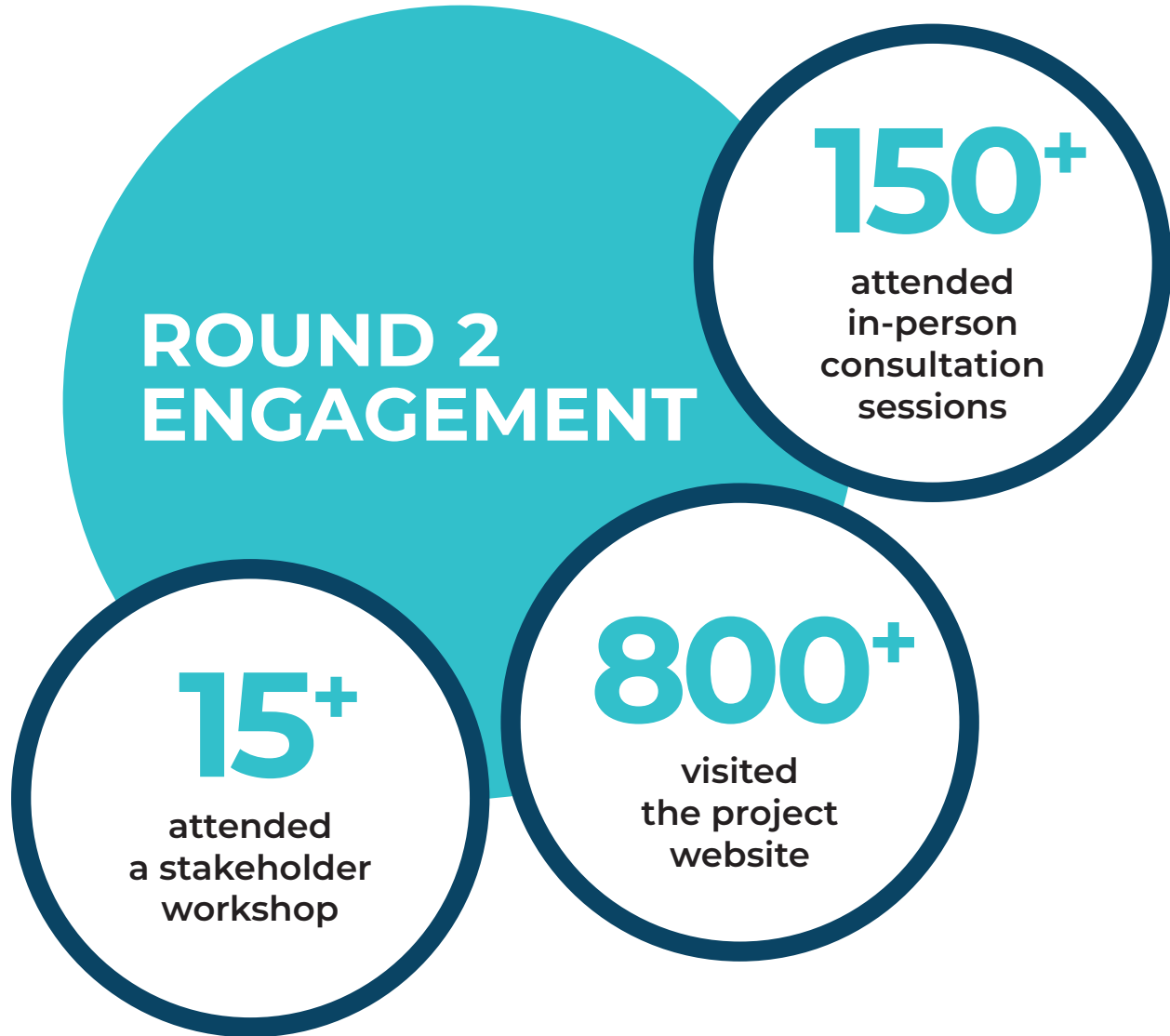




Public and Stakeholder Engagement
Round 2
Fall 2019

AT-A-GLANCE



Most participants heard about the engagement activities through **direct e-mail invitation**, through **local organizations and associations**, and via **word of mouth**.

Thank you to each participant for sharing ideas and preferences with the project team through the consultation process.

Round 2 Consultation: Trending Ideas and Insights

- There is broad support for the revised [GRIDS Directions to Guide Development](#) (PDF – see board #4).
- Climate change mitigation is critical and should be used as an overarching evaluation criterion when considering future growth options.
- Keeping future development within the existing urban boundary in order to protect green spaces and agricultural lands is a priority for many participants.
- Other important criteria for determining how Hamilton should grow included environmental sustainability, ensuring a robust public transit system and active transportation, protecting heritage and water resources, building and utilizing public infrastructure efficiently, giving focus to green infrastructure, wise management of public funds, housing diversity, promoting food security, liveable communities, and consideration of the true cost of urban expansion.
- Participants recognized that all these criteria, or lenses, are linked together in an interconnected system.
- Participants generally leaned towards a higher Designated Greenfield Area density target. Some felt that greenfield development offered the opportunity to create complete streets and communities. In the stakeholder workshop, the higher targets were called “stretch targets”, and there was a feeling that higher targets could be aspirational for the City.
- Participants generally favoured higher intensification targets than are contained in the revised Provincial Growth Plan (i.e., over 50%). Many noted that higher intensification targets would result in complete communities. Some cautioned about the pressure that intensification puts on existing neighbourhoods.
- Participants indicated that the process should be inclusive of diverse needs and voices.

GREENFIELD DENSITY



INTENSIFICATION



Many participants said *Turn it Up.*

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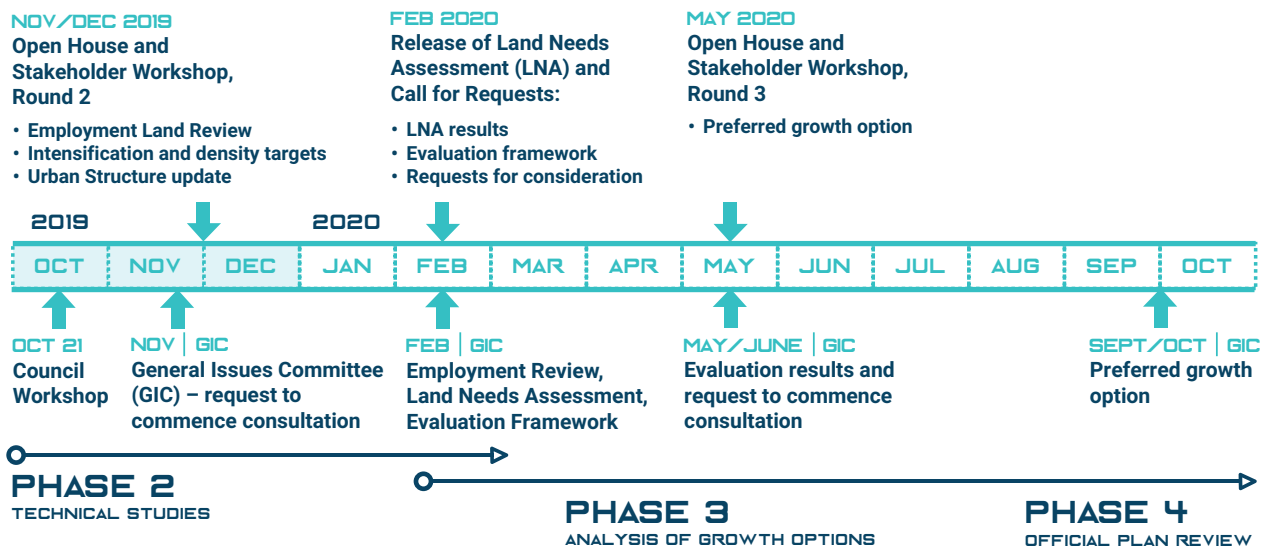
Background

The City of Hamilton is a growing, diverse, culturally and environmentally rich, economic centre. The Growth-Related Integrated Development Strategy 2 (GRIDS2) and the Municipal Comprehensive Review (MCR) are important projects, both with great potential to manage employment and population growth and to support good planning in Hamilton.

In May 2006, the first Growth Related Integrated Development Strategy (GRIDS) was approved by Hamilton City Council. GRIDS is a plan that identifies how and where the City will grow to the year 2031. GRIDS2 is an update to GRIDS and will lay out the plans for population and employment growth for an additional decade, to the year 2041. It is the next step in identifying where and how the additional people and jobs will be accommodated. Updates to the infrastructure master plans (stormwater, water/wastewater), and transportation master plan will also be undertaken as part of GRIDS2.

A Municipal Comprehensive Review (MCR) is another future-looking planning process being carried out to ensure that the City updates its Official Plans to be in line with the revised Provincial Growth Plan released in 2019, as well as other Provincial Plans (e.g., Greenbelt Plan, Niagara Escarpment Plan, etc.).

To leverage efficiencies and opportunities between GRIDS2 and the MCR, the City is carrying out these two processes at the same time. Combining these projects into one transparent, integrated process is intended to make it easier for stakeholders, citizens, and the City to share ideas. It is important to engage diverse stakeholders from across the City, uncover and explore competing views, and develop plans that support the public interest. These processes started in 2017 with several technical studies and are anticipated to wrap up in 2021 when the Official Plan Review is completed. Public consultation is an important part of the process and will bring multiple voices and perspectives to these studies. Several public consultation activities have taken place, more are planned, and ideas are invited throughout the process.



Round 1 Recap: Ideas and Insights:

On Monday, May 28, 2018, the City of Hamilton began its first round of open houses for the GRIDS2 and MCR projects. A total of six open houses were held at three locations across the city. A stakeholder workshop was also held on June 7, 2018. For all sessions, the focus was to reflect on the City's urban structure and to consider if and how areas around Major Transit Station Areas (MTSAs) could be intensified to meet provincial targets. Stakeholders also reviewed Nine Directions to Guide Development that were developed during the GRIDS (2006), with an eye to updating them so they could be used to evaluate possible growth options. Over 100 people attended the in-person sessions and over 750 visits were made to the project webpage, resulting in the submission of over 100 written comments.

The full report can be [viewed on the City's website](#).

All ideas and insights from Round 1 consultation have been and continue to be considered by the project team. Moving forward, the intent was to continue to loop back with the public and stakeholders to update them on the process and how input has shaped its direction.

Round 1 Trending Insights and Ideas:

1. **Several additional areas of intensification, corridors and nodes** have been identified for consideration.
2. People want to ensure that **all areas of the city are treated fairly and equitably** (in context), so that everyone benefits from realistic projections and sustainable growth, jobs and new transit opportunities.
3. With some tweaking, including giving focus to citizen engagement, the **GRIDS Nine Directions to Guide Development will continue to be relevant**.
4. **Making connections** between the existing transit system and the new system are important, including across regions.
5. Pedestrian **safety and accessibility** for all are important considerations for intensification and transit.

Round 2 Engagement Is On

On Tuesday, November 16, 2019, the City of Hamilton began its second round of open houses for the GRIDS2/MCR projects. Several topics formed the basis for conversation, including:

- possible intensification and density targets for the City. The Provincial Growth Plan (2019), sets a minimum intensification target of 50% for Hamilton; meaning that 50% of new residential dwelling units must be constructed within the built-up area every year. The Growth Plan also establishes a minimum planned density target in the Designated Greenfield Area (DGA) of 50 persons and jobs per hectare (pjh). These targets are minimums, and the City may plan for higher or lower targets;
- draft Employment Land Review that was undertaken with the purpose of reviewing employment areas to determine if any lands should be converted to a non-employment land use designation in the Official Plan. One site is recommended for full conversion and two are recommended for partial conversion; and,
- the criteria that will inform how future growth options are evaluated.

A total of eight public open houses were held at four locations across the City:

1. **Tuesday, November 26, 2019** — 2pm - 4pm and 6pm - 8pm —
David Braley Health Sciences Centre, 100 Main Street West, Hamilton, Auditorium.
2. **Thursday, November 28, 2019** — 2pm - 4pm and 6pm - 8pm —
Battlefield House Museum & Park, 77 King Street West, Stoney Creek, "Cellar at Grand".
3. **Monday, December 2, 2019** — 2pm - 4pm and 6pm - 8pm —
Dundas Town Hall, 60 Main Street, Dundas, Auditorium.
4. **Wednesday, December 4, 2019** — 2pm - 4pm and 6pm - 8pm —
St. Naum of Ohrid Macedonian Orthodox Church, 1150 Stone Church Road East, Hamilton, Hall.

Each session was set up so that attendees could visit poster boards and learn about the project story. City Staff were available to answer questions and exchange ideas with participants. Participants were asked to complete a comment sheet in order to provide the project team with ideas and input related to the revised GRIDS Directions to Guide Development and the City's draft Employment Land Review report. They were also asked to indicate support for how the "dials" for DGA and intensification should be positioned (lower than, at, or higher than the province's targets), and to add ideas directly to a poster board about how future growth options should be evaluated.

Intensification target – a measure of how much of the City's future new housing units will be accommodated within the existing built-up area.

Designated Greenfield Area (DGA) density target – a measure of the planned density of new communities, based on the number of people and jobs (PJH) per hectare.

A stakeholder workshop was held the morning of December 16, 2019 at the David Braley Health Sciences Centre, 100 Main Street West. The discussion themes from the public sessions were similar for this workshop, with additional discussion of how a climate change lense could be used to evaluate growth options. Small, facilitated groups worked together to respond to the questions. Individual responses were also welcomed.

The GRIDS/MCR also maintained a [web presence](#) so that anyone interested could access project information and provide input anytime.

Getting the Word Out

The open houses were advertised in several ways, including:

- Social Media.
- The Hamilton Spectator and Community News.
- Through Councillors, neighbourhood associations and community groups.
- Directly via the project mailing list (approximately 175 contacts).
- City website.

Anyone interested was welcomed to attend any or all of the public sessions.

Stakeholder workshop participants were invited by direct e-mail.

Over 175 people actively participated in this round of engagement at the public open houses, the stakeholder workshop and online. Most of these participants heard about the engagement activities through direct e-mail invitation, through local organizations and associations and via word of mouth. To a lesser extent, people learned about the events through social media and the project website.



What to Expect in This Report

The remainder of this report summarizes the ideas and insights that were exchanged and recorded by the City and consulting team. A number of appendices are included following the summary:

- **Appendix A** contains a transcription of comments submitted during the open houses.
- **Appendix B** contains a transcription of comments submitted during the Stakeholder Workshop.
- **Appendix C** contains a transcription of the comments submitted online.
- **Appendix D** contains a letter received following the public meetings.

[Presentation materials](#) can be accessed on the project website anytime.

Public Open House Ideas and Insights Summary

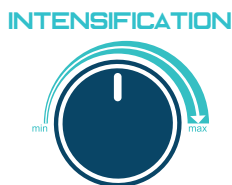
Approximately 150 people participated in the Round 2 public open houses. Key idea and insight themes include:

- There is general support for the revised GRIDS Directions to Guide Development.
- Climate change mitigation is a critical consideration and should be used as an overarching evaluation criterion when considering future growth options.
- Keeping future development within the existing urban boundary in order to protect green spaces and agricultural lands is a priority for many participants.
- Other priority evaluation criteria included environmental sustainability, ensuring a robust public transit system and active transportation, protecting heritage and water resources, building and utilizing public infrastructure efficiently, giving focus to green infrastructure, wise management of public funds and consideration of the true cost of urban expansion, and liveability.
- Participants generally leaned towards a higher DGA density target. However, some felt that greenfield development offered the opportunity to create complete streets and communities.



- 35 participants said to turn it up past 50% (50 pjh)
- 11 participants said to try to achieve 50%
- 8 participants said to turn it down past 50%

- While there were divergent views about whether the intensification targets should be lower than 50%, at 50% as suggested in the Provincial Growth Plan, or above 50%, participants generally leaned towards higher targets, noting a desire for complete communities. Some cautioned about the pressure that increasing density puts on existing neighbourhoods.



- 44 participants said to turn it up past 50%
- 15 participants said to try to achieve 50%
- 6 participants said to turn it down past 50%

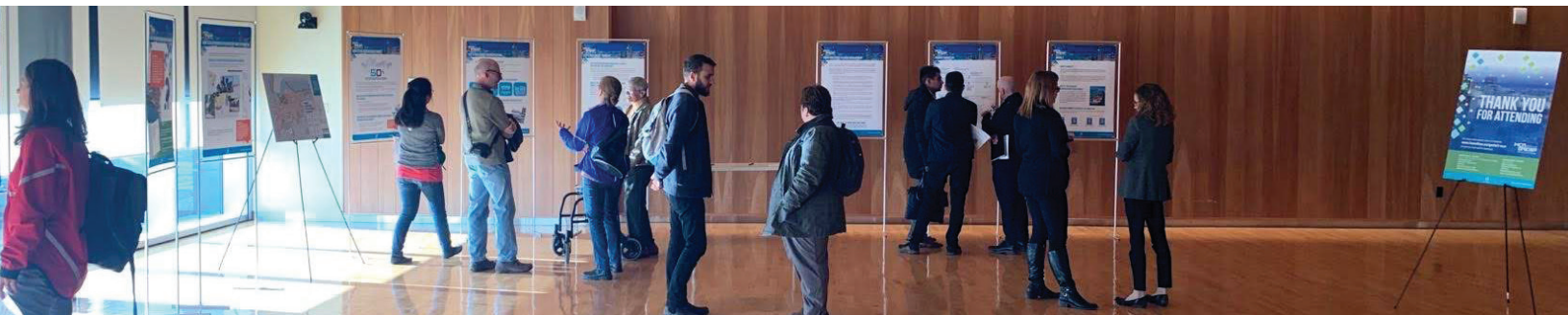
- Some participants in the public sessions had concerns about planned growth in the Elfrida area.
- Participants indicated that the process should be inclusive of diverse needs and voices.

In addition to these overarching themes, participants asked a number of questions. All comments and questions raised at the public open houses can be found in [Appendix A](#).

Downtown Area Session Ideas and Insights

Tuesday, November 26, 2019 — 2pm - 4pm (44 participants), 6pm - 8pm (12 participants)

When asked what criteria should be considered to evaluate future growth options, participants were largely of the opinion that expanding the urban boundary was not preferred. Participants expressed that, due to climate change, woodlands, wetlands and agricultural lands are already in danger and should not be impacted further by urban sprawl. Individuals expressed the desire to see the growth targets met while staying within the current urban boundaries.



During the open house, participants were invited to provide comments directly on the presentation boards with sticky notes to indicate important criteria that should be used in evaluating future growth options. Key themes included:

- Maintaining a firm urban boundary
- Climate change impacts
- Affordable/geared-to-income housing
- Protecting green spaces and natural heritage
- Maintaining agricultural land
- Transit
- Air quality
- Variety of housing forms

Participants noted that the GRIDS Directions to Guide Development are still relevant to guide decisions on growth and development. However, there should be an emphasis on climate change and acting effectively to mitigate future impacts. Without protecting the natural environment first, participants feel that the remaining “directions” will be irrelevant. It was reiterated by some participants that there should be no new development outside the current urban boundary.

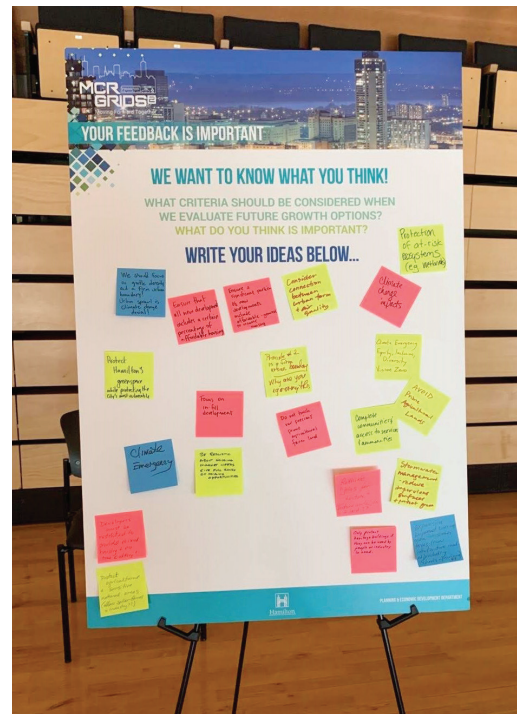
Regarding the City's draft Employment Land Review report, it was suggested that the “jobs per hectare” designation be re-evaluated due to the changing nature of paid work.

When asked for their opinion on the minimum planned density target in the Designated Greenfield Area of 50 persons and jobs per hectare (pjh), many felt that the target should be higher. It was noted that lower density development isn't cost effective and puts a burden on the taxpayers. Participants noted that higher density development and use of brownfields will allow development to occur within the current urban boundary, thus protecting green spaces.



When asked for their opinion on the minimum intensification target of 50%, some agreed that the target was achievable, but the majority felt that the target would ideally be higher. Individuals noted that there is already a large amount of low-density housing in Hamilton and focus should be put on medium to high density in the downtown core. Participants continued to voice concern with expanding the urban boundary and its impacts on natural areas. Higher intensification targets will keep growth within the current boundaries.

At this session, there was concern regarding development in the Elfrida area. Some participants indicated that they do not want this, or other greenfield areas developed. Comment was provided to review the Twenty Road East lands as an alternative.



Stoney Creek Area Session Ideas and Insights

Thursday, November 28, 2019 — 2pm - 4pm (15 participants), 6pm - 8pm (15 participants)

When asked what criteria should be considered to evaluate future growth options participants noted transit, tax revenue and protection of sensitive areas.

Key themes from the sticky notes were:

- Climate change impacts
- Sustainable transportation (transit plans, connectedness, active transportation)
- High density infrastructure
- Protecting green spaces
- Maintaining agricultural land
- Providing public facilities



Participants noted that the GRIDS Directions to Guide Development should revolve around climate change. There is concern that the use of green infrastructure is not being encouraged. It was noted that there are currently no policies or guidelines in place to lower the percentage of impermeable surfaces. Participants acknowledged that the directions are good guiding principles, but protection of farmlands and natural heritage lands should be included.

When asked for their opinion on the minimum planned density target in the Designated Greenfield Area of 50 persons and jobs per hectare (pjh), the participants indicated preference for a higher target. If Greenfield development did occur, it was noted that focus should be on complete communities so that residents are connected and not reliant on personal vehicles. Some participants would also like the proposed development in Elfrida to be reconsidered.

When asked for their opinion on the minimum intensification target of 50%, participants were divided. Individuals noted that new development in Binbrook should be intensified with a minimum of four-storey buildings while preserving farmlands and green spaces. Several participants indicated a preference for higher intensification to address climate change. Some participants commented that significant costs and revitalization will be required to maintain an already crowded built-up area. Therefore, developing new greenfields with a mix of residential, commercial and green space with well planned infrastructure could be positive.

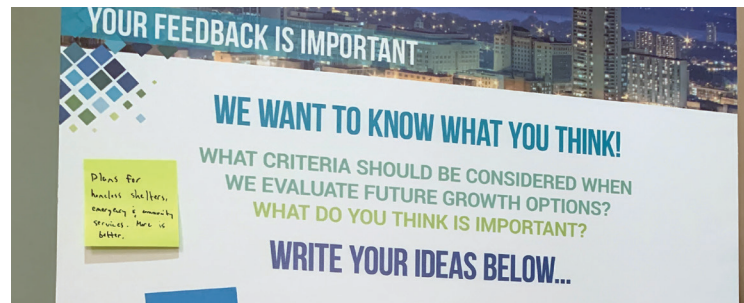
Dundas Area Session Ideas and Insights

Monday, December 2, 2019 — 2pm - 4pm (21 participants), 6pm - 8pm (18 participants)

When asked what criteria should be considered to evaluate future growth options, participants noted that climate change mitigation design features should be included with any building application. Intensification along the Main Street corridor out to Queenston Road was seen as positive. Multiple comments indicated access to existing and planned transit as a key criterion. Participants expressed the importance of maintaining agricultural land and prioritizing climate change mitigation, especially since the City has declared a climate emergency.

Key themes from the sticky notes were:

- Climate change impacts and mitigation
- Protecting green spaces, water sources and heritage resources
- Accessible Services
- Livability
- Housing options



Participants noted that the GRIDS Directions to Guide Development is better with the current revisions. Individuals expressed their appreciation for the focus on intensifying developed land and working within the current built boundaries, including developing brownfields over Greenfields. There are concerns however that these directions will not be followed and that the Elfrida area and the Greenbelt will not be protected. It was also noted that The City of Hamilton should have a strong vision for the future that considers the long-term consequences of its ecological footprint.

Regarding the City's draft Employment Land Review report, it was noted that as more employment land is converted to other land uses, people will be encouraged to work outside the city, thus turning Hamilton into a "bedroom" community. There was also a comment about supporting the agricultural sector.

When asked for their opinion on the minimum planned density target in the Designated Greenfield Area of 50 persons and jobs per hectare (pjh), most of the group felt the target should be higher. Participants expressed concern about the cost to taxpayers to develop Greenfields, including the limited transit options that will be available in these areas. Transportation can be more efficient, and taxes lowered by encouraging intensification in the downtown core.

When asked for their opinion on the minimum intensification target of 50%, many felt the target should be higher, while some felt a target of 50% was appropriate. Participants noted the desire to have a clear vision for the future, including protecting rural and agricultural land, promoting public transit and environmental sustainability. Individuals noted this could be achieved by minimizing expansion of the urban boundary and building townhouses and mid-rise apartments on the edges of single-family zones. Developers should be required to incorporate green infrastructure in new developments to mitigate climate change impacts.

Mountain Area Session Ideas and Insights

Wednesday, December 4, 2019 — 2pm - 4pm (12 participants), 6pm - 8pm (9 participants)

When asked what criteria should be considered to evaluate future growth options, individuals noted that the impact to city greenhouse gas emission targets and the impact on escarpment to lake corridors should be considered. Participants emphasized the need to listen to citizens in existing neighbourhoods because they understand and have lived experience in those individual areas, giving them a strong understanding of the needs and requirements. It was suggested that intensification within urban boundaries and infill development be incentivized versus allowing developers to build outside the urban boundary. It was also expressed that heritage sites need to be protected.

Key themes from the sticky notes were:

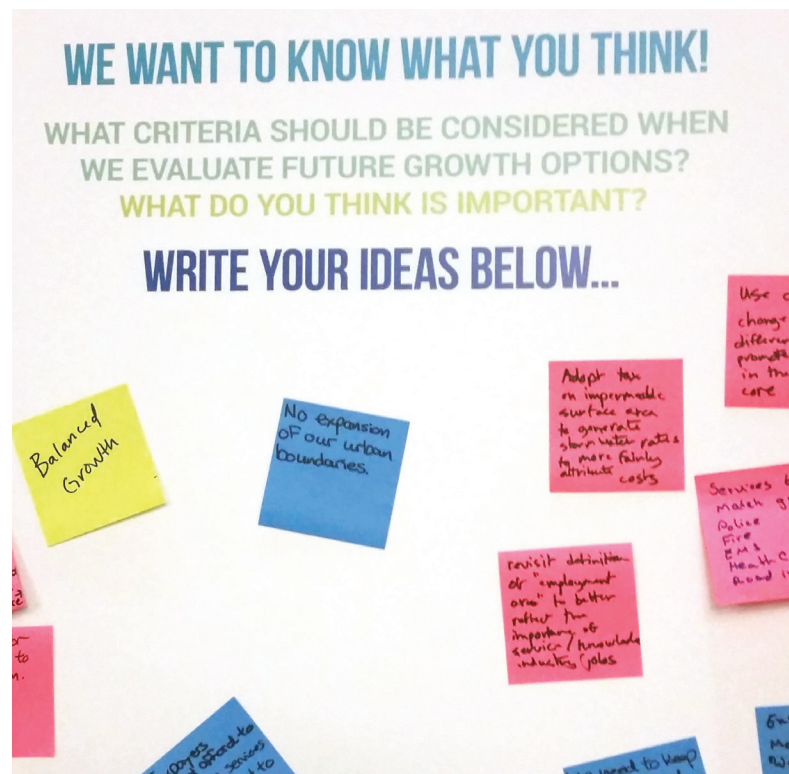
- No expansion of our urban boundaries
- Services need to match growth (i.e., police, fire, EMS, health care)
- Ensure growth matches water and sewer capabilities
- Road infrastructure maintenance

When asked if the GRIDS Directions to Guide Development is still relevant to guide decisions on growth and development it was noted that climate and environmental concerns should be defining factors to evaluate all existing and future development. Participants would like to add a requirement to minimize commute times between residential and employment centres by ensuring they are well served by active and public transportation options. Individuals requested more information on costs to taxpayers for the different types of development. Extending services to outside the urban boundary is more costly than using existing infrastructure within the city.

Regarding the City's draft Employment Land Review report participants would like to see truck routes considered since they impact air quality and safety. Individuals are concerned about the cost of building and maintaining transportation infrastructure to greenfield areas and the lack of transportation options. More information about this is needed. It was suggested that underutilized residential land be converted to employment land if it improves job density in target areas.

All of those who provided comment, noted that the minimum planned density target in the Designated Greenfield Area of 50 persons and jobs per hectare (pjh) should be higher.

When asked for their opinion on the minimum intensification target of 50%, the majority of participants noted that the target should be higher because of the benefits that include effective transit, shorter commutes, less impermeable surfaces, re-use of existing infrastructure, and lower maintenance costs.



Stakeholder Workshop Ideas and Insights Summary

Monday, December 16, 2019 — 9:30am - 12pm (15 participants)

Participants for this workshop came from a number of local business and environmental associations, the agricultural and education communities.

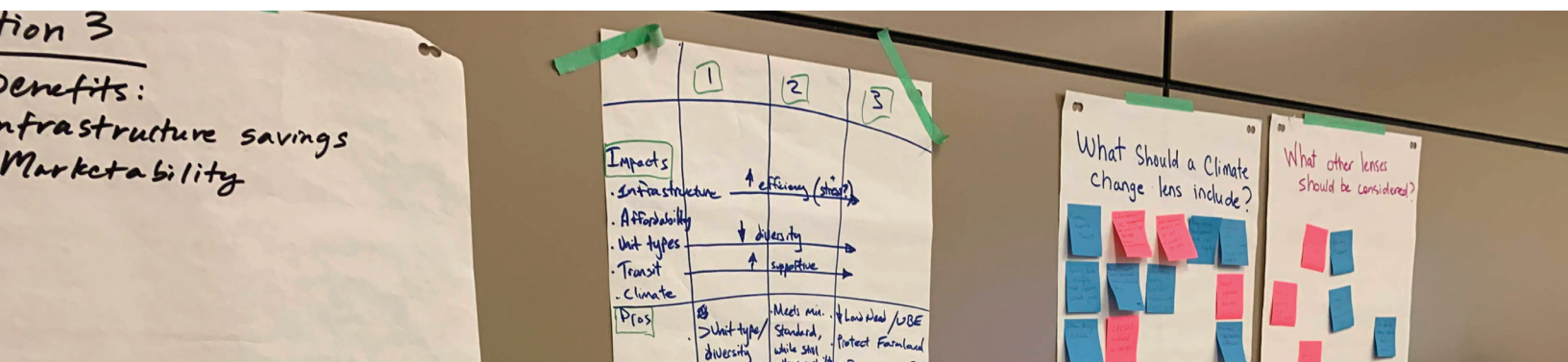
When considering the density and intensification targets, many of the participants expressed interest in the City establishing “stretch goals” to work towards that are higher than the suggested targets.

When asked for their opinion on the minimum planned density target in the Designated Greenfield Area of 50 persons and jobs per hectare (pjh), participants observed that each density option (i.e., lower, higher) has benefits. The group noted that the benefits of a lower density target include the ability to start fresh and include diversity of housing and new infrastructure, while increasing the target decreases the land need, protects farmland, uses existing infrastructure efficiently, promotes affordability and community vibrancy.

When asked for their opinion on the minimum intensification target of 50%, members of the group generally felt the target should be higher but were unsure about how much higher. The group commented that a higher intensification target has cost complications due to supporting infrastructure (transit, roads, water/wastewater upgrades), but that there are also benefits, such as marketability of complete, efficient communities. Concerns were noted about possible loss of natural habitat when greenfields are developed.

Participants were asked about the values that informed their choices around the targets. Responses included:

- Affordability/inclusivity;
- Respect for and protection of the natural environment;
- Need for public green space;
- Keep taxes reasonable;
- Building to meet market demand;
- Desire to live and work in the same place;
- Good quality of life; and,
- Good urban design/complete communities.

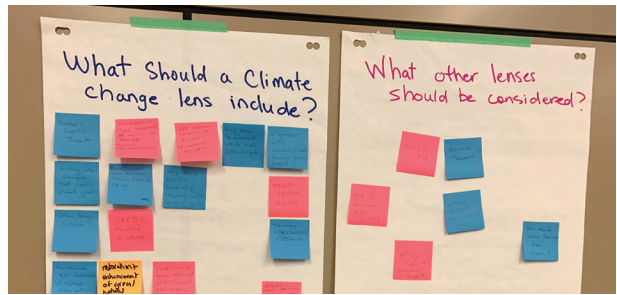




Workshop attendees were asked what a climate change evaluation lens should include. Key themes were:

- Low impact development;
- Promote and support transit;
- LEED Standard buildings;
- Protection of green spaces and promotion of new ones;
- Walkable communities;
- Zero urban boundary expansion;
- Community safety;
- Quality of life;
- Housing affordability; and,
- Food security.

Participants expressed interest in ongoing project updates and opportunities to provide comments to the City.



Online Submissions



Throughout the process, all interested parties have been encouraged to submit comments via the [online project portal](#). Below is a summary of the ten responses that were received during Round 2 consultation.

When asked what **criteria should be considered to evaluate future growth options**, it was noted that growth options should be evaluated based on long-term growth demands and potential outcomes. All costs of urban boundary expansions should be considered when determining the “need” for residential and/or employment growth as opposed to using only traditional analyses. Participants would like the City to consider if the costs of an urban boundary expansion outweigh the benefits of outward growth. The City was also encouraged to update environmental mapping before selecting areas to consider. Some expressed preference for existing pedestrian focussed streets as locations for most future growth. Key themes also included considering climate change impacts, active transportation, cultural opportunities, affordable housing, and safety.

Participants noted that the **GRIDS Directions to Guide Development** are relevant; however, there is concern that there are so many important values and principles that it will be hard to determine which should take priority. It was suggested instead that two or three of the directions be established as top priorities. There is also concern that, although relevant, the City will choose to ignore the directions completely.

When asked for their opinion on the **minimum planned density target** in the Designated Greenfield Area of 50 persons and jobs per hectare (pjh), the majority would like the target to be increased. It was noted that a higher target would be important for sustainability, Vision Zero, and cultural vibrancy. Individuals mentioned that the current planned development is at 56pjh, therefore, when dealing with a growing population, it doesn't make sense to set a lower target. Participants noted that by increasing the density target, Greenfield areas will be protected, which will sustain natural and agricultural areas.

When asked for their opinion on the **minimum intensification target** of 50%, a couple of individuals felt that the target is too aggressive and would put development pressure on existing neighbourhoods leading to negative consequences. Others expressed that the target should be increased to protect greenspaces and ensure sustainability, build effective transit and improve the tax base.

Next Steps

These engagement activities were the second of three planned touch points for the GRIDS2/MCR process. The third touch point will take place in the fall of 2020, with the entire process to conclude by 2021. Insights and ideas received in person and online will be reviewed and considered in completing GRIDS2/MCR. Ongoing dialogue and input are welcome throughout the process.



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Public Engagement “Ideas and Insights”

Appendix A:
Public Open House Comments

Downtown Open Houses, November 26, 2019



Evaluating Future Growth Areas

**What criteria should be considered when we evaluate future growth options?
(please list as many points as you would like to add):**

- Regardless of if it exists, the “single family housing market” doesn’t need to be supplied by urban boundary expansion, if you can’t meet this perceived need within the existing urban boundary, attitudes need to shift. Natural Lands (woodlands, wetlands) are at-risk, yet they are critical for our populations and climate resiliency. Listen to researchers and stop allowing for development that clears and drains these lands.
- Avoid prime agricultural land. Exhaust all options for growth within urban boundary (pursue these options aggressively). Don’t expand without public transit investment, active transportation options in place. Look at all options through a climate lens. The climate emergency means no more business as usual.
- Climate change!! We should leave the urban boundary where it is – no new sprawl!!

(FROM STICKY NOTES)

- Transit
- Walking, Transit, Cycling, Sustainability, Culture, Affordability, Size of housing, Cost of suburban development on tax base
- Climate change impacts
- Protection of at-risk ecosystems
- Don’t marginalize population in certain areas, especially next to industry. Create buffer zones
- Climate change impacts
- Connection between urban form and air quality
- Climate emergency, Equality, Inclusion, Diversity, Vision Zero
- Avoid prime agricultural lands
- Complete communities and access to services and amenities
- Principle #2 is a firm urban boundary. Why are you ignoring this?
- Ensure a significant portion of new development include affordable – geared to income housing
- Ensure that all new development includes a certain percentage of affordable housing
- We should focus on gentle density and a firm urban boundary! Urban Sprawl is climate change denial!
- Do not touch our precious prime agricultural farmland
- Focus on infill development
- Protect Hamilton’s greenspaces while protecting the City’s most vulnerable
- Stormwater management - reduce impervious surface and protect green

- Expansion beyond current area increases taxes (new infrastructure needed, including schools – provincial \$\$)
- Only protect heritage buildings if they can be used by people or industry in need
- Rethink “jobs per hectare”. Future work/jobs = land?
- Infill, Save farmland, Car alternative development, Climate lens
- Be realistic about housing market needs. Give full range of housing opportunities
- Climate emergency
- Truck routes should be considered in this exercise
- Protect agriculture and sensitive natural areas (allow solar farms = industry??)
- Developers must be restricted to provide mixed housing and no tree cutting

Please share any additional comments that you have regarding how the City should evaluate future growth options:

- The board with potential growth area is confusing/misleading. Are we starting from square 1 with Elfrida? The board implies this!
- End urban sprawl. Building outwards is climate change denial.
- The Province of Ontario directs that municipal planning decisions must be “consistent with” the Provincial Policy Statement and “must conform” to the Places to Grow Plan. I have attached a series of questions to City planning staff to clarify the City of Hamilton’s preferred growth strategy and the current GRIDS2 MCR process.

GRIDS Directions

Are the GRIDS Directions to Guide Development still relevant to guide decisions on growth and development?

- Yes, albeit vague.
- We need to ensure that our greenspace is protected, that new development is held to the highest environmental standards, utilizing whatever renewable resources are available and that affordable housing increases at a rate comparable to, or even greater than, other housing. All development needs to encourage walkable and rideable communities.
- Yes
- Yes. #9 should be number one. Some the rest may not be compatible. And most of them will be irrelevant if we fail to act effectively on climate.
- Protect current residential areas from heavy industry by implementing an M5/M6 as a buffer zone to areas that don’t currently have it. (e.g., Parkview East and West neighbourhood)
- Yes. Very good changes.

Is there anything missing from the revised GRIDS Directions to Guide Development that you would like to see added?

- The intro blurb still references 9 Directions. Define what elements of the natural environment will be protected (e.g., Wetlands, woodlands, grasslands) to ensure this point isn't ignored/taken lightly. Our natural areas are at risk (more than 72% of Ontario's wetlands have been destroyed – Ducks Unlimited 2010) and nature-based climate solutions need strong protection.
- Maintenance of current urban boundary. #2 a “firm urban boundary” – not defined. We have lots of room for population growth within existing urban boundary. Also #7 – “maximize” for what – define: housing, employment, etc.
- We have a climate emergency. We have a finite planet. Growth is an obsolete expectation.
- Yes. While rezoning employment areas to residential areas, expropriate some residential areas next to Zone K to make into M5/M6 buffer zone. As well as Treed and naturalized buffer zone.

Please share any additional comments or questions that you have regarding the revised GRIDS Directions to Guide Development.

- “Reduce waste” is a separate issue from protecting the natural environment. It impacts the natural environment but would fit best under #9 (climate action). The natural environment and its protection warrant a section of its own.
- No development outside of current urban boundary – we already cannot service Binbrook w/ transit/roads, we do not need to build further residences that will be expensive/impossible to service. Look to London, England as a model.
- Why have guiding principles and then ignore them? E.g., Firm urban boundary. What don't you understand?
- 1. Make changes to truck zones to reduce impact on residential areas. Burlington St. should be the only way into the Bay industrial area.
2. Sprawling into greenfield areas is costly due to water/electricity/etc. that has to be built there. I did not see that shown as an extra cost. Cost analysis has to be done to ensure feasibility of those plans. Builders and people moving there have to cover those costs fully and ongoing.

Employment Land Conversion

Please provide any comments or questions that you have regarding the City's draft Employment Land Review report below:

- Specific to the pockets shown on the conversion maps, yes, conversion would be appropriate. This will allow further residential development within the urban boundary. And who knows what “jobs” will be in the future and will they even involve land?
- The designation of “jobs per hectare” should be re-evaluated in light of the changing nature of paid work.

Designated Greenfield Area Density Targets

Do you think the City should plan for a DGA density target that is:

OPTION 1 LOWER THAN THE GROWTH PLAN TARGET? (LESS THAN 50 PJH)	OPTION 2 AT THE GROWTH PLAN TARGET? (50 PJH)	OPTION 3 HIGHER THAN THE GROWTH PLAN TARGET? (GREATER THAN 50 PJH)
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Why did you choose your selection in question #1?

- [Option 3] Because we're in a climate emergency and have a massive infrastructure deficit. Lower density development doesn't pay for itself, putting the burden on the residential rate payer.
- [Option 3] There should be absolutely no expansion of the urban boundary now or in the future. We require agricultural land to feed ourselves (e.g., Elfrida). All development should be denser than currently allowed. SFH's are not a requirement to raise a family or live happily. City policy planning must strengthen more compact forms, allowing the maintenance of natural and agricultural areas.
- [Option 3] I am not in favour of ANY development on these areas, but I hear that areas already have planning permissions (which ought to have been told to us), so if so, then the higher density will help keep expansion of urban boundary at bay! DO FIRST! Only allow development within the urban boundary.
- [Option 3] Use current brown lands to accommodate your targets. Ensure that residential areas in the city have buffer zones of M5/M6 between zone K. If that cannot be accommodated expropriate residential lands to create those zones. e.g., Parkview Area residents are suffering being next to zone K with 24/day noise and pollution levels. Yes, it's been like that for 100 years, but it's 2019 and it's unacceptable. The City has to fix this type of issues if you want Hamilton to be a desirable place to live and grow.
 - Option 1 – added bullet “infrastructure costly”
 - Option 2 – added bullet “infrastructure less costly than Opt. 1”
 - Option 3 – added bullet “infrastructure least costly compared to Opt. 1 and Opt. 2)
 - Include cost benefits as a point to implement each target
- [Option 3] But I also think we should incorporate the Market Assessment
- [No Selection] Cannot choose. If “Lower” than implies low density development will occur. If “higher” (and if development is a given??) then appropriate higher density would be allowed (better if must be developed!). I vote NO greenfield development and NO urban boundary expansion. (I don't think growth projections (pop) will be realized!)

Intensification Targets

Do you think the City should plan for an Intensification Target that is:



Why did you choose your selection in question #1?

- [Option 2] All of the data points to the fact that anything more than 50% intensification target for the City is not realistic and very difficult to achieve.
- [Option 3] Research is very clear that urban sprawl can't continue, the City needs to make evidence- based decisions. Draining wetlands and cutting woodlands is directly contradictory to the climate emergency declarations. Although provincially significant wetlands are protected, many wetlands are not evaluated for protection (thru OWES). As such, the protections for natural areas isn't good enough to allow for greenfield development.
- [Option 3] We shouldn't be adding *any* land to the urban boundary. Sprawl should never happen again.
- [Option 3] The display board is misleading. It falsely says there are financial impacts on the two you favour but not on the low target, which would drastically increase our infrastructure deficit. Your poll is invalid.
- [Option 1] The City needs a full range of housing – not just focused on apartments & townhouses. Also, it may be difficult to achieve the 50% Growth Plan target.
- [Option 3] 1. We have plenty of low-density housing in Hamilton. We must concentrate on Med. to High density housing in the downtown core in existing residential boundaries with aging population, accessible, close to everything, including transit should be the focus. 2. Urban sprawl is very expensive. The infrastructure is not costed properly and with the aging infrastructure in the current residential areas you can't keep up with paying for replacements. End the cycle and cost the expansions with the true cost.
- [Option 3] All new growth must occur within the existing urban boundaries (not greenfields). Set higher intensification targets for any pop. growth that arrives (I think the growth projection is overblown and unlikely). Not in favour of urban boundary expansion at this time. Develop only within first. 20 years from now, when density is reached, ask again.
- [Option 3] <<Option 1, Bullet 2 suggestion>>: Should be reworded to follow same sentence structure as other options, making negative connotation. Consider wording including costs for each option – most expensive – mid – low range.
Option 3, Bullet 2 suggestion: replace greater opportunity with "greatest" opportunity.

Other

Property/area specific comments and questions were received regarding:

- Elfrida and the rationale for identifying it as the preferred growth area in the first GRIDS.
- The first GRIDS process and its conformity with provincial policy.
- The identification of Elfrida as a preferred growth area in GRIDS2.

Questions (one submission)

1. Can you tell us the reason that the city of Hamilton is prioritizing the Elfrida area for growth to the year 2031 and beyond?
2. Can you tell us if there is any Provincial urban boundary expansion policy that permits the city of Hamilton to designate and prioritize the Elfrida area as the city's only Preferred Growth Strategy to the year 2031 and beyond?
3. Can you tell us if the identification of the city's Elfrida Preferred Growth Strategy to the year 2031 is an actual urban boundary expansion?
4. If it isn't an actual urban boundary expansion or a designation of an actual urban boundary expansion why is the city of Hamilton prioritizing urban growth to 2031 and beyond only for the Elfrida area?
5. The city of Hamilton's Elfrida Preferred Growth Strategy has approximately 3,000 acres and the Twenty Road Lands have approximately 950 acres of land. Can you tell us what the process is if the Land Needs Assessment determines that the city can only accommodate 2,000 acres of growth to the year 2031? Will the Elfrida Preferred Growth Strategy be prioritized, exclude other areas for growth and phase in the other 1,000 acres of Elfrida to 2041?
6. If the Land Needs Assessment determines that the land budget to 2041 is only 3,000 acres, does that mean that the Elfrida Preferred Growth Strategy will be prioritized, and the Twenty Road East Lands will not be considered for growth from 2031 to 2041?
7. What is the reason that the city of Hamilton is contravening Provincial Growth Plan Policies and the current OMB Process by prioritizing the same Elfrida area for growth that the Province of Ontario deleted from both of Hamilton's Official Plans?
8. Can the city of Hamilton identify any Provincial Growth Plan Policy that allows a municipality to designate a future urban boundary expansion area?
9. What is the reason that the city of Hamilton did not include the Twenty Road East Lands in the Official Plan Review as directed by Motion in Council 7.8 of September 2006?
10. The Twenty Road East Lands are now included in the 2031-2041 Grids 2 MCR Process. Will the city of Hamilton commence similar background studies associated with the MCR Process for the Twenty Road East Lands?
11. What is the reason that the city of Hamilton is prioritizing future growth in the Prime Agricultural area of the Elfrida area to the year 2031 and beyond instead of the non-prime agricultural area of the Twenty Road East Area?
12. What is the reason that the city of Hamilton is prioritizing future growth in the Elfrida area, which has the "Largest impact on the Ecology", instead of the "Moderate Impact" Twenty Road East Lands to the year 2031 and beyond?
13. What was the reason that city planning staff did not include the non-prime agricultural Twenty Road East Lands as part of the Preferred Growth Option instead of lands that were not part of the GRIDS Process?

Stoney Creek Open Houses, November 28, 2019



Evaluating Future Growth Areas

**What criteria should be considered when we evaluate future growth options?
(please list as many points as you would like to add):**

- Transit: We should build houses then build transit. Protect sensitive areas. Revenue: more taxes come from homes built outside than in downtown area. Without those taxes City couldn't function.

(FROM STICKY NOTES)

- Climate change impacts
- Transit plans
- Protection of farmland. Greenbelt is not enough
- Zero carbon emissions
- Health of our watersheds
- Sustainable transportation. Increased connectedness
- Mixed housing but high density with transit
- High density please. For my grandchildren
- Sprawl = cars = bigger CO2 footprint
- Protected bike lanes (network)
- Placement of schools and parks
- Multiple services within walking distance
- Honesty morally principled from our mayor and councillors
- Support for active transportation

Please share any additional comments that you have regarding how the City should evaluate future growth options:

No comments.

GRIDS Directions

Are the GRIDS Directions to Guide Development still relevant to guide decisions on growth and development?

- #2 – aren't there plans to expand the urban boundary? This seems contradictory?
- 1. #9 Plan for climate change and GHG's should be top direction – this should direct all other "directions". 2. How do we "encourage" the use of green infrastructure?

Is there anything missing from the revised GRIDS Directions to Guide Development that you would like to see added?

- Weak green infrastructure guideline (#9). “Encouraging use of green infrastructure” not solid enough, especially as it relates to #10.
- I don’t think we are “encouraging” use of green infrastructure. We have no policy/development guides for green infrastructure or to lower the percentage of impermeable surface.

Please share any additional comments or questions that you have regarding the revised GRIDS Directions to Guide Development.

- These are good guiding principles, but it would be good to know what they look like “on the ground”.
- Protect farmland (soil where we can grow food) not just rural areas. Protect natural heritage areas.

Employment Land Conversion

Please provide any comments or questions that you have regarding the City’s draft Employment Land Review report below:

No comments.

Designated Greenfield Area Density Targets

Do you think the City should plan for a DGA density target that is:

OPTION 1 LOWER THAN THE GROWTH PLAN TARGET? (LESS THAN 50 PJH)	OPTION 2 AT THE GROWTH PLAN TARGET? (50 PJH)	OPTION 3 HIGHER THAN THE GROWTH PLAN TARGET? (GREATER THAN 50 PJH)
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Why did you choose your selection in question #1?

- [Option 3] I think we should avoid Greenfield development at all costs and focus on intensification first. Reconsider proposed development in Elfrida. Greenfield development, if it occurs, should focus on complete communities so that residents are well connected to amenities without relying on a vehicle.



Intensification Targets

Do you think the City should plan for an Intensification Target that is:



Why did you choose your selection in question #1?

- [Option 1] Built up area is already crowded and aging. Significant renovations and costs will be required. New Greenfields designed for intensification allow for safer infrastructure, efficient planning and being able to meet needs of future families. Greenfields are not being utilized. New Greenfields should have good mix of residential, commercial, and parks.
- [Option 1] Lived at my location for 46 years. Naturally we see the changes that have been made. Not intensification but tear down smaller home and build large (huge) 3-bay garage homes. Alters the existing design of the neighbourhood. Intensify new development and go higher in Binbrook, along Mud Street and Rymal Road. Not in existing neighbourhoods. Put 4-storey or more buildings. Does not fit in but increases the income for the city regarding tax revenue.
- [Option 3] Need to preserve greenspace and encourage density in the face of a changing climate. Many benefits of increased intensification: promotes transit, promotes complete communities, etc., which help to reduce GHG emissions.
- [Option 3] To preserve farmland for a climate change impacted future. We need dense, mixed use communities with transit access.

Question

1. How do we “encourage” the use of green infrastructure?

Dundas Open Houses, December 2, 2019



Evaluating Future Growth Areas

**What criteria should be considered when we evaluate future growth options?
(please list as many points as you would like to add):**

- Climate change effect mitigation designs. Committee and planning staff should require a detailed plan with any building application – large or small. Can be as simple as permeable driveway for new houses.
- How important is agriculture to the economy of Hamilton? If it is important, we should make the case to preserve as much as possible to support our economy. We should emphasize intensification along the Main St. corridor out to Queenston Road. There is too much land given over to parking downtown Hamilton and vacant land in West Hamilton. If we want an LRT, we have to emphasize intensification along this corridor.
- Climate change. Existing lands/brownfields available. Protecting agricultural lands and green spaces. Access to transit. Gentle infill to intensify neighbourhoods while honouring what's there. Affordability.
- Take into account TMP, LRT, BLAST Network. Prioritizing climate change mitigation as the City declared a Climate Emergency. Complete communities (mixed use, transit-supportive and walkable communities)

(FROM STICKY NOTES)

- Do the growth options represent a bold vision for the future of the city - moving forward, not status quo?
- Integration with TMP and future BLAST network
- Climate change impacts and mitigation
- Climate change impacts
- Affordable housing and accessible services
- Natural greenspace in Dundas beyond existing conservation area
- Protecting green spaces and water resources
- Climate change impacts, intensification should stick to OP, not zoning changes, variances
- Climate change impacts. Current policies show an unrealistic understanding
- What impact will growth choices have on those already being displaced – by LRT, gentrification? Do intensification units fit families?
- Middle density can revive older neighbourhoods losing population and services, schools
- Protection of heritage resources
- Climate change impacts (mitigation and adaptation)
- Climate change impacts
- Livability above density or sprawl
- Plans for homeless shelters, emergency and community services. More is better
- Establish naturally connected ecological corridors where possible

- Elfrida
- Changing consumer tastes leading to different housing types
- Demographic aging change (secondary suite increased demand)
- Climate change and green area protection
- Improve update existing under used building. Grants, etc.
- City park land needed
- Make places that are livable walking to shops and access by other means than a car
- Get more steel lands back for park land
- More support for existing and planned transit services, with levies, if necessary
- More protection of green spaces especially woodlots in urban boundaries
- Re: Direction 7 – why is it so difficult to make use of existing buildings?
E.g., Granny flats, additional apartments over stores (horn of plenty in Dundas)
- Re: Intensity targets for greenfield – why are these lower (70pph) than existing nodes (100pph)
- Re: Direction 10 – “protect cultural heritage” – why was 71 Main St approved by Planning Staff and Council when: not architecturally compatible, density in Dundas node already over max?

Please share any additional comments that you have regarding how the City should evaluate future growth options:

- Must maintain agricultural land. Make it easier to add units within existing structures in built-up areas
- Developers often promote the idea of transit friendly development that encourages active transportation. Why not plan for transit dependent development (i.e., no parking) that also depends on active transportation? There is a rental market for this. Have you considered linear green space within intensified areas that would connect to parks? This is relevant to mitigating impacts of climate change.
- As a first-time homeowner-to-be, I feel I'm often told that new builds are cheaper. I know this is not true. I know that there are so many great opportunities to live downtown and enjoy access to transit and services that will make my commute shorter, my taxes lower (because I won't be paying for new infrastructure to be built through property tax increases), and improve the quality of life for my family. I support ambitious intensification!

GRIDS Directions

Are the GRIDS Directions to Guide Development still relevant to guide decisions on growth and development?

- They are better with the revisions done to GRIDS2. As we go forward, we need to have an eye to the environment, and keep our good land for food production, not monster (or other) houses.
- Yes. I appreciate the focus on using developed land and intensification! Also preserving green space and agricultural lands.

Is there anything missing from the revised GRIDS Directions to Guide Development that you would like to see added?

- Nothing needs to be added – but it would be nice if these directions were in fact followed. Not all intensification and infill applications should be approved.
- Need to maintain Class 1 Agricultural land – intact.
 2. Need to work within our boundaries.
 3. Need to re-use land before using new land (brownfields should have priority over greenfield)
- Stronger language on climate change. Ensure that all new developments are considered through a climate lens. Give preference to developments (and maybe incentives!) to those that reduce GHGs/capita. Also include a focus on “the missing middle” – gentle infill – such great opportunities for this in Hamilton

Please share any additional comments or questions that you have regarding the revised GRIDS Directions to Guide Development.

- Stay out of Elfrida! Build on existing under used lands within Hamilton’s built-up boundary
- The Greenbelt is one of our greatest assets – and one of the things that makes Hamilton great. I think this should be mentioned by name and explicitly protected. I support the setting of a firm urban boundary to protect it and ensure we’re using resources efficiently throughout Hamilton.

Employment Land Conversion

Please provide any comments or questions that you have regarding the City’s draft Employment Land Review report below:

- The more you convert employment land to other use the more encourage the change of Hamilton to a bedroom community whose people work elsewhere. Why aren’t agricultural lands considered to be employment lands? They generate product for sale and employ others to help. The comment I received from some people in the agricultural sector is that Hamilton applies an urban space perspective to agricultural lands that makes it difficult for them to function. This only makes sense if agricultural land is solely viewed in terms of potential for urban development.

Designated Greenfield Area Density Targets

Do you think the City should plan for a DGA density target that is:

OPTION 1 LOWER THAN THE GROWTH PLAN TARGET? (LESS THAN 50 PJH)	OPTION 2 AT THE GROWTH PLAN TARGET? (50 PJH)	OPTION 3 HIGHER THAN THE GROWTH PLAN TARGET? (GREATER THAN 50 PJH)
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Why did you choose your selection in question #1?

- [Option 1] I am of the opinion that the future is difficult to predict. I have never met one person in fifty years that has been able to make an accurate prediction. It seems this is a process of "if you build it, they will come."
- [Option 3] 1. As a young taxpayer, I am horrified about the true long-term costs of building into greenfields. It is costly – and inefficient. I'm concerned about pay for this for decades to come. 2. I really care about climate change and intensification and smart land use planning is one of the most important this we can do to mitigate and adapt. This is key to meeting our climate goals! 3. One of the best things about Hamilton is our Greenbelt. Let's build downtown – and keep the Greenbelt green. 4. I take HSR to work. I care about improving service and investment in the downtown core – not less service to once green-belted areas.
- [Option 3] Lower taxes due to greater infrastructure and transportation efficiencies. Climate crisis requires acceleration of solutions, which includes greater densification and preservation of greenlands/forests. Realization that we cannot expand our urban boundaries forever, so we must live within a reasonable boundary and grow by intensification.
- [Option 3] I would like to see the city evolving beyond pragmatic or status-quo affirming choices. I would like to see the City of Hamilton take bold and progressive steps towards developing a city that has a strong vision for the future which considers the long-term consequences of its footprint.

Intensification Targets

Do you think the City should plan for an Intensification Target that is:



Why did you choose your selection in question #1?

- [Option 1] If development exceeds demand that could result in other issues and problems. A clear vision for the future is needed (i.e., jobs, infrastructure, employment) is required to accurately predict any future development. I also suggest that some of the terms used could be more friendly to the [public], such as “smart development” rather than intensification and density.
- [Option 3] I support a growth plan target greater than 50 per cent as the most environmentally sustainable way for the City to contain costly urban sprawl, protect rural and agricultural land, and promote public transit. The City should strive to manage growth with higher densities, as opposed to urban boundary expansions that require expensive infrastructure, promote traffic congestion and generally make a community less desirable place to live. Many of the leading conservation and environmental organizations in Ontario are strongly urging the province and municipalities to promote environmentally sustainable growth that discourages urban sprawl and low-density planning. I agree with the various conservation and environmental groups urging a greener Ontario.
- [Option 3] More accommodation for affordable housing. Less environmental impact. More demand for public transit.
- [Option 3] To minimize need to accommodate growth by expanding the urban boundary – to preserve agriculture lands that will become more vital as climate change worsens. We need to explore much more middle density housing instead of four to 10 high rises a year. We need to think of 15 to 30 or so mid-rises. We need more town houses, more low and mid-rise apartments on the edges of single-family zones, to counter the loss of residents in older neighbourhoods, especially in the lower city. Families prefer to be closer to the ground. We also need to think of affordability impacts of our choices.
- [Option 3] Climate change. Transit. Lower taxes (hopefully). Many low-density areas in middle of built up areas. Densities between 20-storey buildings and townhouses should be encouraged - Community feel, i.e., 3- or 4-storey condos for families. Courtyard in centre.
- [Option 3] Less sprawl is beneficial for natural areas (outside city limits). Incorporating green infrastructure (LIDs) into any new developments should be a requirement of developers to mitigate CC impacts. I would have liked to see more consideration of the Natural Heritage System and Water Resources system mapping. Has a new watershed plan been completed for this process?

Questions:

1. How important is agriculture to the economy of Hamilton?
2. Have you considered linear green space within intensification areas that would connect parks?
3. Why not plan for transit dependant development (i.e., no parking) that also depends on active transportation?
4. Why aren't agricultural lands considered to be employment lands?
5. Has a new watershed plan been completed for this process?
6. Do the growth options represent a bold vision for the future of the city – moving forward, not status quo?
7. What impact will growth choices have on those already being displaced – by LRT, gentrification? Do intensification units fit families?
8. Re: Direction 7 – why is it so difficult to make use of existing buildings? E.g., Granny flats, additional apartments over stores (horn of plenty in Dundas).
9. Re: Intensity targets for Greenfield – why are these lower (70pph) than existing nodes (100pph)?
10. Re: Direction 10 – “protect cultural heritage” – why was 71 Main St approved by Planning Staff and Council when: not architecturally compatible, density in Dundas node already over max?

Mountain Open Houses, December 4, 2019



Evaluating Future Growth Areas

**What criteria should be considered when we evaluate future growth options?
(please list as many points as you would like to add):**

- If there is limited street access, sites and sizes should be considered very carefully. Isolated areas with minimum traffic capacity must be properly assessed for population maximums. Listen to current residents that understand and experience individual areas.
- We should not incentivize developers to build outside the urban boundary. All incentives should be removed. We should instead do all that is possible to incentivize intensification within urban boundaries and infill development.
- Impact to city GHG emission targets. Impact to escarpment to lake natural corridors.
- Need to listen to citizens from particular neighbourhoods as to what the need is.

(FROM STICKY NOTES)

- No expansion of our urban boundaries
- Our winters now bring repeated freeze/thaw cycles which crack pavement. These will become more frequent over the years. Expanded road network will become even more expensive for taxpayers to maintain
- Adopt tax on impermeable surface area to generate stormwater rates to more fairly attribute costs
- Revisit definition of "employment area" to better reflect the importance of service/knowledge industry jobs
- Use development charge differential to promote growth in the urban core
- Services to match growth. Police, fire, EMS, health care, road infrastructure
- Taxpayers cannot afford to subsidize services being brought to new developments outside the urban boundary
- We need to keep what un-paved areas we still have. They act as sponges to absorb water from the extreme storms we now have.
- Ensure growth matches water and sewer capability
- Road infrastructure so needed

Please share any additional comments that you have regarding how the City should evaluate future growth options:

- Listen to existing residents. They know their respective areas the best
- The City has a responsibility to lead and educate citizens
- Development in the urban core should be heavily prioritized with cost of development in established greenfields being reflected in increased development charges. No municipal/urban boundary expansion should be permitted. Return of undeveloped land within the urban boundary that is classified as prime agricultural land should be removed from the urban boundary.
- Again, listen to neighbourhoods. Don't base expansion on market and money only. Keep the heritage sites in shape.

GRIDS Directions

Are the GRIDS Directions to Guide Development still relevant to guide decisions on growth and development?

- More thought and investment in sewer system and non-combined sewer overflow systems
- The definition of "employment lands" should be broadened to include areas which support high levels of service and knowledge jobs as well as more traditional manufacturing/commercial. There should be a goal to minimize commute times within the city by co-locating high density residential and employment areas.
- I think it is good to develop off an original plan (GRIDS) by then consult with the individual cities re how they see their area to grow.
- The changing climate and environment concerns should be the defining factors to re-evaluate all existing and future development

Is there anything missing from the revised GRIDS Directions to Guide Development that you would like to see added?

- Truck routes
- As above, need to add requirement to minimize commute times between residential and employment centres and ensure these are well served by active transport and public transit.
- Listen to the local population – consider what local individuals feel are concerns and areas of interest. Get involved in community development and culture.
- More consideration should be applied to natural areas, protected spaces and wildlife, flood concerns before any development is put in place.

Please share any additional comments or questions that you have regarding the revised GRIDS Directions to Guide Development.

- There was not enough information given on the costs to the taxpayer of the different types of development. Extending services to outside the urban boundary is exponentially more costly than using existing infrastructure within the city.
- These guidelines seem well formulated, but it is hard to see how they translate into a 50% intensification target and the extensive levels of greenfield development currently underway. It seems like the target should be higher, and that greenfield development should be better costed out through increases in development charges.
- Expanding population should not take precedence over green space, climate, environment or wildlife destruction. More balance is needed.

Employment Land Conversion

Please provide any comments or questions that you have regarding the City's draft Employment Land Review report below:

- 1. There should be a reciprocal process to consider where conversion of underutilized residential land/land with severely depreciated housing stock could be converted to employment land if this improves job density in target areas.
2. Truck routes should be considered and conversion from/to residential lands targeted to minimize the impacts of those to communities.
3. The current presentation does not adequately reflect the added capital and maintenance costs associated with greenfield development. The impact of these to the City budget and municipal taxes should be highlighted.
4. The true impact to transportation options of greenfield development is not well presented. This really locks us into a "car dominated" system that we cannot break out of.
- Truck routes should be considered in this study. They're part of infrastructure and they affect air quality and safety in residential areas.

Designated Greenfield Area Density Targets

Do you think the City should plan for a DGA density target that is:

OPTION 1 LOWER THAN THE GROWTH PLAN TARGET? (LESS THAN 50 PJH)	OPTION 2 AT THE GROWTH PLAN TARGET? (50 PJH)	OPTION 3 HIGHER THAN THE GROWTH PLAN TARGET? (GREATER THAN 50 PJH)
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Why did you choose your selection in question #1?

No responses.



Intensification Targets

Do you think the City should plan for an Intensification Target that is:

OPTION 1 LOWER THAN THE GROWTH PLAN TARGET? (LESS THAN 50%)	OPTION 2 AT THE GROWTH PLAN TARGET? (50%)	OPTION 3 HIGHER THAN THE GROWTH PLAN TARGET? (GREATER THAN 50%)
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Why did you choose your selection in question #1?

- [Option 3] Some of the benefits of intensification are critical to addressing GHG targets and providing a more economical sustainable infrastructure:
 1. Reduced, more effective transit
 2. Shorter commute
 3. Less car-centric and easier to promote Active Transport
 4. Less impermeable surface = less stormwater and greater system resilience
 5. More re-use of existing infrastructure and lower ongoing maintenance costIn addition, this approach better reflects the values and lifestyle choices of younger cohorts that are needed to ensure ongoing urban vitality.

Questions

None submitted.



Public and Stakeholder Engagement Round 2

Appendix B:
Stakeholder Workshop, December 16, 2019

Observations

- Sense that participants are looking for ambitious targets – ‘stretch goal’ (i.e., at or higher than 50% or 50 pjh) but unsure about reality of what can be implemented
 - Participants are looking for more information (i.e., cost implications and need for historical trend analysis – help inform future demand)
- General sense that going below a 50% intensification target is not desirable
- Concern raised on ability of infrastructure to keep up with higher intensification targets
- Common values when considering targets include natural environment, sustainability, affordability, access, economic/infrastructure, ‘balance’
- Common considerations when looking at climate change lens include:
 - green infrastructure/design
 - mixed use and low-impact development
 - City action: policies, incentives, fees, rewards and recognitions
 - Transit, active transportation
 - Food security
- Participants emphasize importance of meeting municipal climate change targets
- Other lenses to consider, as suggested by participants, include:
 - Safety
 - Quality of life
 - Mix of housing
 - Accessibility
 - Transit
 - Design
 - Economy
 - Health
 - Policy
 - Technology

Group Discussion: Part A – Targets



Intensification Target

1. There are many potential impacts of ‘decreasing’, ‘planning for the minimum’, or ‘increasing’ the intensification target. City staff have identified some potential impacts on the sheet on your table. What other impacts can you identify for each option? What are the pros and cons of each option?

Option 1 (less than 50% intensification):

- Challenges include cost, no affordability
- Table consensus ‘no’ to option #1

The group did not discuss Option 2, a 50% intensification target.

Option 3 (greater than 50% intensification):

- Challenges include ensuring the ‘supporting’ infrastructure is there (transit, roads, water/wastewater upgrades); cost implications of infrastructure
- Benefits: infrastructure savings, marketability

Other notes:

- Need to help people to understand the cost of each option to the taxpayer

2. Where do you fall on the intensification dial? Which way would you ‘turn the dial’?

- Group is somewhere between 50% and higher but not sure how much higher.
- Would like to see historical trends analysis (mobility, housing market/preference) to help make informed decision
- Considerations discussed:
 - Can infrastructure keep up
 - What will demand bring
 - Concerns over loss of natural habitat

What values led you to turn the dial in that direction?

- Environmental – view of escarpment, pressure on parks, enjoy recreational areas
- Cost of infrastructure
 - Cost of providing services to ‘upper’ City
- Seem to like ‘stretch goal’ target

3. While each of member of your group may identify themselves on a different place on the dial, can you find any common values for why you selected your location? For example, while two people may have chosen different spots on the dial, a common value that led them to that location may be 'efficient use of services' or 'supporting transit'. What common values can you find amongst your group?

- Environment, natural areas, sustainability
- Future – children
- Balance – natural areas, intensification (i.e., view of escarpment)
- Affordability – mixed demographics
- Access to housing – not affordable, people can't afford work-life balance downtown
- Infrastructure, working together (transit, schools, amenities)
- Life/work balance – growing need

Other comments made during the discussion on values:

- Challenge to accommodate families
- Podium school – is this the future if there are families in Condos
- City is looking at secondary suites, laneway housing, tiny homes

Designated Greenfield Area Density Target:

4. There are many potential impacts of 'decreasing', 'planning for the minimum', or 'increasing' the Designated Greenfield Area (DGA) Density target. City staff have identified some potential impacts on the sheet on your table. What other impacts can you identify for each option? What are the pros and cons of each option?

- Sense that as efficiency goes up, diversity goes down as we move from Option 1 to 3
- Impacts of all option include infrastructure, affordability, unit types, transit, climate
- Pros:
 - Option 1: Unit type, diversity; flexibility if unconsolidated 118 ha remains
 - Option 2: meets min. standard while still allowing ability to go higher
 - Option 3: decrease land need/UBE; protect farmland; infrastructure efficiency, affordability; transit supportive; community vibrancy/businesses

5. Where do you fall on the DGA Density dial? Which way would you 'turn the dial'?

Participants generally felt that turning up the dial would be desirable, as a stretch goal for the City.

What values led you to turn the dial in that direction? While each of member of your group may identify themselves on a different place on the dial, can you find any common values for why you selected your location? For example, while two people may have chosen different spots on the dial, a common value that led them to that location may be 'complete communities' or 'climate change adaptation/mitigation'. What common values can you find amongst your group?

- Climate
- Sustainability
- Economic
- Inclusivity/affordability
- Urban design/density that people want to live in
- Community vibrancy/livability
- Transit supportive
- Farmland, natural heritage, resources

Group Discussion Part B – Evaluation Framework and Climate Change



1. One important 'lens' to use in the evaluation of growth options as part of GRIDS2/MCR is a climate change lens. A climate change evaluation lens could be used to evaluate the appropriateness of intensification and density targets for the City. It could also be used in the comparative evaluation of future growth options (if required). A climate change lens could be far-reaching and address a number of topic areas. It should also address both climate change adaptation and mitigation.

What should a climate change evaluation lens include?

Group 1:

- Low impact development
- Green infrastructure
- Mixed use (live/work)
- Storm water fee
- Corporate actions (City staff work from home)
- "Passive house"
- Retro fit existing buildings
- Transit/multi-modal
- Active transportation
- Build like Europe
- Electric vehicle charge station
- Food security/protect prime ag land

Group 2:

- Promotes and supports transit
- Building code changes that support climate goals
- Build complete zero emission communities on 118 ha
- Development must meet climate change targets, buildings and transportation
 - Any new development would meet 2050 targets
 - Alignment with Council climate change goals/targets
 - Ensure GRIDS includes requirement to meet climate goals
- GHG emission targets must be met
 - Farmland, natural features, green areas support carbon capture; decrease GHG
- A climate by-law
- Retrofitting existing buildings/redevelopments of existing sites
- Urban design criteria
- LEED standard building

- Transit supportive densities
- Maximize infrastructure investment
- Protection of green spaces/parks/promote green areas in new communities
- Enhancement of green/natural infrastructure
- Maintenance or restoration of natural areas within communities
- Reduce car/single vehicle dependency
- Livable/walkable communities
 - Promotion of walkable/connected communities
- Better urban design improvements to buildings
- Serious about climate means zero urban boundary expansion
- Fix current infrastructure before new developments. It's 2020 sewage bypasses are unacceptable

What other lenses should be considered?

Group 1:

- Community safety
- Quality of life
- Accessibility/equity
- Health – fitness, mental health, green space
- Incentives to achieve the above
- Improved transit
- Disincentives, higher rates in the core
- Jobs/economy
- Technology, e.g., virtual meetings

Group 2:

- Mix of housing types
- Transit
- Urban design/architecture
- Who should grow Hamilton food, local?
- Economic development
- Retrofitting what exists
- Policy lens
- Affordability lens

Individual Notes from Stakeholder Workshop



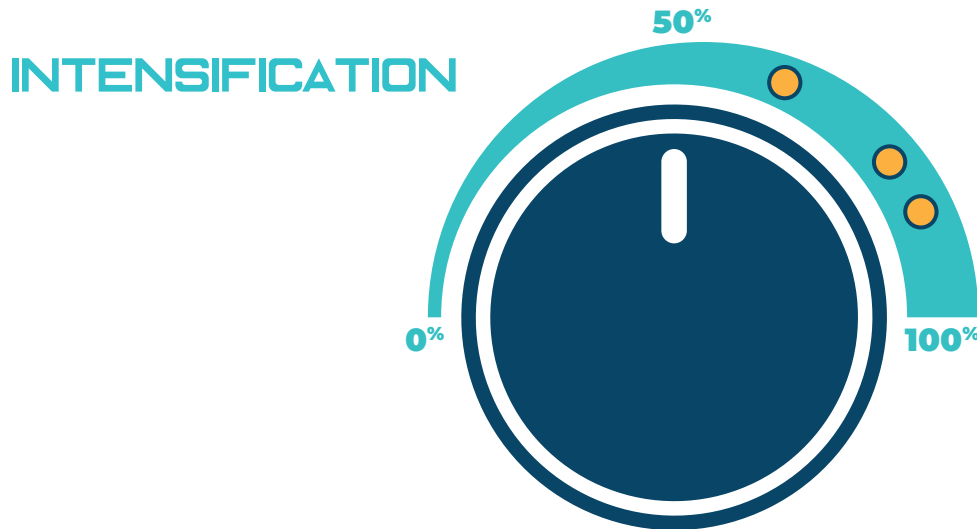
Intensification Target Worksheet (six completed)

1. There are many potential impacts of ‘decreasing’, ‘planning for the minimum’, or ‘increasing’ the intensification target. City staff have identified some potential impacts on the sheet on your table. What other impacts can you identify for each option? What are the pros and cons of each option?

	Option 1 – Below 50%	Option 2 – Plan for the minimum target	Option 3 – Above 50%
Impacts	<ul style="list-style-type: none"> Lack of equitable housing Pressure on agricultural land and natural environment to develop 	<ul style="list-style-type: none"> Achieves provincial planning policy 	<ul style="list-style-type: none"> Visual impact need for new infrastructure and transit Higher density housing can lead to less quality dwelling and less informed decision making This may lead to over development of unused lands Efficient use of infrastructure Housing types/diversity Lack of greenspace
Pros	<ul style="list-style-type: none"> Less stress on aging infrastructure 	<ul style="list-style-type: none"> Maximizes use of existing infrastructure 	<ul style="list-style-type: none"> Minimizes pressure to expand into NEP More intensification, higher development Revitalization/vibrant/ complete communities Maintain agriculture Maximize transit Affordability Housing (?) Work/life balance
Cons	<ul style="list-style-type: none"> Does not achieve provincial policy Loss of sensitive land and food land 	<ul style="list-style-type: none"> Possible impact on views of the escarpment 	<ul style="list-style-type: none"> Likely impact on escarpment. Cost of new infrastructure

2. Where do you fall on the intensification dial? Which way would you 'turn the dial'?

- Three participants added dots to the dial to show where they felt the City should land for its intensification target.
- One participant indicated that the dial could be turned up over time in a gradual process.



What values led you to turn the dial in that direction?

- Inclusivity
- Equity
- Safety
- Opportunity – transit LRT route
- Work/life balance
- Mixing demographics
- More efficient infrastructure/utilities/municipal services
- #2 means better tax profit = more \$ for infrastructure investments
- All above means “preservation of villages (i.e. Waterdown)” and their marketable ‘value’ while improving transportation to outlying areas
- Climate emergency
- Affordability/inclusivity
- Food security into future – preservation of prime agricultural land
- City’s carbon footprint – we know that cities that cover a larger geographic area have a larger carbon footprint. So, keep it COMPACT – don’t grow out – (?) set higher intensification and density targets and do all you can to make them reality on the ground
- Option 2
 - achieve the provincial target
 - need for increased infrastructure is not affordable and increased density will put pressure on NEP lands to locate development and infrastructure

3. While each of member of your group may identify themselves on a different place on the dial, can you find any common values for why you selected your location? For example, while two people may have chosen different spots on the dial, a common value that led them to that location may be 'efficient use of services' or 'supporting transit'. What common values can you find amongst your group?

- Affordability/inclusivity
- Respect for environment – natural environment
- Need for public green space
- Keep taxes reasonable
- Address climate change and protect natural environment
- Build units that meet market demand
- Provide urban parks
- Desire to live and work in the same place
- Need for family size condo units and perhaps “podium” school

Designated Greenfield Area Density Target Worksheet (one completed)

1. There are many potential impacts of 'decreasing', 'planning for the minimum', or 'increasing' the Designated Greenfield Area (DGA) Density target. City staff have identified some potential impacts on the sheet on your table. What other impacts can you identify for each option? What are the pros and cons of each option?

	Option 1 – Below 50pjh*	Option 2 – Plan for the minimum target	Option 3 – Above 50pjh
Impacts			
Pros			<ul style="list-style-type: none"> • Attract more in-employment • Housing types/mix increase • New (?) has greater opportunity to achieve higher • Already achieving higher in exist • Vibrancy and more dynamic areas
Cons			

2. Where do you fall on the DGA Density dial? Which way would you 'turn the dial'?

- Above 50 pjh
- No dots were added to the dial image.

What values led you to turn the dial in that direction?

- Housing types
- Policy goals
- Economic development
- Future preparation
- Protection of farmland
- Affordability
- Inclusivity
- Urban design
- Resource protection
- Climate
- GG emissions
- Sustainability
- Environment, social, economic

Additional Comment Received After the Workshop



“In consideration of stormwater management and climate change measures, when setting targets, staff recommend considering implementation of Low Impact Development (LID) features and the space required for those features, and how that might influence the area for development. Staff also recommend that hazard lands including flood-susceptible areas should be considered when setting targets.”



Public and Stakeholder Engagement Round 2

Appendix C: Online Comment Summary

Directions to Guide Development



1. Are the revised GRIDS Directions to Guide Development still relevant to guide decisions on growth and development?

- Yes.
- The GRIDS Directions to Guide Development are relevant, but the city of Hamilton has chosen to ignore them completely by choosing to develop prime agricultural areas when lower non-prime agricultural areas of the Twenty Road east area are not developed. They are also choosing to develop the “largest impact on the ecology of the Elfrida growth option #5 instead of the “moderate impact” twenty road east area (GRIDS tbl conclusion) the city of Hamilton is also choosing to ignore the climate change and greenhouse gas emission implications of building at a distance to the existing urban boundary and existing community and servicing infrastructure (satellite city).
- Yes and no. They provide good general guidelines, but additional guidelines should be added. The areas that include equity are important. I believe these equity factors have a lot to do with the built environment. Many poor minorities located to downtowns as the prices fell and automobiles took over the design of cities, leading to the wealthy living outside the downtown. This is extremely obvious even today in Hamilton. With rising prices downtown now those same wealthy suburbanites are moving to a more urban living, myself included, many are being pushed out of the downtown, and I may even be too, but if I do and if others are, we may have to rely on a car again because the infrastructure for any other option is difficult to come by. Looking at James and Ottawa, the difference is stark and obvious. Ottawa street has centre on Barton, which is a suburban-style mall in the middle of a dense grid street, and there are far less cycling and transit options at Ottawa Street. It has no secondary plan, no development happening at all, and is not as connected to downtown as it could be, and therefore prices are lower there because it is not as desirable. If it were designed better and centre at Barton disallowed, and a secondary plan developed, less of the price increase would be on the central area of the city. Complete streets should be backed up by real policy. Climate emergency, vision zero and these guidelines are worthless without serious plans. The cycling masterplan has a 25-year expected completion, which is unacceptable in an emergency such as this.
- After speaking with Lauren Vraets today I am making this submission. The GRIDS directions listed above, specifically 1 and 10, are violated by the Downtown Secondary Zoning Plan (now called the Downtown Secondary Zoning Plan Review and Zoning Bylaw). Specifically, clause 6.1.4.16 in volume 2, chapter B, under the heading “Building Heights”, sub-heading “low-rise buildings”. This clause states, “For lands identified as low rise 2 on map B.6.1.2 – downtown Hamilton Building Heights, increases in building heights to a maximum of 12 storeys (mid-rise), may be permitted without an amendment to this plan, subject to the following....” What
- follows are the usual site-specific restrictions (e.g., compatible uses, shadow studies etc...).
- The directions are still relevant. However, they cover so many important values and principles that it is hard to determine which take priority.
- Development should happen around Fifty Rd and Barton
- Yes
- Yes

- Our first comment pertaining to the revised GRIDS direction is the extended timelines for completion as two new Provincial Growth policies have been approved signifying changes to growth policies. These policies need be more reflective in the revised GRIDS direction.
- Our other comments pertain to a few revised points that still require modification such as the directions regarding rural areas, transportation and employment areas.
- Rural Areas: As it is important to protect rural areas for agricultural resources and environmentally sensitive areas for a multitude of reasons, some rural areas need to be reassessed. If the area contains any prime agricultural land then development should not occur, however, if the area is surrounded by urban areas and does not contain any agricultural or environmental significance then these areas should be included as part of the MCR for urban expansion areas. This can help with contiguous infrastructure and servicing for the City, making long range planning more efficient.
- Transportation & Employment Areas: Increasing transportation options through the development of complete streets is an achievable goal, however transportation routes need to be planned in advance and should be connected to employment areas. Transportation routes should not be planned after the fact where newly built homes and employment areas do not receive transportation options until a few years after the area is built up. In order to support employment areas successfully, plans for transportation and infrastructure need to be implemented. Further, planning uses surrounding employment area need to be taken into account. By integrating and promoting a mix of uses such as residential and commercial will further support transit and infrastructure to create more lively economic employment areas for the City.

2. Is there anything missing from the revised GRIDS Directions to Guide Development that you would like to see added?

- 1) Maintain and utilize pedestrian focused streets as hubs of growth. James St N, Locke St, and Ottawa St show examples of pedestrian focused streets within walking and cycling distance from various styles of housing. Moderate medium density growth should be focused around these types of streets such as Ottawa St, James St, Kenilworth, Parkdale, Barton, Cannon, Concession, Upper James and Upper Wellington.
- 2) Future growth should take into account the climate emergency and be focused on growing transit and cycling usage. This means the guidelines listed including the one above should take into account current and future corridors for alternative modes of transport such as transit, rapid-transit, and cycling. This means growth and density should be focused around the BLAST network and cycling masterplan.
- 3) Growth should be designed in a way that encourages the complete street it is on. Cycling network streets like Cannon should have no surface parking, with cycling facilities in the building for securely parking bicycles and reduced need for automobile parking. Distance to transit should also be noted, so where growth occurs next to a rapid transit stop like LRT, less parking should be required and more affordable housing should be mandated. LRT and BRT stops should have encouraged growth that includes community hubs, like essential services, libraries, grocery, pharmacy, community centres, making it easy to get to and from.
- 4) Any new suburban or medium suburban growth should be within a specified distance from a more urban street. This design can be seen with James, Concession and Ottawa, where family homes, semi-detached, detached, condos, and apartments are close enough to consider these urban streets and their economic activity an amenity, with a nightlife, food, shopping and other items, while also being accessible from transit and cycling

options. Someone should be able to take transit, or cycle easily from urban economic street to another quickly and efficiently.

- This clause 6.1.4.16 in the Downtown Secondary Zoning Plan should be removed because it turns a low-rise zone into a mid rise zone. In effect it means that a low-rise zone does not really exist in the plan since the low-rise zone (6 storeys) can be built up to 12 storeys. One need only to consider the following to realize how wrong this is. How can a low-rise zone of 6 storeys permit 12-storey mid-rise buildings? Logically and practically it is not a low-rise zone at all, but a mid rise zone pretending to be a low-rise zone.
- I would like to see one, two or three or the directions established as the TOP PRIORITIES. Planning for Climate Change is becoming an overarching priority which should sometimes override other drivers.
- Missing is the fact that lands around Fifty Road and Barton are in the Greenbelt, but theses lands are surrounded by new retail development, new elementary schools, and city services
- Not that comes to mind
- I would have liked to have seen a reference to protecting/improving biodiversity under #8 as well as a reference to protecting property and the public from (natural) hazards as we intensify land uses, but I recognize that I am coming in late in the process.
- Please consider the following directions to be added below.
Modify: 3. "Protect rural areas for a viable rural economy, agricultural resources, environmentally sensitive recreation and the enjoyment of the rural landscape."
[Provided the subject lands have been screened for prime agricultural area and any other natural heritage system features].
Add: 11. [Existing Rural Areas and Designated Greenfield Areas should be pre-screened for Prime Agricultural Area and environmentally sensitive areas, location to existing services, infrastructure and transportation connectivity and types of surrounding uses before designating any areas as either Greenbelt, Residential or Employment.]
Add: 12. [All for "low scale eco-business" to support the agricultural economy (Agri-food Network)].

3. Do you have any additional comment or questions regarding the revised GRIDS Directions to Guide Development?

- A zone should keep to a strict definition or it is meaningless. If the Downtown Secondary Zoning Plan has a low-rise zone as 6 storeys or less, a mid rise zone as 12 storeys or less, then that is the definition that must be maintained throughout the document, with any clauses making exceptions and thus altering the zoning definitions. If a low-rise zone has exceptions to its definition, then the definition is no longer valid. In order to maintain consistency, the low-rise zone must be defined as "up to six storeys", with no exceptions, and clause 6.1.4.16 removed from the Downtown Secondary zoning Plan
- How can we get more action on Fifty Rd and Barton?

Intensification Target



1. Should we plan for an intensification target that is?

OPTION 1 LOWER THAN THE GROWTH PLAN TARGET? (LESS THAN 50%)	OPTION 2 AT THE GROWTH PLAN TARGET? (50%)	OPTION 3 HIGHER THAN THE GROWTH PLAN TARGET? (GREATER THAN 50%)
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- Option 1: two responses
- Option 2: four responses
- Option 3: four responses

2. Why did you select this option?

- No comment.
- [Option 1 selected] Because the data from the year 2007 to 2008 for the city of Hamilton shows that there were only about 800 intensification units built per year. Even at 40% intensification the city would have to construct more than double the current intensification rate. There is no justification. For more than 40% intensification and is unrealistic and not supported by the facts.
- [Option 3 selected] 1) Tax base – much of the urban area is covered by vacant land, vacant properties, parking lots, and underutilized plazas. Centre at Barton, Eastgate could both be a grid of streets and made into a secondary downtown style area lowering the need to those people to travel to central downtown for additional culture and vibrancy. Currently, places like centre on Barton and Eastgate offer little to no culture or vibrancy. These would also offer more tax revenue for the city as urban dense development provides more tax value, both from property taxes, but also from main floor commercial and economic activity and jobs.
2) Cycling – With a higher density people can more easily cycling to their destinations, such as work, school, transit locations, food, fun, and parks. New dense neighbourhoods could be created with parks, parkettes, and squares with area for rinks and small shows and bands.
3) Sustainability – infill versus greenfield. Infill should be prioritized, including the type of development that is needed to hit growth targets.
4) Transit – transit more easily flows to, from and through dense urban areas. This is obvious from looking at literally any major city, where nearly every single one has decent transit whether on purpose or by accident. Urban areas travel more by bus or other transit, and this should be a priority considering a climate emergency and modern understandings in transportation engineering and urban planning.
- [Option 2 selected] I do not trust that the City of Hamilton is capable of planning our future in a competent way. I think the city will constantly sell out to developers by inserting well hidden clauses in planning documents, hoping that no one reads them. How did clause 6.1.4.16 get into the Downtown Secondary Zoning Plan? Why has it not been removed? How can a low-rise zone be zoned for mid rises ? Shame on whoever put this clause into that document.



- [Option 1 selected] An intensification target of less than 50% is more in keeping with past trends, more likely to maintain compatibility, and will allow the City to achieve its growth forecast with a good blend of housing types and densities. A 50% intensification target is very aggressive. It would place tremendous development pressures on existing stable neighbourhoods in the city – leading to negative consequences. A higher than 50% target is unrealistic and would be too disruptive to the current fabric of the city. Hamilton should not become a city of condo towers.
- [Option 3 selected] The City cannot afford to extend sprawl. It is costly in terms of new infrastructure and even more costly in terms of the likely transportation emissions that will result. The way that Option 3 planned intensification is presented as a risk to City finances “e.g., decreased revenues” is based on a biased consumerist view of the need for large houses, large lots and that failure to sprawl means people won’t buy homes in Hamilton. It looks at the revenue side but not the cost side. It makes me question the forecast model assumptions that are being used.
- [Option 2 selected] We need the population, but we need to make roads and services in place first.
- [Option 3 selected] I'd go with option 3. The urban sprawl we already have to look after in conjunction with the city's already massive infrastructure deficit, tells me more sprawl simply isn't sustainable. These outer areas already have little if any public transit (and they don't seem to want to pay for any), meaning we're going to end up with many more cars on our roads. I don't see how that helps our climate emergency situation the city's declared. And my understanding is more long-term tax revenue is realized by the city from higher density living areas compared to a house here and a house there type density. When you see buildings going up like mad in TO these days. There's got to be something to that. To help encourage more building in Hamilton's existing built areas I think things like the LRT and the whole BLAST network simply must happen. The whole city Needs it in more ways than one.
- [Option 3 selected] I feel it is essential that we protect as much of our greenfield areas as possible to sustain our natural and agricultural areas. This is vital to biodiversity and long-term human well being. Protecting green space however applies to both within and outside of the urban boundary, as people should be able to readily access natural/naturalized areas within the urban boundary. As such intensification needs to focus on building up (and down) and not outwards. Zoning By-laws need to be written accordingly to give City planners/engineers the necessary tools.
- [Option 2 selected] Option two has been selected as our Clients agree with the Growth Plan. Our Financial Impact Analysis (2019) has demonstrated that Hamilton has a greenfield requirement of approximately 1,700 acres and there is an over abundance of employment lands. Further, a growth target of 50% can assist in the planning and benefits of intensification development where different housing density options are available; thus, improving the housing supply.

Density Target



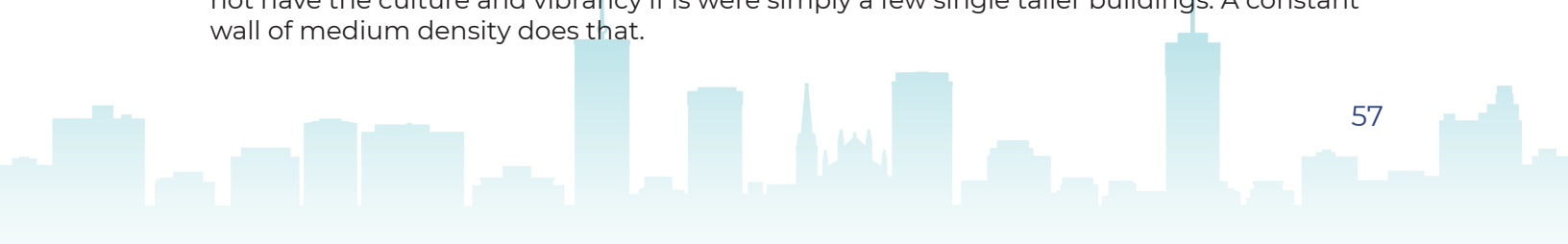
1. Should we plan for a density target that is?

OPTION 1 LOWER THAN THE GROWTH PLAN TARGET? (LESS THAN 50 PJH)	OPTION 2 AT THE GROWTH PLAN TARGET? (50 PJH)	OPTION 3 HIGHER THAN THE GROWTH PLAN TARGET? (GREATER THAN 50 PJH)
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- Option 1: one response
- Option 2: two responses
- Option 3: six responses

2. Why did you select this option?

- [Option 3 selected] This option aligns with the current planned density (56pjh) as well as the density target in the UHOP. Also, we need to protect greenfield areas, which requires a higher density target than 50pjh.
- [Option 1 selected] There is no planning justification for a 50% intensification target. The data for intensification units built for the city from 2007 to 2018 doesn't justify such a large intensification target. The city should identify a lower than 50% intensification target for the city.
- [Option 3 selected] I understand the market needs some lower density growth because Hamilton needs to hit population targets, however, much of the lower city is quite dense without feeling dense. If this type of design was more common, along with townhomes and more urban mid-rise condos, this density could be reached easily without alienating those moving to Hamilton with a family or needing a larger home. This is important because:
 - 1) Sustainability – urban developments are more sustainable in regards to the environment and the tax base. The city has declared a climate emergency and knowing that the larger the home, and property the worse for the environment this should be kept in mind. Further designing communities around a central meeting place that is accessible without car is far more sustainable. Denser development means that development can more easily pay for development since it is known that urban environments cost less to service from various studies.
 - 2) Vision zero – building a denser environment leads to more cycling and pedestrian traffic. This can be seen in the lower city versus other areas. This is because more is close by, and residents can more easily access these without a vehicle. With more people using this as an option, vision zero included protects cycling infra and pedestrian safety measures will be taken more seriously and be defended by more.
 - 3) Vibrancy – areas with low density nearby urban areas lead to more options for different areas, and you can have more types of people from different walks of life leading to more vibrancy and culture. You can see this in areas in the city where this already exists. This should be fostered with higher density in certain areas. How this is build is important. Many denser buildings close by helps with this culture. James St, Concession and Locke would not have the culture and vibrancy if it were simply a few single taller buildings. A constant wall of medium density does that.



4) This density is especially important in any greenfield areas, because we should make the best use of the space. It is agricultural land that is being paved over. Furthermore, there is already quite a bit of suburban sprawl in the greenfield growth areas, and these areas could more easily access culture, amenities, vibrancy, food, bars, venues within walking, transit, and cycling distance if they have a core area to meet similar to Ottawa, Locke, Concession, Dundas downtown, Westdale. These are essentially streetcar suburbs. Any new greenfield areas developed should be modeled after a streetcar suburb.

- [Option 3 selected] outer regions are more expensive to service, and have lower property taxes, so they need higher densities to compensate.
- [Option 3 selected] We need to absolutely minimize greenfield development. Forecasts of loss of arable land and food supply in other geographies due to climate change means that there will be an even greater dependence on Ontario and Hamilton farmland to feed us. Furthermore, the remaining undeveloped land is an important upstream water absorption area, which, in the face of increased rainfall intensity, is a precious resource and help avoid even greater investment in storm water management.
- [Option 2 selected] Set a goal, stay with that goal.
- [Option 3 selected] Why did you select this option? The city has already had a higher than 50pjh target, so scaling that back now doesn't make sense, especially when this whole exercise is dealing with a growing population. It may not be an easy target, but it sounds like some bright minds are already working on things like zoning changes around the LRT route, which is bound to attract people who want to live there, but also employers who want to be on those same LRT routes. And just seeing how it's working TO and Waterloo, and even around the GO stations in Burlington...these transit hubs seem to attract exactly what you're looking for.
- [Option 3 selected] I feel it is essential that we protect as much of our greenfield areas as possible to sustain our natural and agricultural areas. This is vital to biodiversity and long-term human well being.
- Option two has been selected as the UWSLG is trying to plan and design the Upper West Side area to achieve a complete community that will include a mix of uses and housing types.

Future Growth Areas



1. What additional criteria should be considered when we evaluate future growth options?

- Climate change impacts, complete communities and access to services and amenities, complete streets and active transportation
- Develop non-prime agricultural areas before prime agricultural areas why prioritize the Elfrida area since the GRIDS tbl evaluation concluded that the Twenty Road east area had moderate impact on the ecology and the Elfrida growth option #5 had the largest impact on the ecology? Compact urban form (twenty road east area is much closer than Elfrida to downtown Hamilton primary node) developing the Twenty Road area would provide housing opportunities in close proximity to Hamilton's future employment lands (greener community)
- 1) Cycling 6) Affordable housing
2) Transit 7) Housing types
3) Walkability 8) Equity
4) Culture 9) Safety
5) Vibrancy 10) Climate

This is important and should be taken into account along with various other criteria. If it is on a main street, (Main, King, Concession, Locke, Upper James, Ottawa, Cannon, Barton) there should also be a ban on surface parking and a minimum density of three storeys.

- The most live-able cities are those with lots of low rise and mid rise. Instead of 10 high-rises we could build 20 mid-rises. Instead of 100 detached homes we could build 200 townhouses. That is the way to go = NOT a city of high-rises.
- 1. Real attention to The Climate Emergency declaration
2. Forecast increased extreme rainfall events and their related water flows
- – existing infrastructure
– existing amenities (i.e., bus, retail, docs)
– market demand for certain areas
– utilize lands that have been vacant for years and will never be farmed because they are too small in size to grow anything financially viable
- I'm satisfied with the guidelines already laid out... as long as they are actually adhered to. All costs of urban boundary expansions (e.g., environmental degradation, climate change, loss of local food production, etc.) should be considered when determining the "need" for residential and/or employment growth itself as opposed to using only traditional analyses. In other words, consider if the costs of an urban boundary expansion outweigh the benefits of outward growth. I recognize that this would be challenging where the Province is dictating growth requirements. Protection or even enhancement of biodiversity should be required prior to an urban boundary expansion. Any urban boundary expansion should be carbon/greenhouse gas neutral. Minimizing and mitigating impacts on/from natural hazards.
- Update environmental mapping based on studies prior to selected areas.
- Review smaller infill areas located to existing neighbourhoods in advance of selecting larger areas for growth.

2. Do you have any additional comments regarding how the City should evaluate future growth options?

- The city is contravening provincial growth plan policies and the ongoing OMB process by prioritizing future growth in the Elfrida area. There is no provincial growth plan urban boundary expansion policy that allows municipalities to designate an area for future growth. The city of Hamilton is contravening these provincial growth plan policies (council direction for the Elfrida urban boundary expansion and excluding all other areas for consideration)
- No comment.
- Demand everything you can from developers – concessions, charges, benefits. The city should make NO concessions in return. The GTHA is running out of land, the developers are coming anyway as the population grows. so, give nothing away, demand everything you can from the developers. If one walks away, another will gladly take up the opportunity.
- The forecasts should be presented with a range of sensitivity analyses rather than a single provincial growth forecast. These should look at a range of population growth demands and the IPCC current views of major climate impacts of warming at the different Representative Concentration Pathways. Without significant reductions in fossil fuel consumption (which we are not currently seeing), we are heading for significant economic, environmental and social change. These should not be ignored in evaluating future growth options.
- Do not overlook this pocket of land around Fifty Rd and Barton.
- We can't keep going in the direction we've been moving for the last number of decades with sprawl. That may give us a payoff in the here and now, but down the road when we've sprawled as far as we can go AND have achieved low rates of density and intensification, then what? At that point all we'll have achieved is more infrastructure to look after and the lowest level of tax revenue.
- Growth options should be evaluated based on long term outcomes. The different criteria should therefore be weighted accordingly. The weighting should not be focussed exclusively from a human needs/wishes perspective. As noted above the City should take into account all costs of growth as part of identifying the need to add lands. While outward expansion has supported the development of human societies in the past, moving forward is it desirable from a long-term planet/human well being perspective?
- The City should thoroughly examine all areas of the City and determine where the existing servicing is located and how growth can improve each neighbourhood. By spreading out selected growth areas throughout the City, this will provide further housing options by location as opposed to forcing individuals looking for a new home to only be isolated to one part of the City. Further, the MCR needs to treat all growth options equally for future Urban Boundary Expansion areas. A list of preferences that should be included when finalizing the MCR and the selected growth areas has been provided below.
 - Preference given to:
 - Infilling;
 - Non-prime Agricultural land;
 - Proposals that produce infrastructure; and,
 - Proposals that yield positive municipal financial impact.



Public and Stakeholder Engagement Round 2

Appendix D:
Letters Received



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January 6, 2020

Project: FE.HA

Ms. Joanne Hickey-Evans
Manager, Policy Planning & Zoning
Planning and Economic Development Department
City of Hamilton

Dear Ms. Hickey Evans,

Re: Hamilton Growth Related Integrated Development Strategy Targets

SGL Planning & Design Inc. is submitting this correspondence on behalf of the Frisina Group who are landowners in the Elfrida Secondary Plan study area. We are writing with respect to the City's proposed Growth-Related Integrated Development Strategy.

SGL staff attended one of the City's Open Houses and watched the Council Workshop. The work undertaken by your staff and Mr. Lorius is comprehensive and well set out. We compliment you on the work to date.

We agree with the analysis of Mr. Lorius that the Growth Plan's 50% minimum intensification target is aggressive for the City of Hamilton and will be a challenge to achieve each and every year to 2041. It is important to push the envelope on intensification, but it must also be realistic to the market realities of Hamilton. As such, we urge the City to not seek an intensification target greater than 50% and to consider the reasonableness of seeking a lower target.

Likewise, for the Designated Greenfield Area, in order to increase the housing supply and provide for housing affordable to young families, we believe that the Growth Plan minimum density of 50 persons and jobs per hectare is a reasonable density target.

We look forward to the opportunity to review and comment on further studies as you complete the Growth-Related Integrated Development Strategy and the City's Municipal Comprehensive Review.



Yours very truly,
SGL PLANNING & DESIGN INC

A handwritten signature in black ink, appearing to read "Paul Lowes", written in a cursive style.

Paul Lowes, MES, MCIP, RPP
Principal

cc. Antony Lorus, Lorus & Associates
John Doherty, Gowlings
Filomena Frisina, Gowlings
Al Frisina, Frisina Group
Ralph Frisina, Frisina Group