2: Central Node Natural Heritage System + Roads



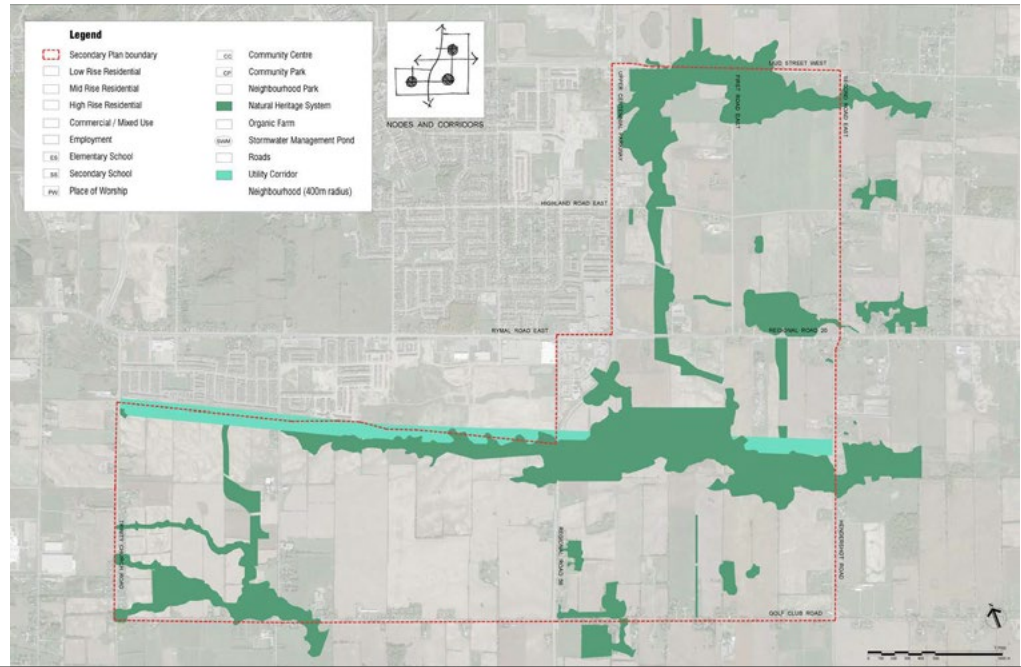


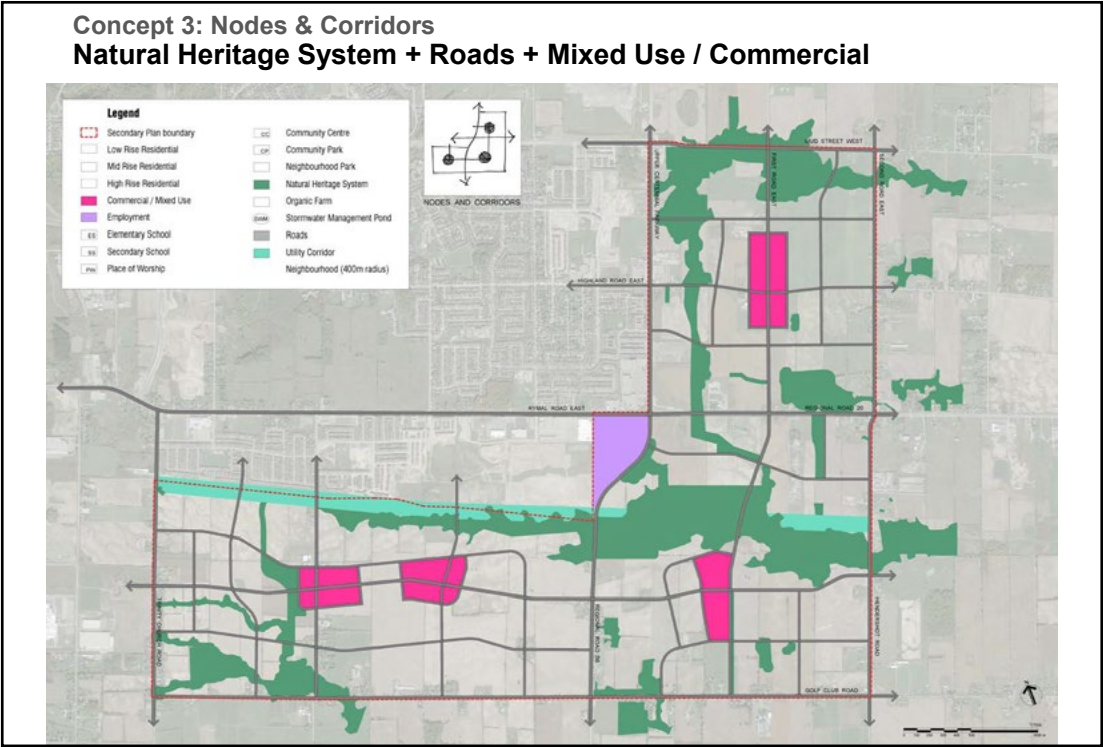
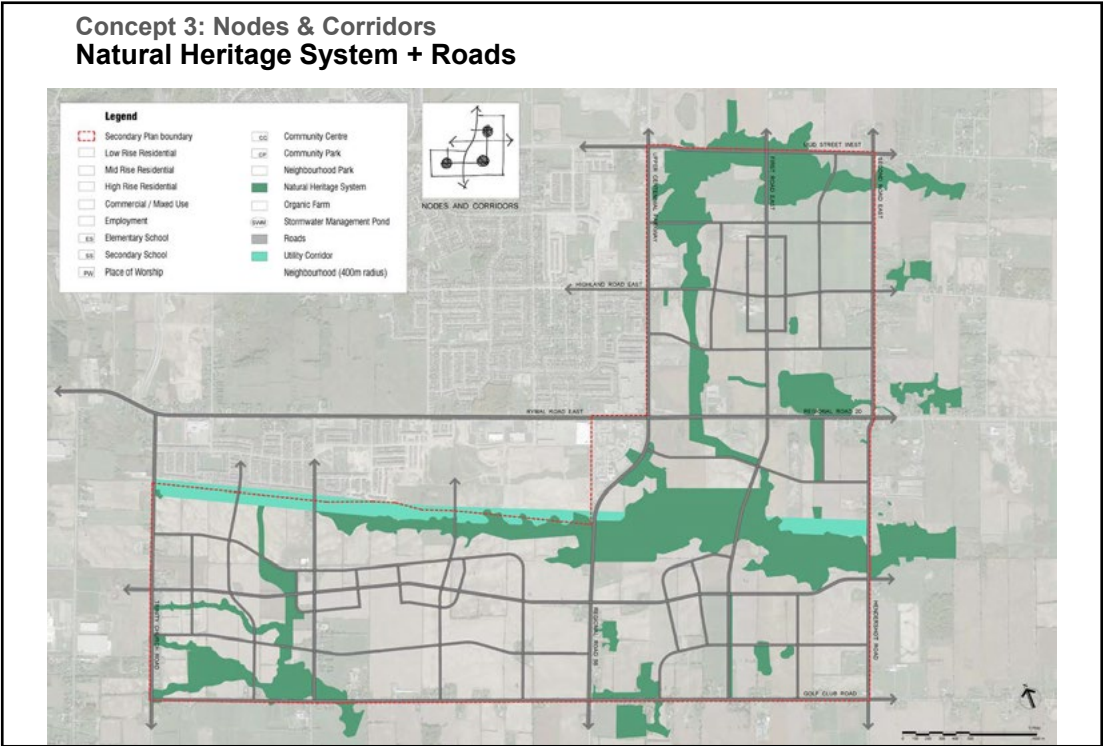


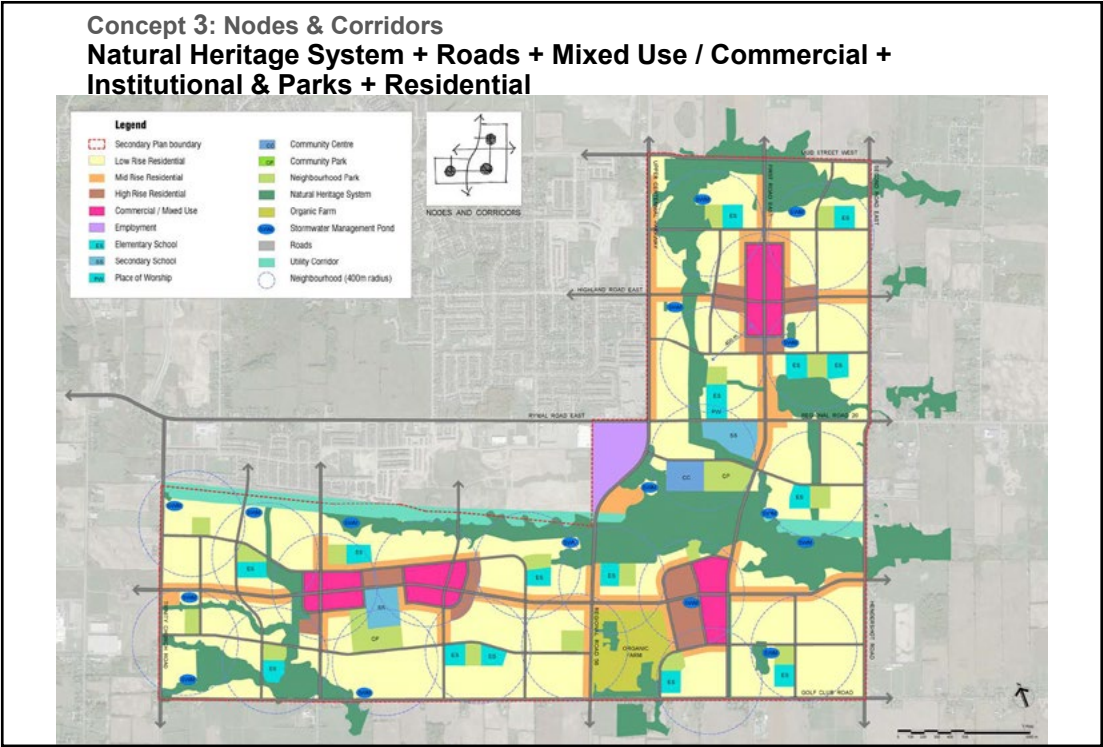
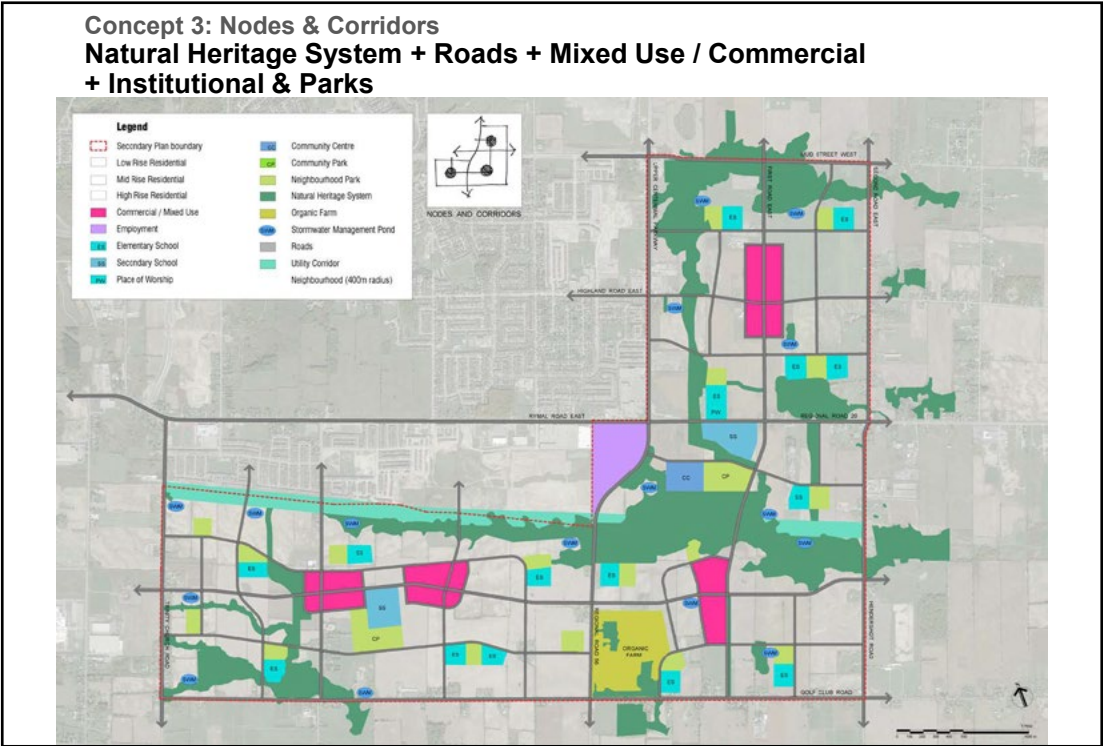
Concept 2: Central Node within the context of existing and planned development



**Concept 3: Nodes & Corridors
 Natural Heritage System**



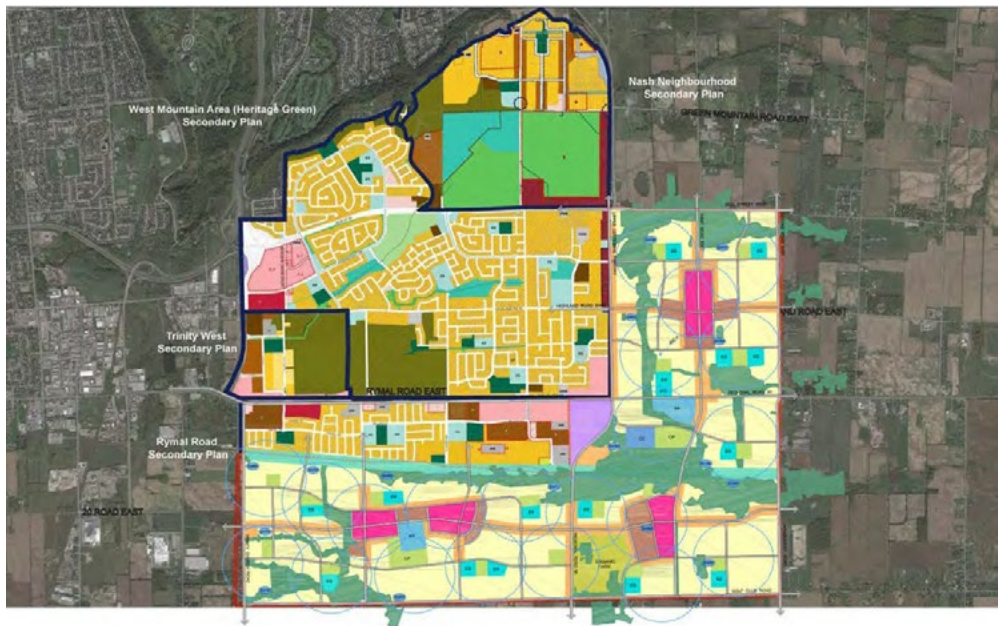




Concept 3: Nodes & Corridors



Concept 3: Nodes & Corridors within the context of existing and planned development

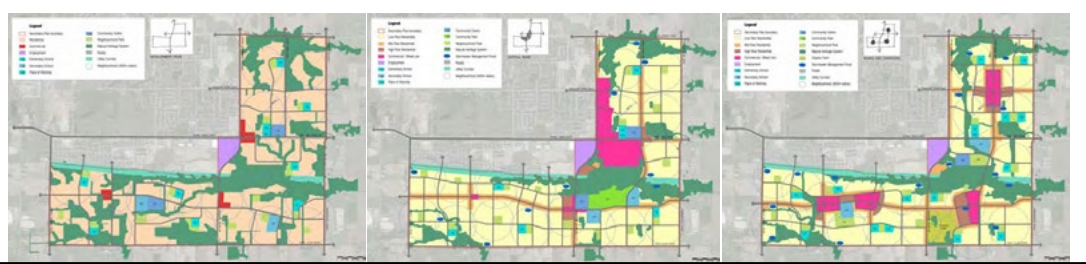


Development Yields

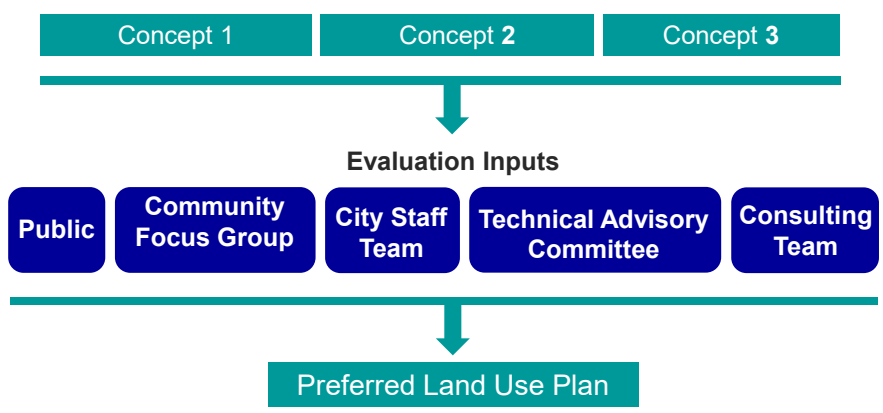
Total People and Jobs (p+j)

	<i>Concept 1</i>	<i>Concept 2</i>	<i>Concept 3</i>
Gross Land Area	905.70 ha	1,000.34 ha	968.62 ha
80 p+j combined	72,456	80,027	77,490

Population equivalent to the size of Peterborough or Belleville



Inputs to the Evaluation of Concepts



Evaluation of Concepts

The Concepts shown tonight are schematic **illustrations** that highlight **key relationships** of different development patterns.

It is anticipated that **no one Concept shown tonight will be selected in its entirety**. Your comments on the layers of each Concept will help the team identify the **“best of”** each Concept to become the preferred concept plan.





Comment on the characteristics/layers of the Concepts. Input will become part of the analysis contributing to the project team’s preparation of a recommended land use vision for Elfrida.

That refined concept shall be the focus of our next public information centre in spring 2018



PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT





Evaluation Themes

-  Ensure a compact, complete and healthy community
-  Respond appropriately to long term urban structure implications
-  Develop in an environmentally appropriate manner that protects, restores and enhances the natural environment and its associated features and functions
-  Protect opportunities to farm land



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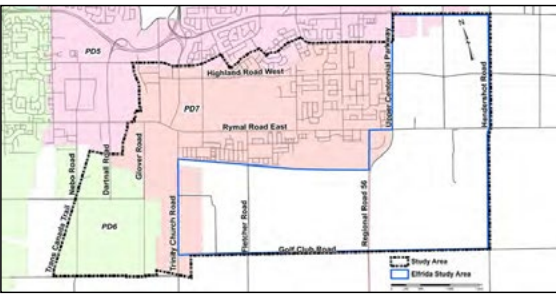
Evaluation Themes

-  Conserve cultural heritage
-  Promote a coordinated, efficient and cost effective transportation network
-  Promote coordinated, efficient and cost-effective water, wastewater and stormwater management systems
-  Promote fiscal responsibility



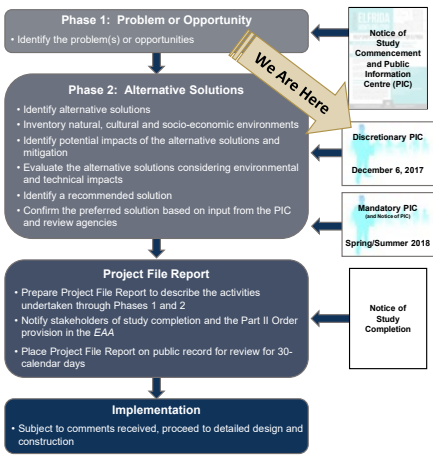
Elevated Water Storage Facility and Pumping Station Study for Pressure District 7

- The purpose of this Municipal Class Environmental Assessment (EA) study is to **select the preferred sites for a new elevated water storage facility and pumping station.**
- This new infrastructure is required to provide **water supply for future growth** within Pressure District 7 (PD7), and to address **security of supply and water system balancing.**
- To meet projected population growth, the elevated water storage facility is **required by approximately 2021 and the pumping station by 2027.**

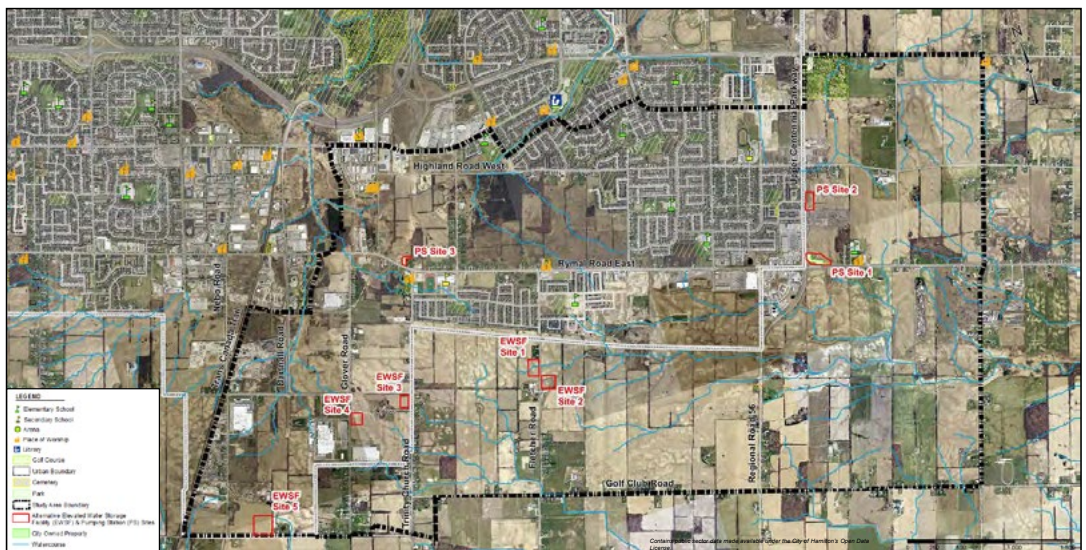


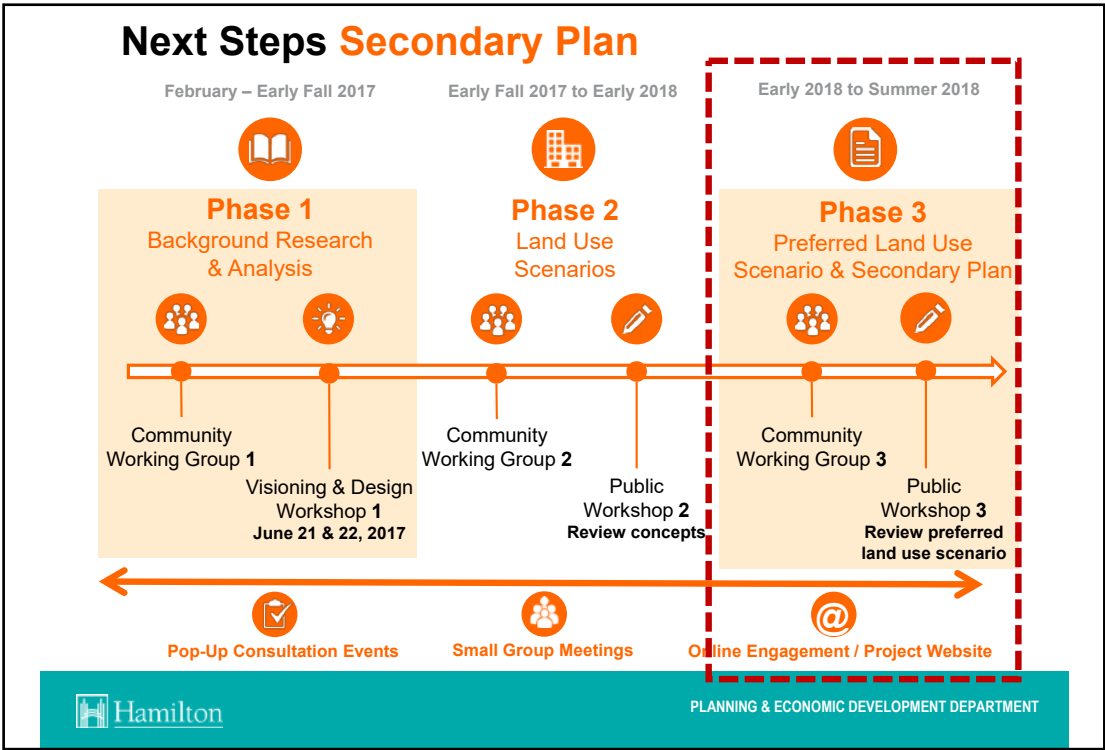
Overview of the Municipal Class EA Process

- The Ontario *Environmental Assessment Act (EAA)* requires that most municipal infrastructure projects **follow an approved Class EA process.**
- This study is being conducted in accordance with the approved **requirements for a Schedule "B" project** as described in the Municipal Engineers Association's Municipal Class EA document.
- The study is currently in **Phase 2: Alternative Solutions.** The results of the evaluation – the preferred sites for the elevated water storage facility and pumping station – will be presented at a second Public Information Centre (PIC) in Spring/Summer 2018.



Study Area and Alternative Sites





Tonight's meeting

Table group discussions to provide comments on the three concepts with respect to the location and distribution of the:

- Natural heritage system
- Roads
- Mixed use/commercial uses
- Institutional uses and parks
- Residential uses

Input will assist the team in identifying the "best of" each concept to help prepare a preferred land use scenario for the Elfrida Growth Area

The preferred land use plan will be prepared considering all inputs on the three concepts.

Next Steps

Evaluation of the Concepts with inputs from

- the public
- consulting team
- City of Hamilton
- Technical Advisory Team
- Community Focus Group

Preparation of draft preferred land use scenario

Review study progress www.hamilton.ca/elfrida

Contact us:

Elfrida Growth Area Study

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905-546-2424 Ext. 1250 | E-Mail: alissa.mahood@hamilton.ca


Water Storage Facility and Pumping Station Study

Elizabeth Panicker, Project Manager


905-546-2424 Ext 6393 | Email: elizabeth.panicker@hamilton.ca

Community Meeting #3
Preferred Community Structure Ideas

Presentation - June 12, 2018




Hamilton



Elfrida Growth Area Study

Public Information Centre #3
June 12, 2018



PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT

Agenda & Meeting Purpose: Public Information Centre #3

Agenda:

- Review Display materials (6:00 – 6:30pm)
- Presentation (6:30 – 7:00pm)
- Working Groups and Reporting Back (7:00 – 8:30pm)

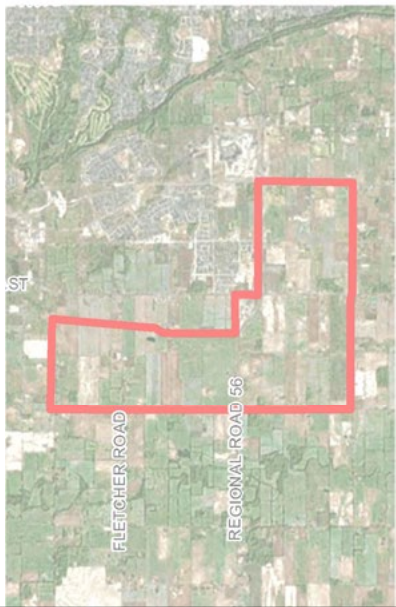
Meeting Purpose:

- Review **qualitative evaluation** of three options
- Present and receive your input on the **Preferred Community Structure Ideas Plan (Draft)**



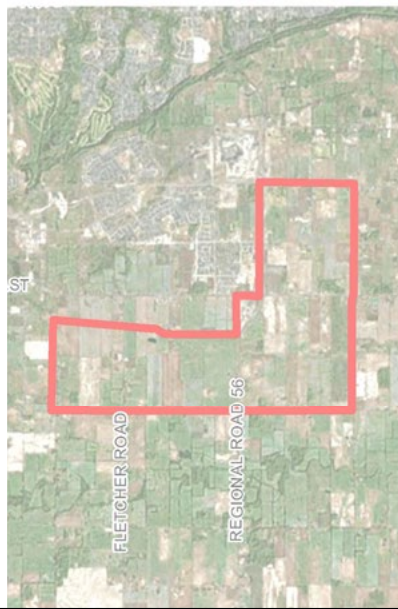
PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT

Study Purpose



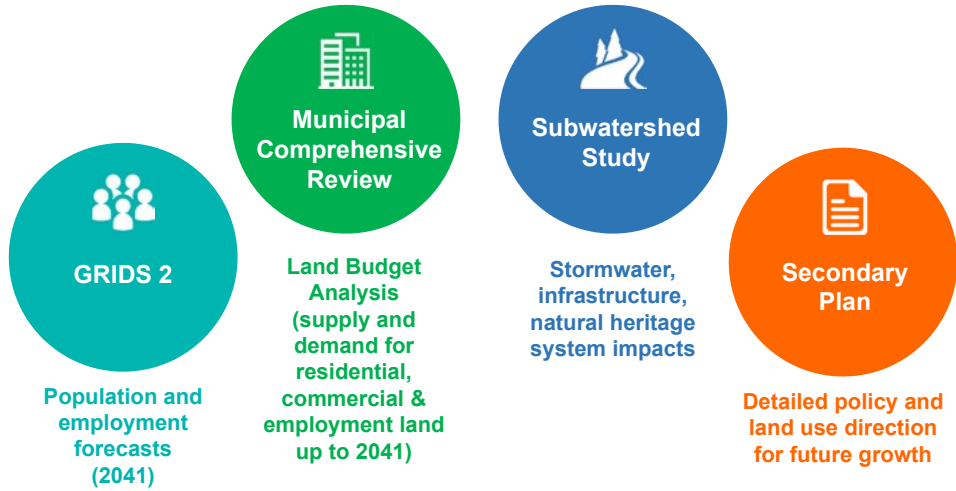
- The Elfrida Area has been identified as the preferred location to accommodate new greenfield growth to 2031 and beyond.
- This area was selected through the City's comprehensive **Growth Related Integrated Development Strategy** (GRIDS) process.
- Although the **Urban Hamilton Official Plan (UHOP)** and **Rural Hamilton Official Plan (RHOP)** relating to the Elfrida lands are under appeal, urban boundary expansion policies are in effect (in the UHOP).
- City preparing an **updated Municipal Comprehensive Review** and **Land Budget Analysis** to determine the amount of land required to accommodate growth to 2041.

How We Got Here – Consultation Process



- PIC #1 - June 21 and 22, 2017, resulting in the development of a **Vision Statement, Guiding Principles**, a list of important Community Characteristics and six **Preliminary Land Use Explorations**.
- PIC #2 – December 6, 2017, resulting in feedback on the **3 Development Options** and evaluation criteria.
- Qualitative evaluations of the Development Options have been prepared.
- Preferred community structure ideas have been identified based on the evaluation.
- Community Focus Group meetings #2 and #3 held to review Development Options and emerging Preferred Community Structure Ideas.

Background Studies



Scope of the Study

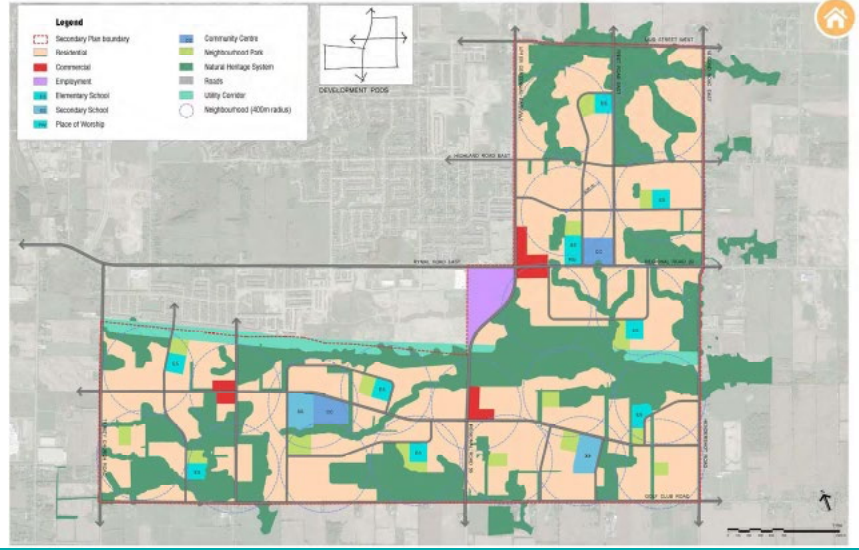


Evaluation of Development Options

- Qualitative analysis of Development Options by technical disciplines based on 25 evaluation criteria (8 themes), identified by the Study Team.
- The draft evaluation is a work in progress. The complete evaluation will be included in the Final Report.
- Evaluation provides direction in preparing the Preferred Concept Plan, that is pending, based on further inputs from the:
 - **City's Municipal Comprehensive Review (GRIDS II)** to determine land needs to 2041 and the timing/phasing of growth within Elfrida; and
 - Recommendations of the **City's Subwatershed Study** to finalize the Natural Heritage System.
- A detailed technical evaluation of the Preferred Concept Plan will be undertaken and supported by further transportation, water/wastewater, and stormwater management analysis.

Evaluation of Options – Concept 1

DEVELOPMENT PODS



Evaluation of Options – Concept 1

DEVELOPMENT PODS

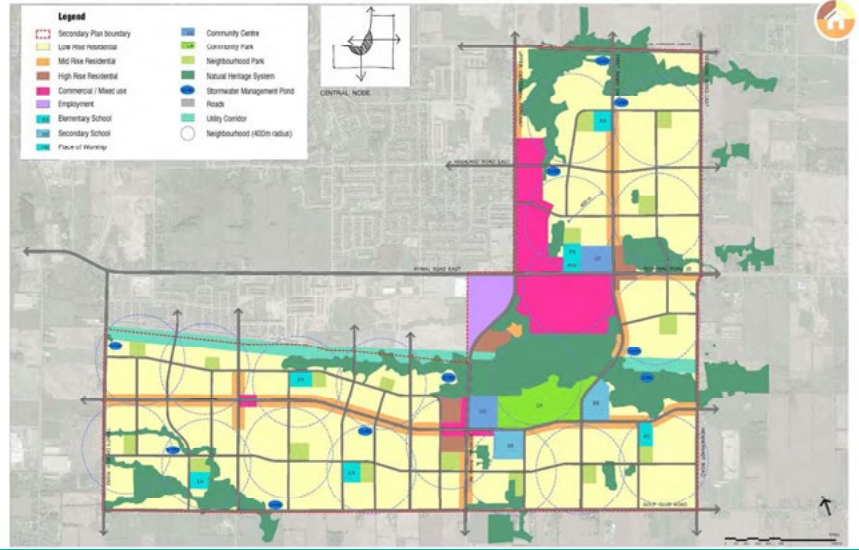
TECHNICAL AREA	EVALUATION BY AREA	REASONING AND RECOMMENDATIONS
		Lacks a broader mix of land uses (i.e., commercial/retail) within accessible walking distance. Has significant natural heritage, parks, open space and likely trail opportunities.
		Limited north-south/neighbourhood connections does not support the establishment of a connected community. Also negatively impacts transit opportunities.
		Conserves all core features, all headwater drainage features, all restore/enhancement areas - most extensive & connected natural heritage system.
		Potential for a high level of retention of existing cultural heritage resources
		Greatest number of natural heritage crossings - mitigate with trenchless technology. Most natural system for stormwater management.
		Opportunities for phasing to minimize impacts on existing farm operations in the short and mid-term.
		Lower development yields will result in less revenues for the City.
		Meets medium/high-density opportunities, but in a dispersed manner. Difficult to service with public transit, disconnected and density not focused on corridors.



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Evaluation of Options – Concept 2

CENTRAL NODE



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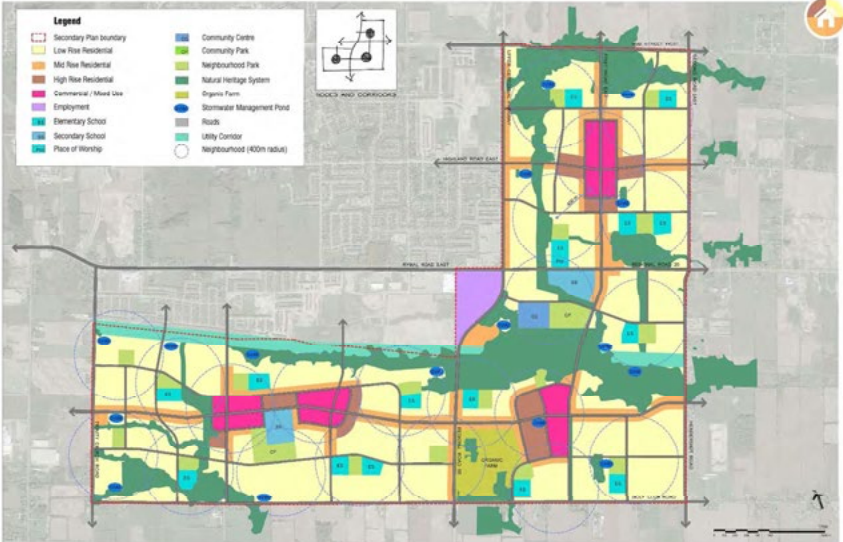
Evaluation of Options – Concept 2

CENTRAL NODE

TECHNICAL AREA	EVALUATION BY AREA	REASONING AND RECOMMENDATIONS
		Improved road connectivity, and more parkland. Not very 'walkable'; the single central node may encourage a reliance on cars. Does not provide for a complete community.
		First and last mile connectivity would be a challenge as trips would be centred on the central commercial node.
		Conserves only core features, resulting in a discontinuous natural heritage system, limits long-term viability (movement of wildlife/seeds/plant materials).
		Proposes increased commercial development in the current location of three identified cultural heritage resources.
		Would likely require the highest fire flow, and largest diameter watermain and sewers due to central high density node. Difficult to phase cost-effectively.
		Opportunities for phasing to minimize impacts on existing farm operations in the short and mid-term.
		Assuming market demand is sufficient to capture the proposed supply, Option 2 would likely result in the greatest fiscal impact to the City.
		A single major node results in a less connected community and limited active transportation opportunities.

Evaluation of Options – Concept 3

NODES AND CORRIDORS



Evaluation of Options – Concept 3

NODES AND CORRIDORS

TECHNICAL AREA	EVALUATION BY AREA	REASONING AND RECOMMENDATIONS
		Provides the greatest diversity of land use/residential built form/housing densities. Accommodates neighbourhood-serving commercial and employment opportunities.
		Linear green space provides trail opportunities to complement active transportation. Better options for transit and phasing, with 3 primary nodes.
		Conserves core features of the Subwatershed Study as well as some headwater drainage features. Connectivity and consideration for natural corridors is accommodated.
		Potential to retain portions of existing cultural heritage resources.
		Requires the most additional connections to the existing trunk sewer. Best able to incorporate traditional and new stormwater management techniques.
		Opportunities for phasing to minimize impacts on existing farm operations in the short and mid-term.
		Assuming market demand is sufficient to capture the proposed supply, Option 3 would likely result in the second greatest fiscal impact to the City.
		Best connectivity, diverse range of densities and nodal locations along corridors to encourage active transportation.

A Successful Community

VISION

The Elfrida Community is envisioned to become a complete, healthy, transit-supportive, mixed-use community that is compact, well-connected and both environmentally and economically sustainable, through a long-term strategy that respects the neighbouring land uses.

PRINCIPLES

1. Develop in an environmentally appropriate manner that protects and restores the natural environment.
2. Encourage the responsible use of resources to ensure long-term sustainability, reduce greenhouse gas emissions, and reduce demands on energy, water, and waste systems.
3. Manage growth over time that is logical, efficient and cost effective.
4. Ensure a diverse community with a mix and range of land uses to ensure a proper balance of residential, employment, community facilities and services.



A Successful Community

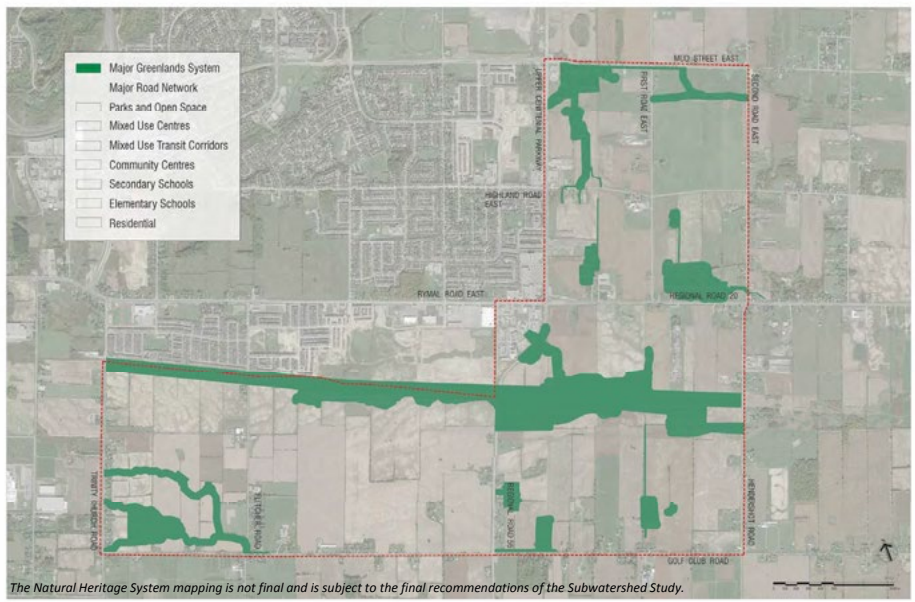
PRINCIPLES (cont'd)

5. Develop a well-designed and connected community of residential neighbourhoods that provide for a range of housing types and choices.
6. Ensure an efficient transportation network that includes mobility options, is transit supportive, includes active transportation, walking and cycling, and accommodates vehicles.
7. Provide an interconnected system of streets and pedestrian supportive streetscapes.
8. Provide for a connected and integrated parks, open spaces, and trails system.
9. Utilize green infrastructure to make use of the absorbing and filtering abilities of plants, trees, and soil to protect water quality, reduce runoff volumes, and recharge groundwater supplies.

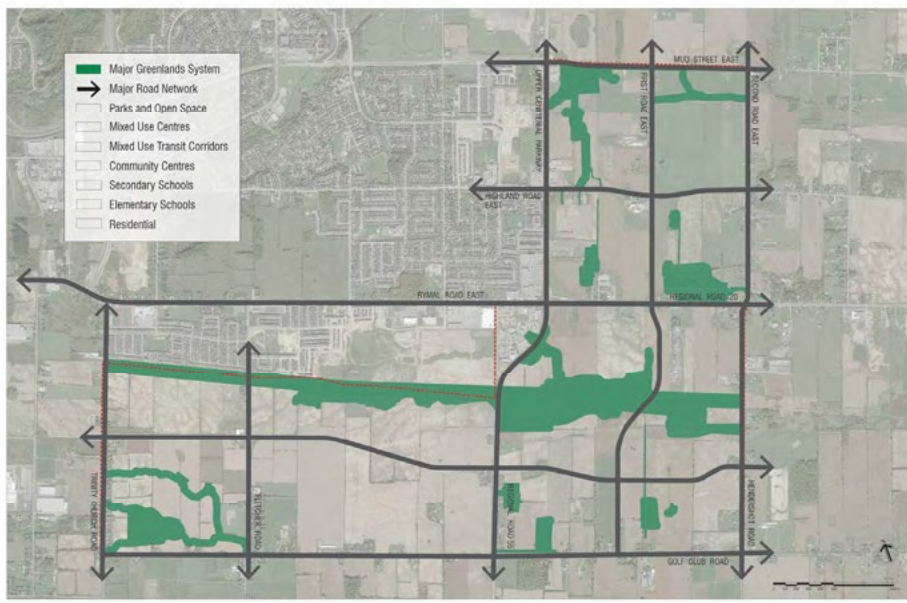


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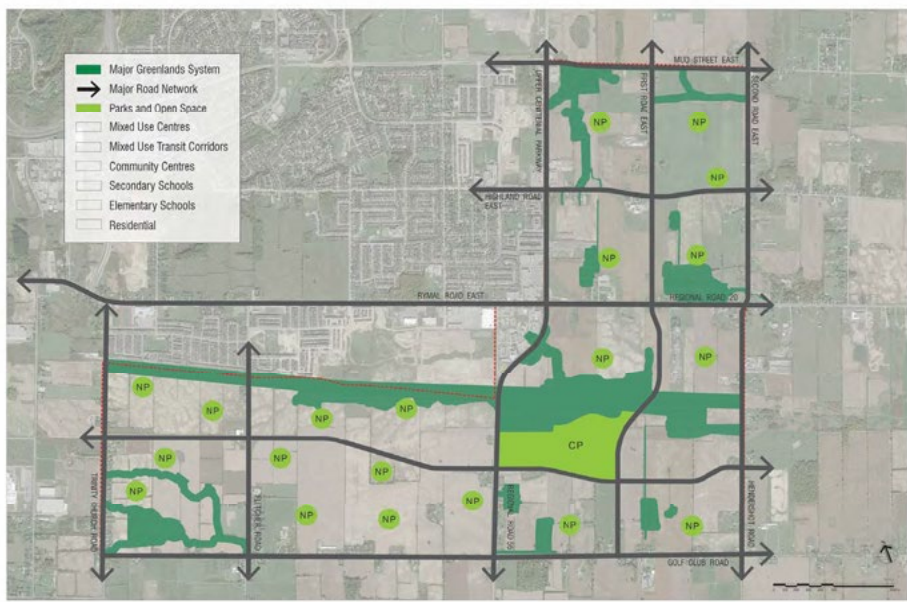
Preferred Community Structure Ideas: Nodes & Corridors Major Greenlands System



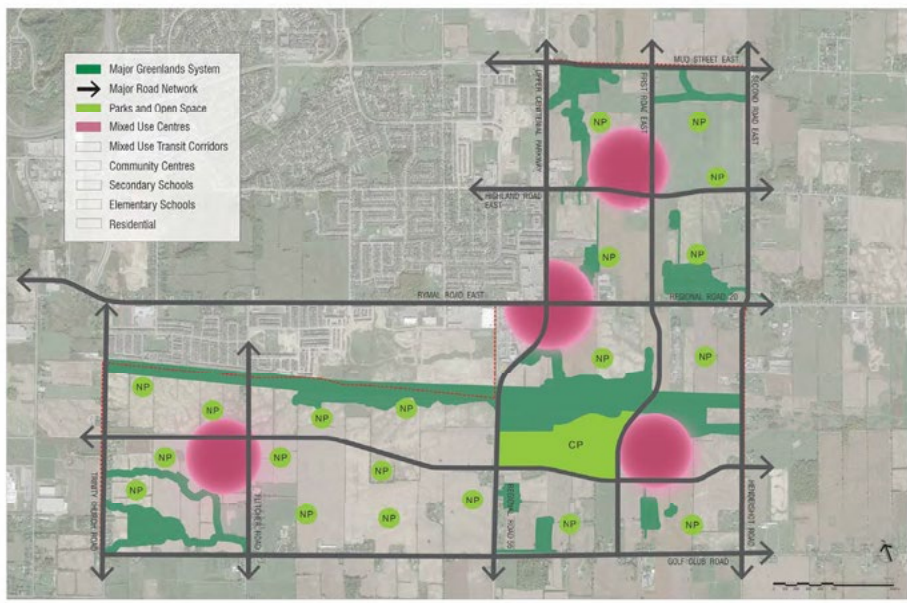
Preferred Community Structure Ideas: Nodes & Corridors Major Road Network



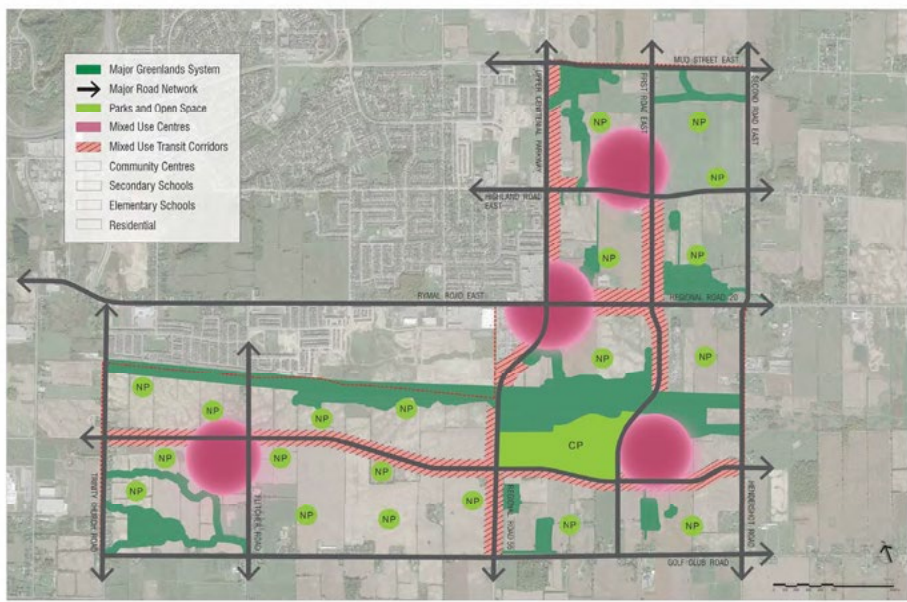
Preferred Community Structure Ideas: Nodes & Corridors Parks and Open Space System



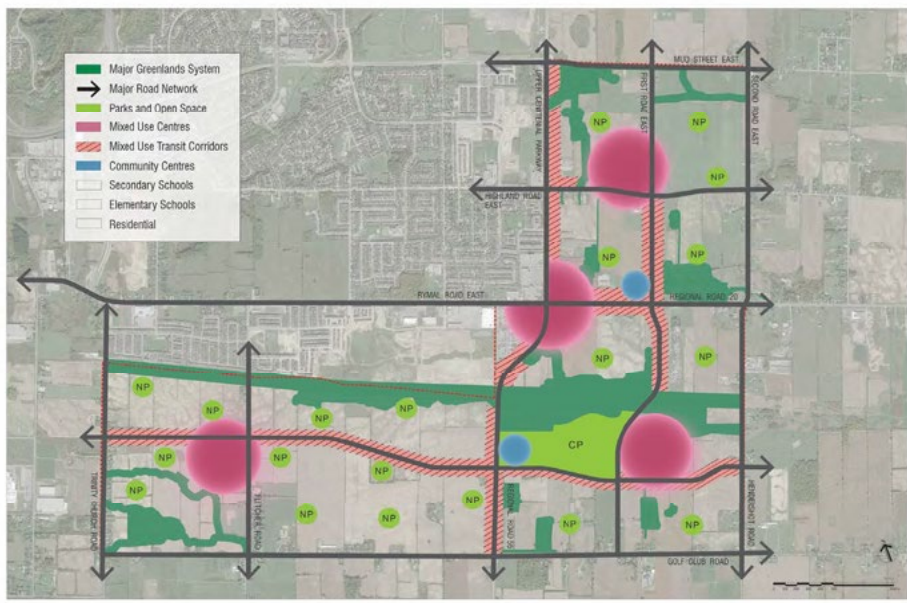
Preferred Community Structure Ideas: Nodes & Corridors Mixed Use Centres



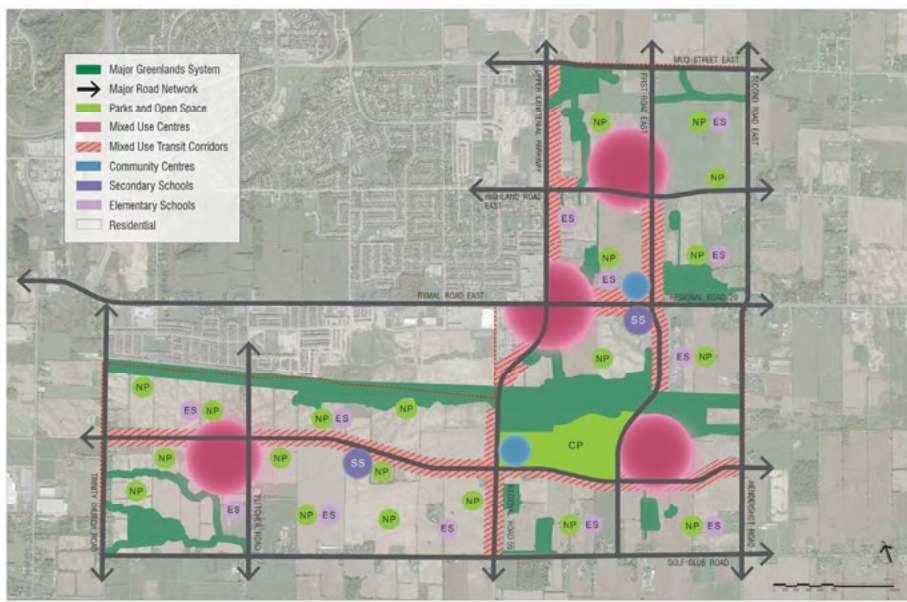
Preferred Community Structure Ideas: Nodes & Corridors Mixed Use Transit Corridors



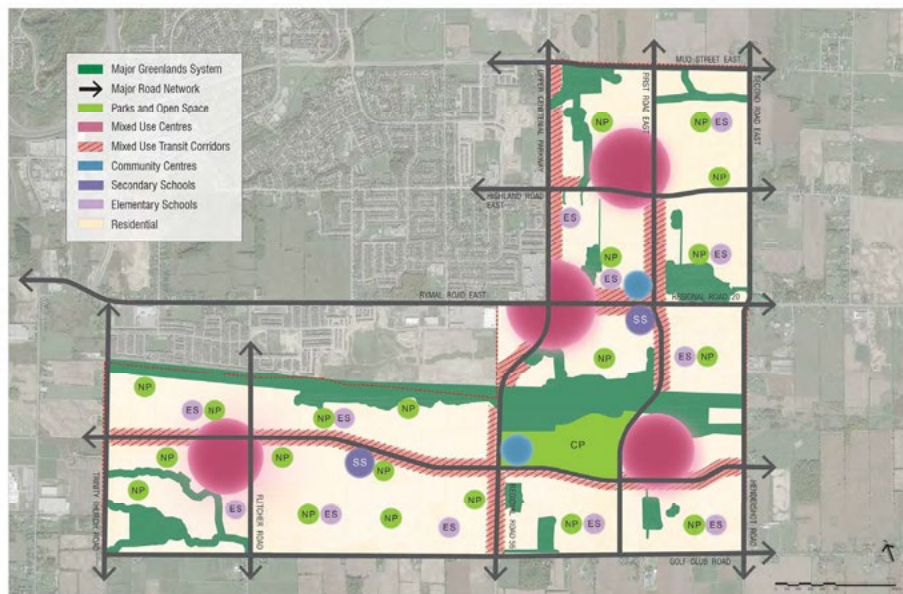
Preferred Community Structure Ideas: Nodes & Corridors Community Centres



Preferred Community Structure Ideas: Nodes & Corridors Elementary and Secondary Schools



Preferred Community Structure Ideas: Nodes & Corridors Residential



Next Steps

We are currently beginning Phase 3 - Recommended Option, to develop the preferred land use scenario and Secondary Plan for Elfrida.

Additional studies are required to inform the future Secondary Plan, some of which are already underway, such as GRIDS II and the Subwatershed Study. These plans will contribute to further informing the Elfrida Growth Area Study, and assist in the final phase of this study; developing a preferred land use scenario and Secondary Plan.

Upcoming events include:

- **Planning Committee Meeting:**
September 4, 2018
- **Community Focus Group Meeting (#3b)**
- **Public Workshop (#3b)**



Your input will help inform the preparation of
the Recommended Option and Secondary Plan

QUESTIONS?

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Alissa Mahood, MCIP, RPP
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