



Public and Stakeholder Engagement
Round 3
Winter 2021



Round 3 Consultation: Trending Ideas and Insights

- Participants offered a diversity of ideas and insights, some of which were at odds with each other. However, a number of trends did emerge.
- A large majority of participants indicated their support for the Ambitious Density Scenario.
- Many participants expressed a preference for intensification to take place within the existing urbanized area. "Grow up, not out."
- There is an expressed concern and opposition to growth into agricultural lands.
- Some participants requested that a zero boundary expansion option be presented. Staff did not present this option because it would not meet the Provincial requirement for a market-based land needs assessment, and would result in an unbalanced supply of future housing units comprised primarily of apartments.
- Questions were raised about if and how affordable housing is being incorporated into these growth scenarios.
- The climate change lens is seen as a critical planning tool for any and all growth scenarios.
- Participants asked that all related initiatives, such as those related to climate change, transit and infrastructure planning, be considered during this process so as to paint a holistic picture and develop a sustainable outcome.
- There is an interest in reducing barriers for intensification and providing incentives for development projects.
- Any new policies or processes should ensure that development results in complete communities.
- Some participants encouraged the City to consider adding a "no expansion" scenario, while other participants were concerned that the higher intensification targets would not be achievable.
- Phasing of development is of interest, so that growth scenarios can be revisited with as little consumption of existing undeveloped areas as possible.
- On social media, there were numerous posts expressing skepticism about whether public input would be considered in decision making for this project.
- There is some reluctance to accept the province's growth targets for the City and the market driven LNA methodology.



This report was created in collaboration by the Ehl Harrison Consulting Inc. team: Jodi (J Consulting Group), Peter (Grecco Design) and Tracey (EHC) with the goal of reflecting the diversity and depth of the insights provided by participants from across Hamilton.

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Background

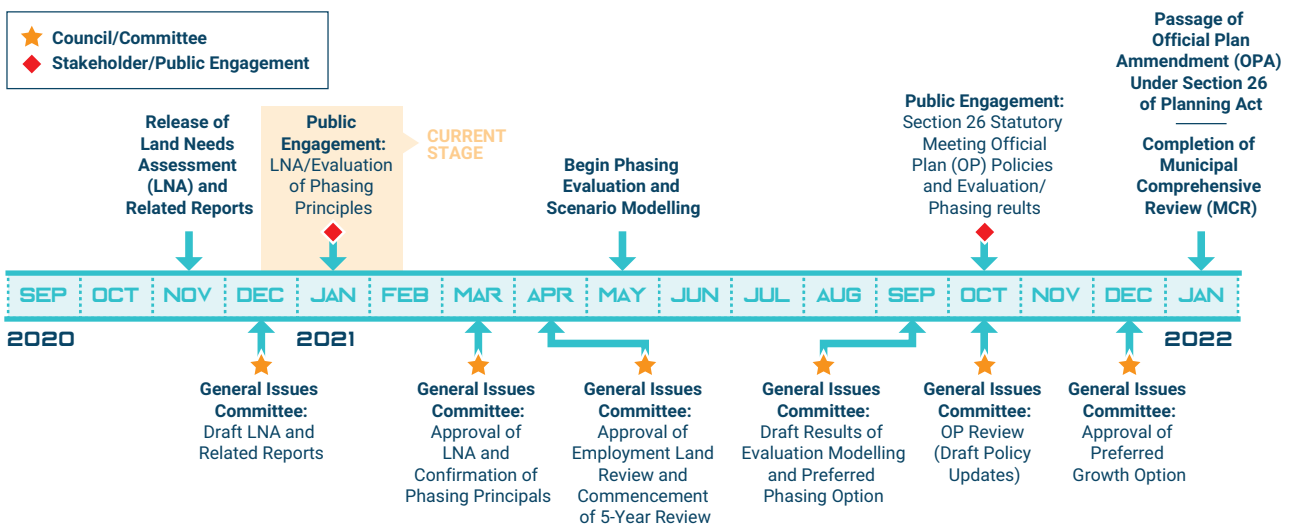
The City of Hamilton is a growing, diverse, culturally, and environmentally rich, economic centre. The Growth-Related Integrated Development Strategy 2 (GRIDS2) and the Municipal Comprehensive Review (MCR) are important projects, both intended to manage employment and population growth and to support 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 two decades, to the year 2051. GRIDS2 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 network review 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, most recently amended in 2020, 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 related to growth. It is important to engage diverse stakeholders from across the City, uncover and explore competing views, and devise plans that garner support.

These processes started in 2017 with several technical studies and are anticipated to wrap up in early 2022 when the Official Plan and Municipal Comprehensive Reviews are 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.

Round 1 Consultation: Trending Ideas and Insights

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 Recap: Ideas and Insights:

On Tuesday, November 16, 2019, the City of Hamilton began its second round of open houses for the GRIDS2/MCR projects. A stakeholder workshop was also held on December 16, 2019. A total of eight public open houses were held at four locations across the region. Several topics were the focus conversation, including:

- possible intensification and density targets for the City;
- 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;
- the criteria that will inform how future growth options are evaluated.

Over 165 people attended the engagement sessions, and over 800 visited the project webpage. The [full report](#) can be viewed on the City's website.

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.

All ideas and insights from rounds 1 and 2 consultation have been and continue to be considered by the project team. Moving forward, the intent is to continue to loop back with the public and stakeholders with updates on the process and how input has shaped its direction.

HELPFUL DEFINITIONS:

Land Needs Assessment (LNA) considers how much land the city currently has to accommodate population and job growth, and whether more land is needed over the next 30 years. The methodology is set by the Province and uses a 'market-based' approach.

"Community Area Land Need" is the land for Population-Related growth (housing, institutional, commercial, office).

"Employment Area Land Need" is the land for Employment Area growth (industrial, manufacturing, logistics, research parks).



Round 3 Engagement

Round 3 engagement activities were focussed on sharing information about the outcomes of the Land Needs Assessment (LNA) for both community and employment areas. Due to the COVID-19 pandemic, all engagement took place virtually, through three virtual meetings on the City’s WebEx platform and via the [Engage Hamilton](#) website. One WebEx session was a facilitated stakeholder workshop, and two public sessions were held in a virtual webinar format. The GRIDS 2/MCR project also maintained a [web presence](#) on the City of Hamilton website. Combined, these methods were meant to provide all interested parties access to project information and opportunities to provide input anytime. E-mailed comments were also gratefully accepted.

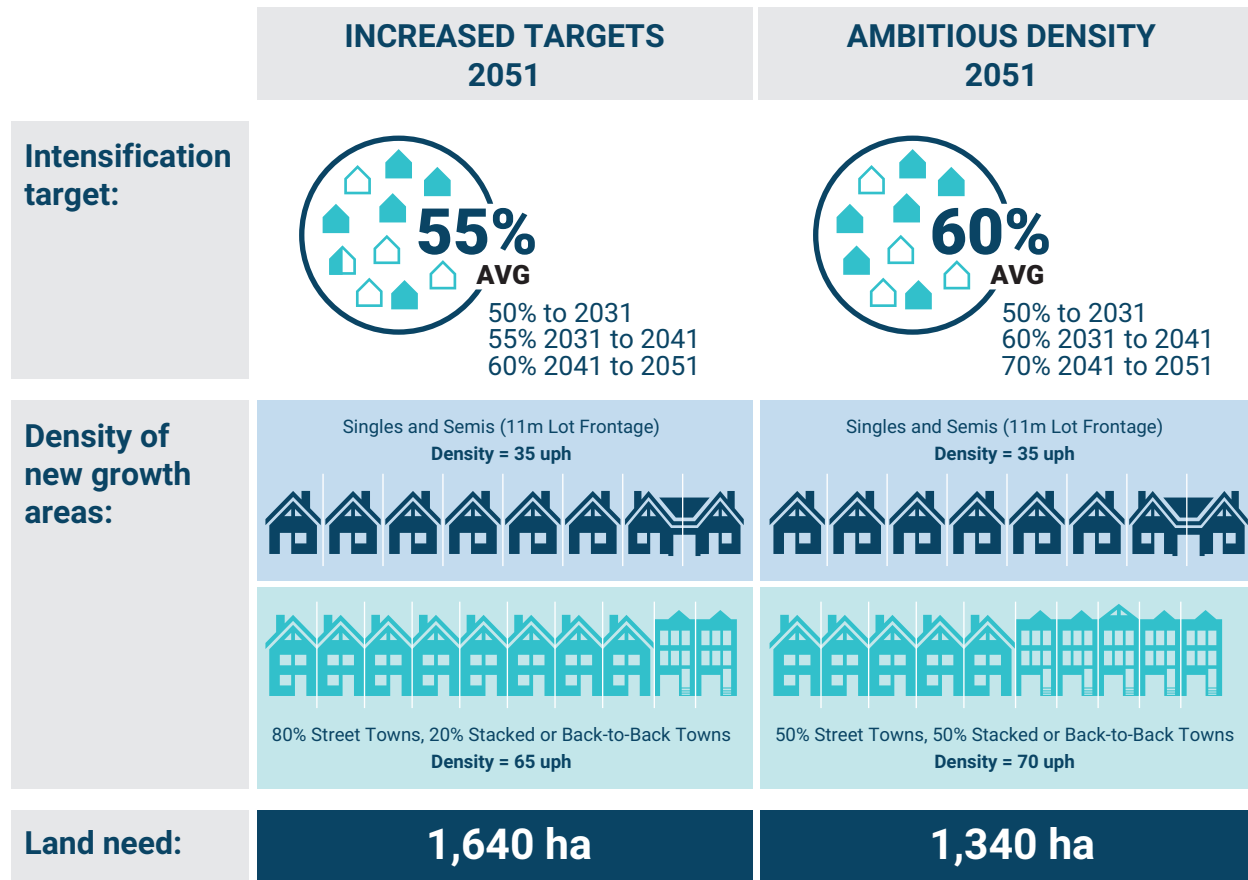
What did we talk about?

The results of the LNA show that the City needs more Community Area land (housing, institutional, commercial, office) through urban boundary expansion to accommodate population growth to the year 2051. Three Community Land Area Need scenarios were prepared for consideration during this round of engagement: Growth Plan Minimum; Increased Targets; and Ambitious Density. Each of the three scenarios will result in a different land need, shown in hectares, and density. The Growth Plan Minimum scenario results in more land needed than is available outside of the protected Greenbelt.



LNA Scenario	Land Need (Gross ha)	Growth Plan Density
<i>Growth Plan</i> Minimum (50% intensification to 2051)	2,200 ha	65 rjha
Increased Targets (50% ▶ 55% ▶ 60%)	1,640 ha	75 rjha
Ambitious Density (50% ▶ 60% ▶ 70%)	1,340 ha	77 rjha

Based on the City's limited land supply options that could be considered for urban boundary expansion, two scenarios were put forward to consider for Community Area land need: the "Increased Targets" or "Ambitious Density" scenarios. Therefore, participants were asked to consider whether they felt that the "Increased Targets" or the "Ambitious Density" should be adopted to guide future development to the year 2051.



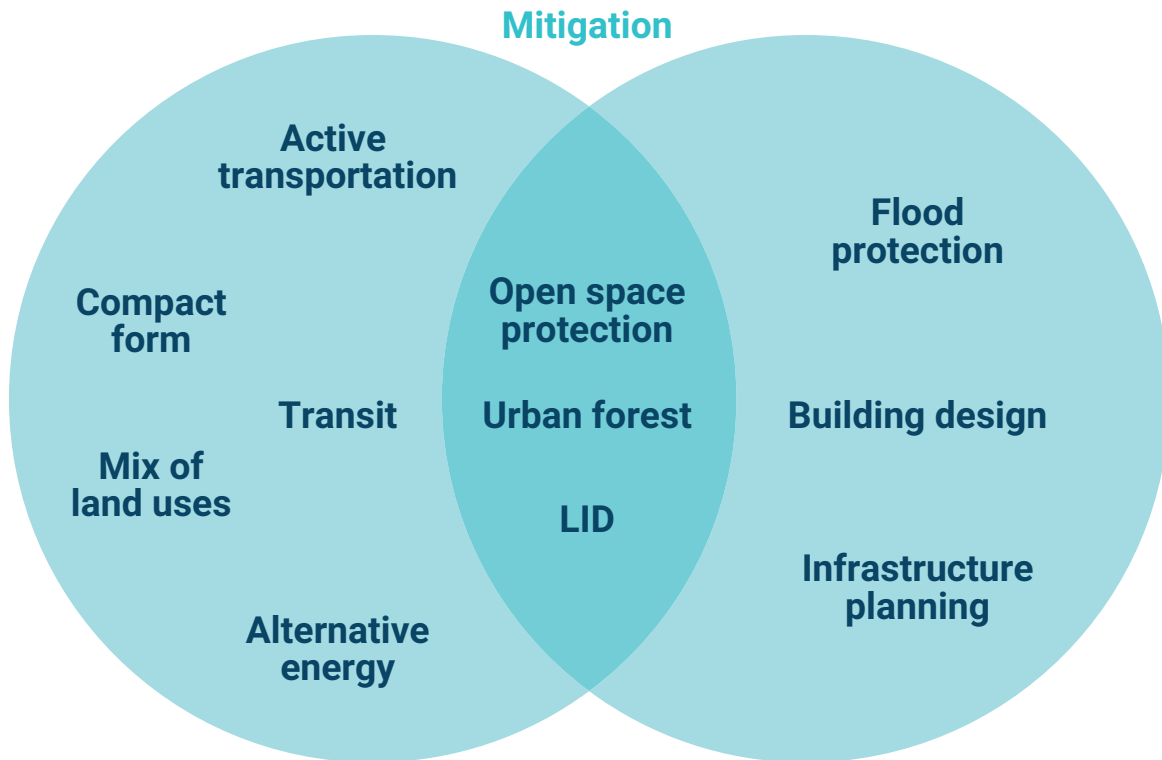
Note: Many comments were received from the public expressing a preference for a 'no urban boundary expansion' option. Staff did not present a zero boundary expansion option because it would not meet the Provincial requirement for a market-based land needs assessment, and would result in an unbalanced supply of future housing units comprised primarily of apartments.

For the Employment Area lands (industrial, manufacturing, logistics, research parks), the supply and forecasted demand of jobs are in balance. The City has enough remaining vacant employment lands to accommodate job growth to 2051.



The City is applying a Climate Change lens as an overlay to all planning processes and decisions. Participants were also asked for their views about how climate change should be considered in planning for these growth scenarios.

Climate Change and New Communities:



Getting the Word Out

Virtual sessions, and the opportunity to provide advice through the Engage Hamilton portal, were advertised in several ways. Community members were invited to either or both of the public sessions.



- Two digital billboards (located at Mud and Upper Centennial and Lincoln M Alexander Parkway near Mohawk Road) displayed the information one million times (impressions) during the month of January.
- City-owned digital signs at City Hall and Gage Park showed the information 20 times per hour through the month of January.
- Advertisements were run in the Hamilton Spectator and the Hamilton Community newspapers on January 7, 2021.
- Internet advertising was targeted at the Spectator and Hamilton News websites in the form of a banner that displayed the GRIDS 2/MCR LNA consultation information.
- Notifications of the LNA consultation and public open houses were shared via City of Hamilton Twitter (6 tweets – 41,200 impressions), LinkedIn (2 posts – 4,700 impressions) and Instagram (1 post – 19,400 impressions, 1 Instagram story – 5,400 impressions) over the month of January. Social media ‘boosting’ was used to promote the ad and allow more people to view it beyond the those who follow the City accounts. The advertising boost resulted in an additional 86,000 impressions across the platforms.
- Staff appeared on the Cable 14 show The Hamilton Network to promote the public sessions and provide information on the importance of the LNA and the GRIDS 2/MCR project.
- Direct email notification was sent to Hamilton Youth network (400 members), and to people on the GRIDS2/MCR project list (approximately 250).
- Emails were sent to members of Council to provide information that could be shared with constituents.

Stakeholder workshop participants were invited by direct e-mail.

Participation

While virtual engagement is not ideal for everyone, it does bring the possibility of reaching many people who may not otherwise gain project information or participate. Project-related information was seen over 150,000 times on Twitter, LinkedIn and Instagram, and the project page on Engage Hamilton had about 2,200 visits during the month of January.

Approximately 125 people actively participated in one or more of the three virtual sessions, and over 175 provided additional comments either through survey responses or submitted comments. Comments were encouraged and accepted through any means acceptable to an individual participant, including electronically and by hardcopy. In addition, staff contact information was provided during the sessions, via Engage Hamilton page and the project website, with encouragement for people to reach out anytime to discuss the project. And, so that people could access information anytime to support informed input, the webinars were recorded and posted on the Engage Hamilton page, as were summaries of all of the questions and answers for each respective session.

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 questions and comments from the stakeholder workshop.
- **Appendix B** contains a transcription of questions and comments from the public webinars.
- **Appendix C** contains a transcription of the written (open ended) survey responses.
- **Appendix D** contains e-mails and social media posts.

Please note that in the Appendices, the vast majority of comments are direct transcriptions of participant input. Some summarizing has taken place for the purpose of this report where personal information was given. Reading the summary in the body of the report, along with the direct quotes from participants in the appendices will give readers a sense of the depth and diversity of the comments. While consensus does not exist as to the approach the City should take, a number of themes do emerge. These are outlined in the following sections.

Presentation materials can be accessed on the [project website](#), and on the [Engage Hamilton project page](#). Video Recordings and Questions and Answers Summaries from the [January 18](#) and [January 20](#) public webinars can be accessed on the Engage Hamilton site anytime.



Stakeholder Workshop Ideas and Insights Summary

Friday, January 15, 2021 – 9:30am – 11:30pm (28 participants, including 3 City staff and 1 facilitator)

Participants for this virtual workshop came from a number of local business and environmental associations, the agricultural and education communities. The workshop was conducted on the WebEx platform. The agenda included introductions, a presentation from City staff and a member of the consulting team about the Land Needs Assessment outcomes and choices to be made moving forward. Then, participants were invited to ask questions of clarification and interest. During a facilitated question and answer segment, all questions were responded to. A transcript of the questions and answers can be found in **Appendix A**. Participants were asked to complete a brief, three question survey following the workshop to provide additional input to the project team.

Questions asked by session participants can be summarized as follows.

Can underutilized spaces that are currently designated for business uses be redesignated for housing to increase density and reduce the land needed for housing

Response: The City assumes and encourages a certain amount of intensification will occur on lands currently used for business or commercial purposes.

With the pandemic, there has been a rapid shift to remote work and people moving from cities. What are the implications for the need for new office and housing supplies?

Response: There may be an end to densification of office space in urban areas. And the suburban office market will likely pick up this demand, in places like Hamilton, Waterloo and Guelph. For housing, the effect has been to accelerate a previous trend where migrants land in Toronto and then gradually spread out.

Does the City have access to Federal immigration quotas for the area for the future?

Response: The province has a set number annually, and there is an expectation in the Schedule 3 forecasts that these numbers are incorporated into the forecasts.

As the City grows, how will stormwater management be considered, and combined sewer overflows eliminated?

Response: Different options are being modelled and will be incorporated into an Updated Master Plan.



Participants also offered the City some advice during the session. This advice can be summarized as follows.

- Strive to meet higher intensification now and preserve undeveloped lands for the distant future.
- Consideration should be given to a “no urban expansion” option.
- The 30-year planning horizon is a long one, and trends and demographics can change.
- The Province’s market-driven approach raises concerns about which priorities should be leading this process. Environmental and social considerations should be prioritized.
- Developers need to be supported through policy to intensify existing urbanized areas. Complete, transit friendly communities should characterize these intensified areas, so they are attractive for businesses and residents.

Following the workshop, stakeholders were circulated a brief survey (see **Appendix A**) with a request to provide any additional insights to the City for consideration. The following summary reflects the insights shared through the five survey responses that were received.

From your area of expertise, what are the opportunities and challenges that you foresee from planning for either the “Increased Targets” or “Ambitious Density” Community Area land need scenario? Points to consider may include the amount of required intensification (i.e., the intensification target), planned density of new communities, overall community land need, climate change implications, financial implications, etc.

- Planning report (PED17010(h)) details the challenges at this stage of planning. The detailed work to come in the form of official plan amendments and secondary plans and their associated studies will provide a better venue to consider these issues in detail.
- One of the challenges in meeting either of the density targets is moving from the current experience, which is lower (40%). The market demand approach called for by the province will likely result in demand for lower density development rather than higher. The City should take a proactive approach of communicating the benefits of intensification and higher density development to investors, developers, and residents. Supportive development policies (residential/commercial) by each department of the City of Hamilton are needed to reach the Growth Plan minimum of 50% intensification.
- There are challenges and opportunities related to accommodating growth and creating complete communities which reduce climate impacts. Sustainable neighbourhoods should include mid-rise developments, created near existing commercial corridors. And, natural areas, both inside and outside of the urban boundary should be maintained, and green spaces and connections between them expanded.
- The opportunities and challenges will be similar to the current challenges including, selecting sites for schools, servicing, site plan approvals, among numerous variables.

In terms of Community Area land need, and considering your responses to question 1, what scenario would you recommend the City adopt in the final LNA?

- There wasn't consensus on which scenario should be adopted by the City.
- It was suggested that the “Increased Targets” scenario may be more realistic, but that given the long planning horizon for this project, that the “Ambitious Density” target would be an appropriate vision for the City.
- The “Increased Targets” were seen by some as a reasonable compromise to address market demand, and also give focus to overall community land needs, affordable housing needs, preservation of Greenland areas and climate change implications.
- It was also stated that the “Ambitious” scenario should be focussed on development to 2031 (only) within the current urban boundary.



Please provide any additional comments/concerns/suggestions regarding the findings of the draft Land Needs Assessment for Community and/or Employment Area land need.

- The north Whitebelt areas, generally, of Twenty Road West/Garner Road, Twenty Road East and Elfrida are located in the HCA watershed. There are existing headwater and other natural features that will pose development restrictions which need to be further detailed at the Official Plan and Secondary Plan level.
- Priority should be placed on developing new commercial/residential units within business improvement areas, including Downtown Hamilton, through supportive policies and grants. These developments should include a portion be dedicated to commercial space. Increased taxation for vacant land on commercial corridors could also be considered.
- A portion of the lands identified as Designated Greenfield Area – community area for residential growth fall within the John C. Munro Hamilton Airport Zoning Regulations SOR/2017-200 and the Airport Noise Exposure Forecast (NEF) contours. For lands that fall within NEF 40-28 contours, it is strongly recommended that new residential developments not be undertaken in these areas due to high susceptibility to aircraft noise and impact to quality of life. It is also recommended that noise mitigation measures be implemented for lands between NEF 28-25 in accordance with City of Hamilton, Ministry of the Environment and Climate Change and Transport Canada standards/guidelines.
- There is a strong interest in better understanding how future development may unfold with respect to housing type, locations, and overall housing numbers, particularly in Elfrida, in order that the Board has ample opportunity to appropriately plan for future school sites.
- The need to carefully consider the preservation of Greenland areas and prime agricultural lands, and the fight against climate change are critical and align with the organization's values.

Stakeholders expressed interest in contributing their ideas and concerns through continuing dialogue about this process.

Virtual Public Webinars Ideas and Insights Summary

Approximately 100 people directly participated in the Round 3 virtual public webinars to hear and ask questions about the outcomes of the LNA carried out to identify land needs for Community Area (residential, commercial, and institutional land uses) and Employment Area (business parks, manufacturing, industrial land uses) to the year 2051.

During the virtual webinars, participants were invited to ask questions through the Q&A feature of the WebEx. Staff responded to all of the questions posed. At the conclusion of each session, participants were encouraged to go to the project page on Engage Hamilton and complete a survey to provide more detailed input.

Question and Comment Themes

- There is an expressed concern and opposition to growth into agricultural lands.
- Many participants expressed a preference for intensification and densification to take place within existing urbanized area. "Grow up, not out."
- Questions were raised about how affordable housing is being incorporated into these growth scenarios.
- The climate change lens is seen as a critical planning tool for all growth scenarios.
- There is some reluctance to accept the province's growth targets and the market driven methodology.
- There is an interest in reducing barriers for intensification and ensuring that development results in complete communities.
- People wonder whether Community-related growth can take place in areas that are currently designated for Employment needs but are underutilized.
- Phasing of development is of interest, so that growth scenarios can be revisited with as little consumption of undeveloped areas as possible.

All comments and questions raised during the public sessions can be found in **Appendix B**.

Virtual Public Webinar #1 Ideas and Insights

Monday, January 18, 2021 – 6:00pm – 8:00pm (56 participants)

Question Box Themes

Through the Virtual Public Webinar, questions were raised by participants in the Questions box. Questions focused on themes related to boundary expansions, rationale/methodology for defining growth rates and scenarios, land use clarification, climate change considerations, and intensification and mixed-use development. Here is a sample of these questions.

BOUNDARY EXPANSIONS:

- How are boundary expansions determined and what is included in each?
- Can you confirm there will be no expansions into the Greenbelt?
- What portion of Whitebelt is already developed land?
- Are there any wetlands, other sensitive areas that are vulnerable to development?
- How much farmland is lost through growth? Can we stop business parks from gobbling up agricultural land?

TARGETS

- Where do population projections come from?
- Can the City dispute intensification targets set by Province?
- How is ecological and human population carrying capacity considered?
- How has the provincial requirement to consider market demand changed how the City is approaching its land needs assessment?
- Is Hamilton airport still expected to grow to as expected in the Airport Employment Growth District plan?
- Who are the population and density “forecasters”? How do treaty people living in Hamilton reach these Ontario forecasters to discuss our concerns about their imposed mandates?

LAND USE AND INTENSIFICATION

- Can there be redevelopment on large surface parking lots and in underutilized industrial and business areas?
- Is affordable housing included in the Ambitious Plan?
- How does the City ensure that developers and builders meet higher building codes?
- Can intensified neighbourhoods have more missing middle, more greenspace, more commercial, walking neighbourhoods?
- What considerations are made to improve transportation methods?
- Would novel zoning regulations be considered to allow for more complete communities?

CLIMATE CHANGE

- Has the 2030 deadline of the Intergovernmental Panel on Climate Change affected planning?
- How are watersheds being protected and stormwater management being planned for?

Virtual Public Session #2 Ideas and Insights

Wednesday, January 20, 2021 – 1:30pm – 3:30pm (42 participants)

As with the first Virtual Webinar, many questions were raised by participants in the Question box throughout the session. Participants sought clarification about boundaries for the possible areas for expansion, and existing land uses. Questions focused on agricultural lands, intensification needs and targets.

AGRICULTURAL LAND

- What does the GRIDS2 process envision to help avoid conflict between current farms and future developments. Will Hamilton ensure minimum distance separation is respected?
- When will the GRIDS2 Agricultural Impact Assessment start and how can we participate?
- If Hamilton proceeds with the 'increased' or 'ambitious' targets, most or all of the Whitebelt lands will be needed to accommodate population growth. In regard to phasing, will priority be given to non-prime agricultural lands over prime agricultural land?

BOUNDARIES

- Explain how Whitebelt lands are determined and what they consist of?
- Is the city already taking the position that green fields should be developed?
- Can you provide some context on how Binbrook got developed?
- Can Hamilton expand up in these areas rather than outwards and thus avoid any further sprawl at all?
- Will future designated lands be released in stages?
- Can surplus employment lands be added to Greenbelt?

LAND USE AND INTENSIFICATION

- Did intensification planning presume the LRT goes ahead?
- Did intensification planning include the possibility of increasing density in single-family areas?
- What is the rationale for the City to go higher than what the province requires regarding intensification and density? Isn't there a risk to over intensifying?
- In what way was the city's need for a large increase in non-market housing – public, social and coop affordable housing – considered in planning for intensification and density?
- Will the blue lands around the airport be available for development in the near future?
- What percentage of grey lands are available for development within the built-up area? Hamilton has declared a climate emergency and sprawl of any kind goes against this.
- How is "market based" taking account of changing tastes? How we are shifting to more apartments, town homes in a missing middle?

Social Media Comments

Numerous people reposted and/or commented on the City's social media posts advertising the virtual sessions and survey availability on Engage Hamilton. In those comments, there were multiple comments about the need for enhanced public transit, protection of the Greenbelt, and affordable housing.

Commenters expressed concern about the existing drinking water issues among First Nations and the long term nature of this exercise. There were also numerous posts expressing skepticism about whether public input would be considered in decision making for this project.

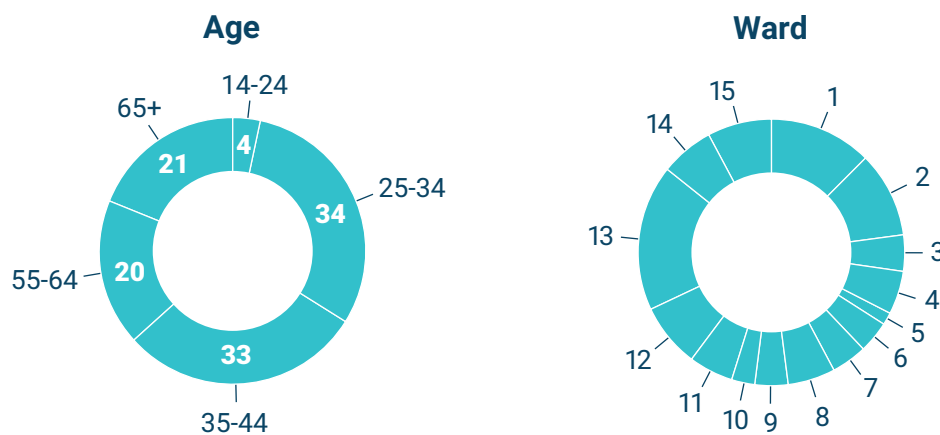


Online Survey Results

Throughout the process, all interested parties have been encouraged to fill out the LNA survey posted on the online [project portal](#) on the Engage Hamilton website between January 5 to January 29, 2021. The purpose of the survey was to collect feedback on the findings and options presented in the Lands Needs Assessment. The survey incorporated nine questions within four key sections:

1. Intensification Targets
2. Density of Designated Greenfield Areas
3. Climate Change
4. Employment Land

Approximately 150 people from across the City responded to the survey. The distribution of respondents by age and by ward are shown below.



The following summary provides an overview of key findings for each of the four survey sections. Open ended questions (Q2, Q7, Q8, and Q9) where people provided a written response have been summarized by overall themes with number of responses shown for each theme. Written responses in their entirety can be found in **Appendix C**.

Response by Question

Section 1: Intensification Targets

Q1: SELECT YOUR PREFERRED SCENARIO:

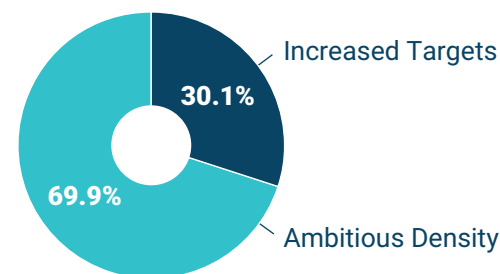
The first survey question asked respondents to select their preferred intensification scenario, based on the following definitions.

- 'Increased Targets' Scenario: An average intensification target of 55% over 30 years (50% to 2031, 55% to 2041, and 60% to 2051) resulting in a land need of approximately 1,600 ha (all available lands outside the Greenbelt boundary would be added to the urban area)
- 'Ambitious Density' Scenario: An average intensification target of 60% over 30 years (50% to 2031, 60% to 2041, and 70% to 2051) resulting in a land need of 1,300 ha (less available land would need to be brought into the urban area, but the targets are significantly higher than the demand forecasted by the residential intensification study)

There were 143 responses to this question.

Overall, 70% of respondents indicated that their preferred option was the Ambitious Density Scenario.

Preferred Scenario



Q2: DO YOU HAVE ANY OTHER COMMENTS ON A PREFERRED INTENSIFICATION SCENARIO FOR THE CITY?

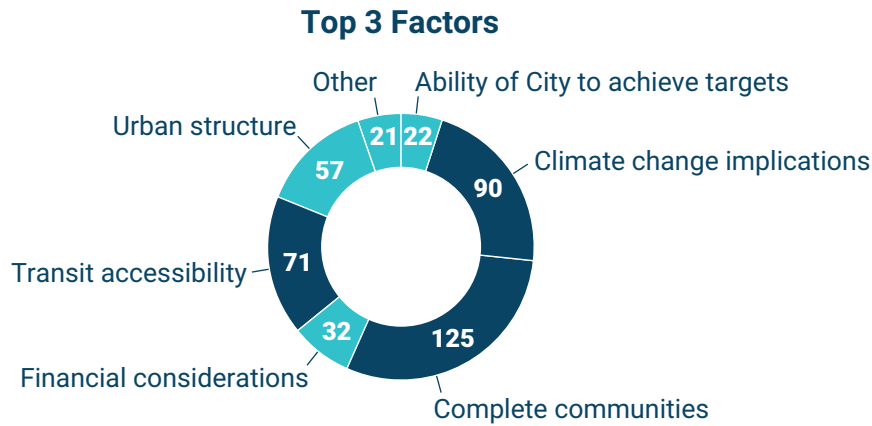
Through this open-ended question, many respondents expressed their desire to 'build-up, not out', and the need to protect the Greenbelt, greenspace, and agricultural land. Responses, by theme, are outlined below along with the number of times this response was given. There were 88 responses to this question.

- More density "Build-up, not out" (20)
- Neither/No expansion (12)
- Protect/avoid development in greenbelt, agricultural land (11)
- Need for mix housing (9)
- Keep most growth to urban areas/Downtown (8)
- Develop Brownfield and underutilized sites (5)
- Concerns regarding COVID impacts (3)
- Concerns regarding climate change (2)
- Need for longer-term land supply (2)
- Concern regarding Land Claims, contradictions with Land Treaties (1)
- Other (12)

Other responses included concern about respect for Land Treaties, desire to open up the Greenbelt, the need to continue to develop single-detached homes and protecting local heritage.

Q3: WHAT DO YOU FEEL ARE THE TOP 3 FACTORS TO CONSIDER WHEN MAKING A DECISION BETWEEN THE 'INCREASED TARGETS' OR THE 'AMBITIOUS DENSITY' SCENARIOS?

There were 147 responses to this question. Top factors suggested by survey respondents when considering which density targets should be selected include creating complete communities (125), climate change implications (90), and transit accessibility (71).



Section 2: Density of Designated Greenfield Areas

Q4: FOR SINGLES AND SEMI-DETACHED DWELLINGS, WHAT WIDTH OF LOTS WOULD YOU LIKE TO SEE DEVELOP IN NEW COMMUNITIES? (145 RESPONSES)

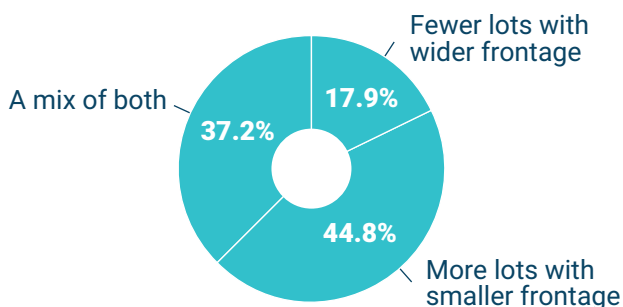
Q5: FOR TOWNHOUSE DWELLINGS, WHAT MIX OF UNIT TYPE DO YOU WANT TO SEE DEVELOPED IN NEW COMMUNITIES? (144 RESPONSES)

Survey respondents were asked to provide their preferences on the types of dwellings they would like to see developed in new communities.

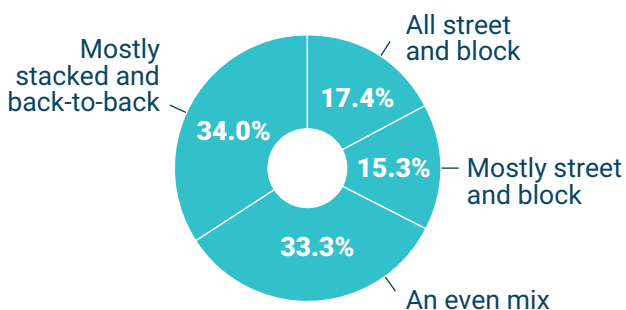
When asked about preferences for single and semi-detached dwellings, responses were mixed with a slight preference towards 'more lots with smaller frontage' (45%). Thirty-seven percent identified a preference for a 'mix of both'.

When asked about townhouse dwellings, preferences were again mixed with a split between 'mostly stacked and back-to-back units but with some street townhouses available' (34%), and 'an even mix of street townhouses and stacked/back-to-back units' (33%).

Singles and Semis



Townhomes



Section 3: Climate Change

Q6: RANK YOUR TOP 1 TO 5 PRIORITY CONSIDERATIONS FOR DEVELOPING NEW COMMUNITIES.

There were 144 responses to this question. Survey respondents were asked to rank their priorities for developing new communities. Responses are outlined in the following Table. Responses with a lower average rank score indicate that particular consideration is a higher priority when all of the scores are averaged. Transit, greenspace, and green building design are of higher priority, generally, than renewable energy planning and low impact development techniques.

Options	Average Rank
Transit connection to the rest of the City	2.7
Greenspace for carbon sequestration	2.8
Green building design	2.9
Alternative/renewable energy planning	3.2
Low impact development techniques	3.4

Q7: WHAT ARE OTHER CONSIDERATIONS RELATED TO CLIMATE CHANGE IN THE PLANNING OF NEW COMMUNITIES THAT SHOULD BE PRIORITIZED?

There were 87 responses to this question.

For this open-ended question, survey respondents emphasized the desire to consider complete communities and smart growth principles; green design; and the impacts on ecosystems and greenspace (22) in the planning of new communities. Responses included:

- Complete communities/smart growth principles (25)
- Ecosystem, Greenspace considerations (22)
- Green development, solar/wind (15)
- Grey water system (5)
- Agriculture preservation, food sustainability, urban agriculture (4)
- Electronic transportation (3)
- None (2)
- Low density housing (2)
- Other (12)

Other considerations mentioned include education, long-term sustainability, no boundary extension, and technology excellence.

Section 4: Employment Land

Q8: DO YOU HAVE ANY COMMENTS ABOUT FUTURE LAND NEED FOR EMPLOYMENT AREAS UNTIL 2051?



There were 80 responses to this question.

In thinking about future land need supply for employment areas, survey respondents identified priorities such as creating mixed use and complete communities, repurposing, and revitalizing existing employment lands, and protecting the Greenbelt and agricultural lands. Responses included:

- Mixed use/complete communities (11)
- Repurpose/revitalize existing employment lands (7)
- Protect Greenbelt, agricultural land, greenspace (7)
- Incorporate green design, green features (5)
- Reduce commute/transportation (6)
- More density, intensification, infill (4)
- Consider changing employee needs (working from home) (4)
- Surplus employment lands should be designated for community (4)
- Hub style/multi-office in one location (2)
- Focus on green industries (2)
- Be a tech hub (2)
- Consider impacts of industries (environmental, noise) (2)
- Focus on downtown (2)
- Climate change, environmental standards (2)
- Other (11)

Other suggestions include providing incentives for intensification and ensuring adequate infrastructure for intensification and new development.

Q9: DO YOU HAVE ANY OTHER COMMENTS ABOUT THE CITY'S INITIAL DETERMINATION OF COMMUNITY AND EMPLOYMENT LAND NEED UNTIL 2051?



There were 77 responses to this question.

Similar to comments for previous questions, survey respondents highlighted the need to protect the Greenbelt, greenspace, and agricultural land, with a focus, again, on intensification and infill within the downtown and other, already developed, areas. Several respondents also expressed appreciation for the opportunity to provide input into the process. Responses included:

- Intensification, infill (8)
- Support for engagement process (7)
- Preserve greenspace, agricultural land (6)
- Complete communities, smart growth, mixed use (5)
- Do not support proposal/options (4)
- More than financial considerations (4)
- Climate impact/reduce emissions (4)
- Infrastructure needs (3)
- Preserve history (3)
- Continue engagement (3)
- Keep single detached dwellings (2)
- Affordable housing (2)
- Open greenbelt (2)
- Other (14)

The importance of honouring existing Land Treaties, monitoring of growth plans, and safeguarding public accessibility to the waterfront were also expressed as important considerations.



Submissions Received Before and After Virtual Sessions

Comments and questions were also submitted to the City before and after the virtual sessions through e-mail, letters and on social media. Nine (9) questions were received in advance of the public webinars. Responses to these questions were provided by staff during each session. Some participants also chose to follow up with e-mails or letters to emphasise or explain their perspectives and/or to ask questions related to specific properties or interests. A summary of these submissions and links to social media posts can be found in **Appendix D**.

Next Steps

This was the third of four public and stakeholder “touchpoints” planned for the GRIDS2/MCR process. This third point of contact was added to the original plan to recognize the importance of both the topic of the land needs assessment, and to incorporate the aspirations of the community about how and where the City should grow. The next steps for the technical work are to:

- establish an evaluation framework and phasing principles to evaluate the location and phasing of future growth.
- refine the key considerations that make up the climate change lens and how it will be applied. Consultation on these considerations will take place in April.

The final planned formal touchpoint is near the end of 2021 when new Official Plan policies, evaluation and phasing strategies have been drafted. Ongoing dialogue and input are welcome at any time.

For more information:

- visit our website at hamilton.ca/grids2-mcr
- call or e-mail staff to discuss
- or visit the [project page on Engage Hamilton](#)

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Public Engagement “Ideas and Insights”

Appendix A:
Virtual Stakeholder Workshop Chat Box Entries

The following questions and comments were entered into the Chat box during the **January 15, 2021** virtual stakeholder workshop. The staff team fielded and responded to all of these questions.



- What is meant by an 'unbalanced supply'?
Not enough of all types of housing?
- With the recent rapid shift to remote work, what are the implications for the need for new office supply? Secondly, now that remote work has been allowed and proven successful, I am seeing a shift to demand for housing outside the GTA/H to find more affordable housing. What are the implications of that for housing demand in Hamilton?
 - Response: outlook for office – innovation and creativity in clustering. Will see the end of office expansion. Suburban office demand will react to where people are living – pressure on Hamilton and other outer GTA municipalities. Shift to lower density housing turnover – baby boomers to age out around 2040 but does not match the intensity of demand in this period. Intensification over the period, to achieve 50% there will need to be an intensity of high-rise development starting today to
 - Will probably see the end of densification of office space in urban areas. And the suburban office market will likely pick up this demand, in places like Hamilton, Waterloo and Guelph.
 - Effect has been to accelerate a previous trend where migrants land in Toronto and then gradually spread out.
- Eventually this city is going to run out of greenfield development land. Why not be bold and intensify now and reserve that land for growth after 2051.
- Highly recommend this report - <https://www.pwc.com/us/en/industries/asset-wealth-management/real-estate/emerging-trends-in-real-estate.html>
- Is there potential to convert existing office space to housing?
- Growth is fundamentally driven by migration, especially international migration (limited by targets set by Federal Government) at ~400,000 per year and forecasted to grow due to the COVID areas. Does the City have access to statistics on Federal immigration quotas over the next few years?
 - Response: The province has a set number annually, and there is an expectation in the Schedule 3 forecasts that these numbers into the forecasts.
- How will stormwater issues e.g., flooding/water quality be addressed during intensification? What will the City be doing to ensure these issues are addressed moving forward?
 - Response: Working with staff in water and stormwater management with details related to the scenarios, so they can model the different options. Master plan document will consider major stormwater events through the update.
- Heather makes interesting points about future designations. There are many that question the populations forecasts for 2050 and therefore the growth targets as well. Were in the middle of a pandemic where people are dying. Populations are aging, People aren't having children in high rates like the past. There are infertility issues, shifts in family dynamics, different priorities etc. 30 years is a long time and a lot of can change in terms of what will be needed and what will be wanted.
- I don't want to place our fate in the hands of the market - time to stop this!
- The leapfrogging, etc. - these are issues that a provincial government needs to address through effective regional planning policies!!

- Agree with Lynda, If we want to support intensification in our urban core, we need to support the developers to do it. Do not put up roadblocks and hurdles that are currently pushing developers away. We have so many empty properties on Barton St that could be housing but the property owner has no incentive or interest to develop. I agree it needs to be made attractive for people wanting to live here - i.e., remove industrial truck routes, plant more trees, make the streets safer....
- Many benefits to high intensification targets. The big one for Hamilton is fixing the combined sewer system once and for all and ending sewage overflows. Make it attractive for people to live in a dense community and the market will support it. Livable walkable complete well-planned communities that support transit opportunities, maximize infrastructure investments, and provide local food opportunities are just some of the benefits. Thanks for the opportunity to contribute today.
- Can we get a copy of the presentation?



Public and Stakeholder Engagement Round 3

Appendix B:
Virtual Public Webinar Q&A Submissions

The following questions and comments were entered into the Q&A box during the **January 18, 2021** virtual public webinar. The facilitator either asked the staff presenter to respond to the individual question, or where questions were similarly themed, staff responded to a single summarized question on the given topic. A Q&A document has been created by staff and posted on the project page of the Engage Hamilton portal. As well, a recording of the meeting which includes the staff presentation, and the questions and answers is also posted for on-demand viewing.



- When was Hamilton's boundary originally set?
- Why is pop growth taken as a given? Doesn't planning manage this?
- Could the "whitebelt" also be described as periurban?
- Where do the numbers for projected population come from?
- Is commercial/industrial development allowed in areas that are affected by the airport noise, in areas allowed for development in the Hamilton Official Plan?
- Are there any Urban Boundary expansions proposed in Waterdown area? You mentioned that no Urban Boundary expansions will happen in the Greenbelt Plan Protected Countryside designated areas, can you confirm that you will not be proposing this in any refine?
- Are these limits changed with policies and who makes the changes to the boundaries?
- Can whitebelt lands in the NEF 30 zone be developed for commercial or office use as part the urban boundary expansion Community lands?
- Does the city have the authority to dispute the intensification targets set by the province?
- Is the white belt the only rural land in Hamilton that is not protected by the green belt?
- How is ecological and human population carrying capacity taken into account to set limits to Hamilton population (so we know how to withhold appropriate amount of farm/green/ recreation space).
- Refinements with the MCR process? (specifically, within the Greenbelt Plan Natural Heritage system).
- What is the proportion of the white belt land to already developed land ?
- Given that climate change has become much more of a pressing issue since the Intergenerational Panel on Climate Change report was released... has the 2030 deadline keep warming under 2C affected planning?
- Are there any wetlands or other sensitive areas that are vulnerable to development?
- Are there any large-scale plans for cleaning up and using old industrial areas?
- Many think that Climate Change Many think the Climate Change needs to be a lens through which development is planned. Should it not be considered first given that?
- How would citizens encourage Hamilton city planning to assess its own sustainable carrying capacity for human population within its boundaries (so that it may communicate with province of Ontario about what is appropriate)?
- Could you please just mention what is meant by 50/60% etc. . E.g., would 100% mean that our current density would be doubled?
- Will there be more green space if you increase the density, better road access if it is in areas that are already developed, and of course can the existing sewer and water systems take all this development?

- Many architects refer to the missing middle (up to 6 or 7 stories in height) that they feel should be developed. Why have we not included this style of construction.?
- Given the Provincial requirement to use market demand for planning, which of the scenarios would be able to meet this objective?
- 55% intensification sounds good to me. Seems like a happy medium.
- Perhaps I missed it, but did you talk about any hi-rise development?
- Do you have a “more sizeable” copy of the mapping you presented? Even when enlarged it cannot be determined to the areas you are referring to specifically. (Yes, the mapping is on the Engage Hamilton webpage.)
- Why is the city only looking at greenfields? what about redevelopments on things like large surface parking lots.
- Is the survey only applicable to the parts of the City shown in the maps in the presentation, or does it include broader areas (i.e., Waterdown, Flamborough, Dundas etc.)?
- Thank you for the informative presentation. With the onset of the COVID crisis what consideration is the City giving to an increased work from home culture theoretically requiring less density/intensification
- Please elaborate on how the provincial requirement to consider market demand has changed how the city is approaching its land needs assessment. Is it fair to say that this is an approach that unavoidably requires more land?
- At the December 14 GIC Meeting city planning staff and city councillors stated that the city is considering phasing development over the 30 years to 2051. Will that phasing be based on Provincial Preservation of Prime Agricultural Lands in the later phases?
- Famous architect and planner Christopher Alexander had identified a planning pattern referred to as “city-country fingers” whereby urban corridors are extended outward like a star (or fingers); so that urbanites and farmers could be within walkable distance of each other (a good symbiosis). would the city consider the merits of such an elegant regional design plan?
- Can you describe your idea of what the ambitious plan would look like in Hamilton? Would we be looking to utilize all of the grey lands in the built-up area. Is affordable housing included in the plans?
- Is your planning accounting for the increase in working from home brought about by the COVID-19 crisis? In other words, are you accounting for the desire for larger, ground related housing that seems to be what people are now desiring?
- Is the tall building plan by the city part of this intensification?
- <https://www.hamilton.ca/sites/default/files/media/browser/2018-03-16/downtownhamilton-dhtallbuildingsstudy-mar2018-1.pdf>
- Can intensified neighbourhoods within the built-up area be reconfigured to have more missing middle, more greenspace and more commercial. Walking neighbourhoods, with shopping, services, and green spaces within walking distance.
- One aspect of climate change are dramatically increased precipitation events. What provisions with expanded areas for watersheds have been made? -Part 3
- With increased intensification has consideration been given for mixed use where more people might be able to shop, work and live in a more compact form so that it will be more accessible to active transportation?
- What considerations are made to improve transportation methods to accommodate in increased population in the urban areas?

- Who are the population and density “forecasters” (names/departments)? How do treaty people living in Hamilton reach these Ontario forecasters to discuss our concerns about their imposed mandates?
- How many hectares of good farmland gets paved over in your various scenarios?
- Is expansion being “encouraged” by the provincial govt? They are very cozy with developers.
- What do you see as the main risks of not expanding the urban boundary? for who?
- Clarification: my question about “city and country fingers” pattern is about the where. it has to be thought of when choosing where to expand. (please read the questions as asked :)
- The AEGD was planned in 2015 or so I believe... is the Hamilton Airport still expected to grow to the degree that the AEGD’s size is still justified? It’s gobbling up A LOT of prime agricultural land.
- If there is a surplus can we stop Business parks like 03/6 gobbling up Ag. land?
- It was mentioned that no new employment areas would be needed in these planning scenarios. yet the idea of “complete communities” was also mentioned as an intention. Wouldn’t ‘complete communities’ include walkable/neighborhood employment opportunity (by design).
- Is it possible to include local power generation in the lands need assessment? (community owned power generation, that is.)
- Doesn’t it make sense to develop the closest Whitebelt lands to the Downtown Community Node in Phase One of the residential urban boundary expansion to reduce commute times and greenhouse gas emissions instead of “Leap Frog” development?
- How does the City ensure that developers and builders meet higher building codes so that all new homes are built to the highest insulation standards and provide geothermal heating in new areas? So many builders use the cheapest windows , cheapest roofs.
- Would novel zoning regulations be considered in order to allow for more ‘complete communities’ such as small workshops in residential areas or certain urban agriculture allowances. where actual “farms” may have only qualified before (as per Hamilton’s urban ag regs.)
- Is laneway housing part of this discussion? There are environmental impacts.

The following questions and comments were entered into the Q&A box during the **January 20, 2021** virtual public webinar. The facilitator either asked the staff presenter to respond to the individual question, or where questions were similarly themed, staff responded to a single summarized question on the given topic.

A Q&A document has been created by staff and posted on the project page of the Engage Hamilton portal. As well, a recording of the meeting which includes the staff presentation, and the questions and answers is also posted for on-demand viewing.

- In the GRIDS-2 Background Report PED17010(h) on page 34 indicates "Expansion into the Protected Countryside of the Greenbelt is protected from being redesignated for urban uses (with a minor exception of a 10ha) Waterdown/Binbrook - Please elaborate.
- We have an intensive farming operation on the border of urban designation in Waterdown. What does the GRIDS2 process envision to help avoid conflict between current farms & future developments. Will Hamilton ensure minimum distance separation is respected.
- I'm really concerned about farmlands. I hope they receive the protection they and our food source deserve.
- How is "market based" taking account of changing tastes - not only looking at past market demands but also gathering new inputs on how tastes and demand is changing. If you only look at past market demand you will inevitably end up with replicating sprawl
- Why are there some white belt lands that seem to be within the Urban area?
- What criteria makes land Whitebelt and is prime agricultural land considered Whitebelt land?
- I believe you just said the green field area "can be and should be developed". Is the city already taking the position that green fields should be developed?
- What percentage of Hamilton is 'grey fields'?
- We understand that Ford has reduced Greenbelt lands. So, is the 10 hectares an allowance given recently by the Ford gov't?
- Can you provide some context on how Binbrook got developed? It seems so out of place given the green belt areas surround it.
- Asking this in advance...I am listening and driving .what percentage of the built-up area of Hamilton has been identified as gray fields. Can Hamilton expand UP in these areas rather than outwards and thus avoid any further sprawl at all?
- On "market based" the answer did not cover how changing tastes are taken into account; how we are shifting to more apartments, town homes in a missing middle?
- When will the GRIDS2 Agricultural Impact Assessment start and how can we participate?
- The illustration showing the Greenfield Areas to be developed is conceptual & doesn't include specific streets. Is there a more detailed illustration showing these Greenfield Areas, i.e., like the one that shows the airport and "noise area boundaries"?
- What consideration is given to releasing or extending land need on a staged basis, i.e., assuming new expansion only takes place after all existing land is used; thereby deferring expansion for 10/20 years.
- Why did staff not model the 81% intensification rate based on the Provincial Govt's market-based approach. Can you put in in notes in this panel so I can copy it?
- If Hamilton proceeds with the 'increased' or 'ambitious' targets, most or all of the whitebelt lands will be needed to accommodate population growth. In regard to phasing, will priority be given to non-prime agricultural lands over prime agricultural land.

- Did intensification planning presume the LRT goes ahead?
- Did intensification planning include the possibility of increasing density in single-family areas, so that townhouses and low-rise apartments could be added to areas that are now only single family?
- There is a TC energy pipeline that runs within the hydro corridor that is located between Twenty Road and Rymal Road. Does this get taken into account through the LNA/GRIDS process?
- What is the rationale for the City to go higher than what the province requires regarding intensification and density? Isn't there a risk to over intensifying?
- There are lands in the Airport Employment Growth District (AEGD) along Garner Road that are designated Institutional but have special policies indicating that they shall be developed for employment uses if institutional uses are not developed. Were these identified as employment or community in LNA?
- Please ask what percentage of gray lands are available for development within the built-up area? Hamilton has declared a climate emergency and sprawl of any kind goes against this.
- In terms of phasing the white belt lands, will nonprime agricultural land be prioritized over prime agricultural lands?
- In what way was the city's need for a large increase in non-market housing--public, social and coop affordable housing--taken into account in planning for intensification and density?
- Empty lots etc... how much can we build up in Hamilton? We can force it if there is no expansion.
- Heather said we already have a lot of vacant lands in our employment areas. If these is a 60-h surplus can some be added to green belt? E.g., along Garner road.
- Based on the communication that employment lands are not required, I'm not clear if the blue lands around the airport will be available for development in the near future?
- 60 h is almost half of what is needed if we use the ambitious model. which could be returned to greenbelt on Garner.
- Please refer people to the public consultation on CEEP on engage Hamilton.
- Thank you, Heather, Tracey, Lauren, and your city colleagues, for hosting this meeting, for the presentations, and for your answers to our questions on GRIDS 2.



Public and Stakeholder Engagement Round 3

Appendix C:

Engage Hamilton Online Survey and Written Responses

Land Needs Assessment Survey

We encourage you to read the project information on the [GRIDS2/MCR Engage Hamilton](#) project page before answering these survey questions. The information has been provided to make sure that you have all the details about this phase of the project before submitting feedback.

This survey should take you less than 10 minutes to complete. Please return the completed survey via email to GRIDS2-MCR@hamilton.ca.

Your Name:

Email Address:

Postal Code:

Section 1: Intensification targets

Over the next 30 years, the City will grow by intensifying the number of new residential units in the existing built-up area of the City.

Two phased intensification scenarios are presented to consider:

'Increased Targets' Scenario

- An average intensification target of 55% over 30 years (50% to 2031, 55% to 2041, and 60% to 2051) resulting in a land need of approximately 1,600 ha (all available lands outside the Greenbelt boundary would be added to the urban area)

'Ambitious Density' Scenario

- An average intensification target of 60% over 30 years (50% to 2031, 60% to 2041, and 70% to 2051) resulting in a land need of 1,300 ha (less available land would need to be brought in to the urban area, but the targets are significantly higher than the demand forecasted by the residential intensification study)

1. Select your preferred scenario:

'Increased Targets' Scenario - average intensification target of 55% over 30 years, land need of 1,600 ha

'Ambitious Density' Scenario - average intensification target of 60% over 30 years, land need of 1,300 ha

2. Do you have any other comments on a preferred intensification scenario for the City?

3. What do you feel are the top 3 factors to consider when making a decision between the 'Increased Targets' (more land need) or the 'Ambitious Density' (less land need) scenarios? (Please check the top 3 factors, in your opinion)

Ability of the City to achieve the intensification and density targets

Climate change implications

Complete communities (eg. places to live, work, and access stores and services in close proximity)

Financial considerations

Transit accessibility

Urban structure (eg. mixed use area 'Nodes' and connecting 'Corridors')

Other (please specify)

Section 2: Density of Designated Greenfield Areas

The Land Needs Assessment identifies that there is not enough vacant land in the urban boundary to accommodate the full range of housing types that will be in demand over the next 30 years, especially ground-related housing (singles, semi-detached, and townhouses). How much land is needed to accommodate the needed housing supply in new Designated Greenfield Areas is determined by applying density factors to each unit type (approximate frontages for singles and semis, and mix of build options for townhouses – street townhouses, stacked, and back-to-back).

4. For singles and semi-detached dwellings, what width of lots would you like to see develop in new communities? (Please select one)

Fewer lots with wider frontages (eg. 15m lots)

More lots with smaller frontages (eg. 11m lots)

A mix of both

5. For townhouse dwellings, what mix of unit type do you want to see develop in new communities? (see FAQs on the [GRIDS2/MCR Engage Hamilton](#) page for different types of townhouse units) (Please select one)

All street and block townhouses

Mostly street and block townhouses, but some stacked and back-to-back units

An even mix of street townhouses and stacked/back-to-back units

Mostly stacked and back-to-back units but with some street townhouses available

Section 3: Climate Change

The intensification of the built-up area of the development of new communities needs to consider the climate change impacts associated with growth and needs to incorporate mitigation measures into community design. Planning staff have identified some key considerations for the development of new communities in relation to climate change.

6. Rank your top 1 to 5 priority considerations for developing new communities:

Green building design

Alternative/renewable energy planning

Transit connection to the rest of the City

Greenspace for carbon sequestration

Low impact development techniques for stormwater management (bio-swales, storm ponds)

7. What are other considerations related to climate change in the planning of new communities that should be prioritized?

Section 4: Employment Land

The Land Needs Assessment has identified that the City has sufficient land supply to accommodate Employment Area employment (industrial, manufacturing, logistics jobs) until 2051.

8. Do you have any comments about future land need for Employment Areas until 2051?

9. Do you have other comments about the City's initial determination of community and employment land need until 2051?

Thank you for taking the time to complete the survey.

Please return this completed survey by saving it to your computer and emailing it as an attachment to GRIDS2-MCR@hamilton.ca.

Question 3: Do you have any other comments on a preferred intensification scenario for the City?



- I don't like either option. This will lead to congestion and less quality of life.
- We need to stop building on new land and increase brownfield development.
- Intensification decreases the quality of life for your constituents. Has COVID-19 not taught you anything? People are fleeing Condos and buying detached homes. Raising a family in a condo or townhouse is a not a life goal for most people.
- The demand for Single detached homes is underserved which is pushing affordability issues higher and creating great wealth inequality.
- Its ridiculous and anyone on council that proposes it should be voted out. Anyone in planning that champions it should be removed.
- The urban area should not be expanded.
- Open up the green belt between the Elfrida expansion and Binbrook (golf club, guyatt). What's the sense of sandwiching that chunk between thousands of new homes?? More available land = lower house prices.
- Build up density in downtown core, and outside hubs...McMaster, Queenston Circle, Mountain hub etc...Re-use existing structures to limit new build pollution and waste.
- Increased targets scenario is along the lines of what I have in mind, except, not only should we look at all available lands outside greenbelt boundaries (protect greenbelt at all costs), but we should also look at developed parts of the city that are under-used and deteriorating due to age and lack of industry in those specific areas (Kenilworth to James St, from Barton to King). This urban area is in need of heavy revitalization and it shows now with the focus on manufacturing moving away from Hamilton. These areas are suffering, and I think focus should be placed on improving what we have before we expand further. These areas are what makes Hamilton unique from competitor cities such as Brampton, KW, or even Guelph/London corridor cities. We have great potential to turn Hamilton into a Healthcare-Tech city.
- Please refrain from awarding building contracts in rural areas until a transportation needs assessment is completed and a comprehensive plan for accommodating increased vehicular traffic is in place.
- Set guidelines/regulation in place to ensure redeveloping Hamilton core is more profitable/beneficial resulting in the city being built up rather than out into the green built.
- Build up not out! We can tackle green and economic goals in one! Don't get me wrong, we need to make serious changes, but we can get this city back on the right track.
- I think it's better to have people living closer together so that there will be more pedestrian areas which make for fewer cars which make for less asphalt which is better for air and water which is better for people today's generation and tomorrow's.
- My expertise is urban infrastructure sustainability and with increased expansion of urban boundaries, the complexity of failure in a climate change scenario rises exponentially.
- Growth at a moderate rate.

- Aim to reduce urban sprawl, increase ability for people to commute or get around without the need for multiple personal vehicles per household. We should be able to use alternative forms of transportation, including safe bike travel, public transit or even walking. Stop basing access around automobiles, all it creates is grid lock and people wanting to move out of the city to escape it.
- I am very concerned about who has rights to the land needed. In Caledonia there is a stand off with Six Nations about the actual Title to the land. Is Hamilton setting itself up to be in contradiction to Land Treaties? I really think Hamilton needs to encourage the Federal government to settle all the relevant land claims before we think about developing the 1300 or 16000 hectares. Once that is settled, I think the quality-of-life issue needs attention. New developments in once rural parts of Hamilton Wentworth do not have adequate pedestrian/bus service. Everything looks like a culture where car-is-king but there is little to preserve space for wildlife and passive land for 'nature walks' without feeling like you are in the crowds at Limeridge Mall. These are my thoughts.
- One of the reports commented on a 50% intensification as an achievable target. Do you think you can really achieve any of the above scenarios given the historical growth and consultant report? I think both of these scenarios are a bit ambitious for the City.
- I have traveled to other countries and cities that are denser have more stores that are easier without a car to get to, you can walk across the town or at least walk across significant parts of it and the preservation of more green space for everyone to use or wildlife to use is more important to everyone's mental health.
- I would like to see more small apartment style dwelling built through out the city. This included mountain single home neighborhoods. I believe this will provide opportunities for our seniors to age in place, and youth to stay and work in Hamilton.
- How does intensification consider existing brownfield sites and abandonment and shift out of city of heavy industry vast ha availability during these time frames? How does that not offset the need to have urban bloat spread? Also, the City is in the early stages of residential tower intensification in the "downtown" core in accordance with Provincial directives. How is this evaluated relative to population growth by area of city?
- While drastic intensification may be difficult in some areas of the city (such as the Downtown core), I feel that much of the Mountain could accommodate for the increased population. While there have been projects to build up rather than out, I would encourage that these projects continue, even if they replace pre-existing homes. Also, I would encourage the city to consider mixed land use models. By combining housing with places of employment, we can reduce the amount of transportation that is needed by a portion of the population. It also makes it easier for technology to improve in the city (such as having faster internet connections) and saves resources and money. While some people may not like this idea, I would still like the city to attempt to implement such models in progressive parts of the city.
- Intensification will be better to create walkable solutions for neighborhoods and mass transit. Also, it will utilize the existing infrastructure.
- Stop focusing on single dwelling homes. Intensify enormously and provide new affordable rental properties at large scale. This will ease pressure off existing rental housing crisis, require less funding in homelessness supports, and stimulate economy.
- Reduce urban sprawl as much as possible.
- Avoid conversion of greenbelt/farmland at all costs. Residential can be built upwards, farmlands/greenspaces can not.

- I think that all brownfields and unstable, derelict , absentee landowner derelict buildings should be expropriated immediately to ensure that we can rebuild purposeful housing of a variety: multi-use, stacked townhouses , etc. and to ensure that we use as little of the available lands outside the Greenbelt.
- I've selected the Ambitious option because I would like less impact on rural areas but am not sure what 60% intensification looks like. Is it possible to get a visual of what that kind of city planning option would look like versus the Increased Targets scenario?
- Creating higher density "15 minute" communities will help reduce the need for vehicle travel. I'm interested in seeing communities that have access to healthy food options, easy access to transportation across the city, and more green spaces/parks. Building condo towers with 2+ bedrooms and large outdoor living spaces will be important for people working from home (hence the increase in housing prices vs condo prices). 1-bedroom condos won't work for the future business professional whose new norm is working from home >60% of the time. Green roofs would also be nice. Maybe Use Brownfield space solar panel grids to help power the city.
- Intensification should be prioritized over urban expansion. I would prefer for the City to halt greenfield expansion and focus growth within the existing built-up area by creating more permissive zoning standards and allowing mid-rise development across the City, and within existing established residential areas. Over the years as the population has aged, these neighbourhoods have housed less and less people, and we need to find ways to restore density to create a more liveable, walkable city.
- Covid-19 will redefine safe high-density plans.
- Intensification cannot simply be accomplished by adding more tower containing small one bedroom and two-bedroom apartments in the downtown area. If apartment towers are going to be the chief means of intensification, they must also contain larger units that can accommodate families.
- I believe a liveable environment includes mixed housing with walkable services. It would be a mistake to emphasize density achieved through one type of new housing only. I caution against building only towers in an effort to achieve the greatest density possible in the smallest area. Please preserve Hamilton's remaining downtown neighbourhoods, which should be augmented with low and mid-rise (up to 8 storeys) intensification. Think Paris France, London England, Lisbon Portugal...
- Build the infrastructure first....then let the development continue.
- Allow duplexes and triplexes by right across all of the city. Don't require applicants to apply for re-zoning.
- I only chose the first option as I feel it gives more planning time as I don't have the confidence that near the end of the second option, a need for the additional 3 hectares of land would still be needed.
- We need to keep farmland available for providing local food sources, especially as climate change intensifies.
- Build UP, Not out !

- Places to live still Need to be homes, not boxes on top of each other. When you cram too many people together, they do not have a sense of ownership for the neighbour hood. Homes need to be built for 50 years of living. Currently people start with apartment or townhouses, move to single family homes after 5-7years, then to bungalow or apartments as they age. (Single floor living) More housing like bungaloft towns, allow affordable option for young, kids up on second floor as the family grows and still main floor living as people age. Housing for three phases in people's lives. Typically, long term neighborhoods lead to communities, young and old together.
- I would ask that we use up parking lot spaces, and narrow the streets to get more residential space, before we use Greenbelt land. There is a lot of available land in Hamilton and the suburbs.
- we should build a denser urban core than take up natural lands outside the downtown core.
- I'd prefer to greatly increase density of the downtown core and surrounding area to help support public transit options and reduce sprawl.
- Lands need to be preserved for after 2031 - market trends are pointing towards increased intensification rates as well.
- There is much room for intensification in Hamilton. A lot of empty or poorly utilized land.
- We also need to consider that likely Hamilton will continue to grow after 2051 and need to save land to accommodate that.
- Have you taken into account the changes caused by the pandemic?
- I know a little about the 'missing middle' - medium density (e.g., 5 story buildings) along corridor routes. I think this is a great idea.
- Grow in downtown Hamilton. Leave the spirit of the annexed communities alone; expand beyond current boundaries, respecting prime agricultural land.
- I hope you have realized that, due to the pandemic, most people do not want to live like factory farms in high rises with no place to play. I am suspicious due to the fight it took to put in the small parkette off Hatt ST that had been on the original plan--you stated that Hamilton/Dundas did not need parks as that was what the Green Belt was for. Pardon?? Green belt is some residential and mainly farmland and the vast majority is privately held. I want your address if you still feel this way so that I can come party and dump trash on your front door---like you, we pay municipal taxes and get treated poorly. Don't get me started on the early treatment by police who told me they would not ticket anyone parking up in my driveway unless I had pylons and no trespassing signs although it was obviously a house driveway (house is close to the road). Then when I raised the roof and tore off an old garage that was falling down, planning told me that it usually takes two years to do anything. Total BS. An election came up and they suddenly were able to do it in six months. And then you let them close the only hospital north of the 403 so that in rush hour, we will never make it to a hospital in rush hour in an emergency.
- The town of Ancaster needs less condos and more single-family homes in traditional surveys.
- Prefer to see high intensification in current urban areas and green space/agricultural land less affected.

- I would prefer a higher intensification rate than either of these. There is so much wasted space already in Hamilton that could be intensified. Malls could have Condos on top (Eastgate and Limeridge). Hundreds of derelict and half empty strip malls could be revitalized with housing above. Empty lots all through Hamilton could be utilized for mixed commercial and housing. If Europe can do it, we can do it. We need much more 'missing middle' housing and mixed commerce/housing here in Hamilton. I live in Ancaster and aside from the Heritage Village and heritage buildings which should be protected, I believe we should be building up Wilson street with shopping, cafes, services all with homes above. This would make for more interesting "15 minute" neighbourhoods where people are able to walk or use active transport to reach shopping, medical, schools etc. If we are to meet our climate targets, then we must severely limit sprawl now. Not to mention the loss of Prime Agricultural land that occurs when endless sub-divisions are built.
- I am not a fan of endless townhouses as has happened in Burlington. We need a diverse mix of housing with commercial space mixed in.
- Intensify through multi-unit dwellings, including high-rises where appropriate. Do not assume all growth is good. Don't jeopardize food security by developing one of Canada's two soft fruit producing regions. The Niagara fruit belt is small and shouldn't be turned over the building of homes. Don't push through development on the coattails of the provincial government's lack of respect for protecting the Carolinian zone, which contains more at-risk species than any other climate zone in Canada.
- In spite of the fact that climate change considerations have not been included, we need to reduce impact to the environment as much as possible to help mitigate climate change.
- I would like to see rezoning to allow larger buildings with more apartment space in the downtown core, particularly along transit routes like King and Main. It's a tough ask, but I would also like to see the city balance this with a respect for existing neighbourhoods.
- Increases to the urban boundary should only be made in concert with increases of density in under-utilized existing urban areas - this would reduce the demand on future infrastructure maintenance and prioritize & facilitate needed maintenance and upgrades of existing infrastructure. There should also be matched efforts in cleaning up Hamilton's brownfield properties in order to facilitate commercial, industrial, and even mixed residential when appropriate.
- Although I do not object to the Ambitious Density Scenario, I would prefer to see every step made in the best direction possible and not compromise for density for the sake of density. I want to protect green belt land designated for agriculture and not expand to "satellite" communities to the same extent Toronto has or the loss of the unique growing areas we had in the Niagara region be developed for residential. I know these statements lean towards achieving this by adopting the Ambitious Density scenario, but we often lose access to green space and sense of community with the highest density possible.
- It will be a fine balancing act and challenge for Hamilton's city and urban planners, architects, landscape architects, engineers, designers, consultants, etc.
- Features I would like to see include: Inclusive mixed communities for all (within a development include different types of housing or units suitable for many different cultural/ socio/economic occupants including families, couples, and singles across all age groups. Include registered daycare and adult care for elders within a development but enable the elderly as much autonomy to live and thrive within their own home.
- Developments and housing that incorporate inclusive design elements suitable for use and occupancy by all people regardless of their age, gender, physical or mental challenges, etc.

- Inclusive of green space (natural setting parks, parkettes, pedestrian pathways, bicycle paths (both park settings and as urban transportation modes); more community gardens; more close-to-home farmers' markets.
- Rejuvenation of downtown Hamilton core to have more residential mixed with viable retail.
- More year-round recreation facilities of all types, both indoor and outdoor, with an emphasis on recreation for people of all ages, not an emphasis on high-performance athletic facilities.
- Continue to grow the Hamilton arts community through affordable housing, live-work studios, community-based galleries/open studio events and artists markets, e.g., ArtScape (near Wychwood Park, Toronto), Gooderham & Worts (Toronto).
- Expand film industry facilities in Hamilton (possibly a good use of all or part of the former Stelco/currently American Steel yards following extensive land remediation, e.g., Film Port (eastern shore of downtown Toronto).
- More housing and developments that exceed current OBC building code and "green" features. Most current developments are constructed using "same old" building system types in terms of energy types and consumption, mechanical and electrical systems, lack of use or ability to capture natural sources of energy and water, very little green space, little or no "green rooves" etc.
- More opportunities for access to shared electrical vehicles (within close proximity of a development) for journeys of an hour or more, day trips or weekends.
- More pedestrian streetscapes (no vehicles at all), e.g., Locke Street, James Street North, Hess Street, Main Street Dundas. Reliability on public transit should be intensified with a move away from the vehicle.
- De-intensify the current relying on big box store currently near major expressways. Need to offer more services in the city center.
- The GO train should not mainly service Aldershot but provide more direct access to the downtown core of Hamilton as well, i.e., more Union Station to Downtown Hamilton Station direct via train vs. mostly buses.
- I disagree with either intensification scenario. The current greenspace and farmland that exists in the City of Hamilton needs to be preserved for the health and wellbeing of the residents, flora, and fauna of Hamilton. It only takes one Google Search to examine the short-term and long-term evidence-informed health outcomes of greenspace for residents as well as the environment who live within 100 or 200 m from greenspace. Marginalized groups have unfortunately been affected most by the pandemic. Homelessness has still not been addressed to a great extent and neither have Indigenous, Black or long-term care issues in the City of Hamilton. It is central that these communities have better access to greenspace and living conditions to mitigate health concerns before intensification scenarios are even discussed.
- Is it ethical to project these kinds of intensification scenarios when it is even unclear what kind of future the world will have with future pandemics, growing health inequalities, and climate change? By submitting these potential plans to the public, is it ethical for the City to promote an increase in population of children as well as newcomers when current conditions are worsening for the residents?
- If all of the intensification scenarios created high quality greenspace within a buffer zone of 100 m of every household and had wildlife connectivity areas and native plant areas and current pollution of cars and factory emissions was removed, then I would somewhat agree with these proposed scenarios.

- Future projections are difficult to estimate based on current conditions. I think that the pandemic has exemplified this.
- Developers should be incentivized to build in brownfield areas. Surplus land should be earmarked for conservation efforts.
- None at this time.
- My concern would be to avoid losing our feel and connectivity in our established neighbourhoods.
- Intensify within the existing settlement areas and leave the Prime Ag areas alone. Sprawl demands more municipal infrastructure and Hamilton barely has the funds to maintain what exists already.
- Baby steps... and gathering important information and listening to the people already living in the city is of utmost importance. Rome wasn't built in a day! Life in general has been too hurried, if this COVID pandemic has taught us anything it should be to value what is in the present before we hurry up into what is the unknown. Knowledge is one's best friend. Good luck.
- I am very concerned about agricultural lands and assert that it must be respected and preserved. Farmers must be recognized and not forced to sell their invaluable land to developers.
- More condo towers that are more diversified. Ownership rentals offices restaurants businesses and all having access to better transit. To density the current city public transit needs to be 10 minutes or less and 24/7 green space is important, don't use lands that would need to be drained (watershed) to build; save soil for planting needs of the future - yes, we will need to plant and grow food locally; don't treat soil like dirt.
- Yes. The ambitious scenario is not enough. We are at a critical moment for the future of life as we know it on this planet. It's time to abandon existing assumptions and pursue a drastically accelerated intensification target, becoming a world leader in addressing environmental damage caused by urban sprawl.
- Intensify existing capacity by allowing secondary or even third dwellings in housing. Make it easier and more cost effective for people in increase residential housing capacity with appropriate infrastructure to support not prevent.
- Please leave green space as much as possible!
- Go slow.
- Neither scenario. No growth in land area.
- We need to revitalize existing neighborhoods. Current demolition across the downtown core is not the answer. We also have a desperate need for affordable housing - not just for those with disabilities/on social assistance- but Hamilton's "working poor" those who are renting, working in the city, and dealing with astronomical rent increases and no protection. They also form a solid source of income for local landlords.
- Neither densification strategy is ideal. The downtown core requires reinvestment, the infrastructure is old and needs to be replaced (sewers, etc.). Should the population grow by more than 200,000 people, then the city needs to be re-considering the LRT or at least everyday-full day service to its downtown train stations and provide both as a means of sustainable growth.

- I would prefer to see an option where an urban boundary extension wasn't necessary. Outward growth will increase our carbon footprint, and this goes against the City's stated proclamation of a climate emergency. Outward growth has been proven not to pay for itself in the long term, generates car dependent neighbourhoods and threatens our food supply. Once it's built upon for residential uses, these greenfield lands cannot be reclaimed for agriculture. I understand that there is pressure from the province to offer market-based housing demand in the 30-year plan but please consider other types of land within the already built-up urban boundary, like brownfields and grey-field areas (parking lots and commercial redevelopments) before expanding to greenfield lands.
- This may be more granular, but it would be great to see the inclusion (in select area) of residential density to help mitigate further sprawl and strain on new infrastructure, in growing areas like the WHID, Barton Tiffany lands or Centennial Pkwy. In addition, though already happening with improved zoning, the promotion of "missing middle" buildings would be great.
- If the Increased Targets scenario was chosen, it has been noted that some of the Whitebelt lands would not be included in the urban boundary, i.e., remain undeveloped. It would be helpful to know what the proposed uses for the undeveloped parts of the White Belt areas might be if not included in the urban boundary.
- Councillors should respect the Urban Planning rules as developed by City staff, and not allow developers or other monied interests to influence their zoning decisions. Densification should respect local build history, with graduated height and intensity increases.
- Height builds should not exceed walkable levels, such as 6 storeys, given the energy intensity and human proximity of elevator usage.
- All intensity builds should include a significant (10% or more) portion dedicated to affordable housing and for homeless accommodation.
- New intensity builds should include "micro housing" options that accommodate the basic needs of low-income families and homeless.
- Higher intensification and less land need.
- As a rule - stop acting like land is a limitless resource; ALWAYS build UP, not OUT. Also, don't DARE try to, or support attempts to, rezone or otherwise 'alter' or do anything that would remove protections for any agricultural land, park land, hazard land, greenbelt land, wetlands, wooded areas, etc. Doing so only highlights poor planning and uncreative thinking, and screws over the people who follow us. There are areas in London Ontario where I used to live that were too focused on low-density housing such that it cost both the city AND the homeowners a fortune to provide utility services and even upper-middle-class folks are being completely priced out of areas due to short-sighted past city planners and even shorter-sighted developers. Just because people want it now, doesn't mean it's the right call for the people who come after us.
- I feel there should be an even better option other than just these two, given the current climate crisis.
- We need to better maximize brownfield and unused surplus properties before even considering a dig into rural or conservation areas. Failure to do so erases what makes us special. More mixed-use zoning, less single use residential zoning and SFD since that does not increase vibrancy, only sprawl and dependency on cars.
- Intensification is preferred because it reduces the need for commuting and facilitates walking and biking. Also preserves land for other use than housing. Build up, not wide.

- AVOID URBAN SPRAWL!!! NO DEVELOPMENT IN GREENBELT!! SECURE THE BIODIVERSITY!
- Firm urban boundaries. Elfrida is prime agricultural land. Leave it as such. Plan for food security, we are top shelf agricultural gold mine for our whole country. We should be prioritizing agricultural and natural environment for generations to come.
- Expanding outwards will permanently rob us of green space, farmland. We need to build up the missing middle. Reinforce the density of the city and ensure that we are keeping in mind the affordability and the people who already live here.
- You should have a target for greater than 60% intensification. the above two options are purposefully limiting what residents can decide upon. How about being more ambitious and declare NO urban expansion into whitefields!!
- Building inbound and/or forming small communities so everything is within reach and good public transportation with safe bike lanes connecting these communities.
- There are several areas of unused pavement and/or unused buildings that can be appropriated for building new residences.

Question 7: What are other considerations related to climate change in the planning of new communities that should be prioritized?



- None. This is something not within our control.
- Large parks.
- Grey water systems.
- Increase the urban forest by Revising the building to lot ration in suburbs to 60% Land /40% building.
- Establish a minimum size for all dwellings of 1000 sq/ft including Condos.
- Keeping greenspace.
- All new buildings should be net-zero or net-negative with respect to greenhouse gas emissions, including embedded emissions in the building and emissions from construction of the building and its operation.
- Nothing.
- Making sure communities are built with Smart Growth principles in mind. Complete communities where people do not need to get into a car to access what they need.
- Ecosystem balance, and wildlife considerations, alternative transportation routes, and charging ports for electrical vehicles.
- Green space, availability of trails connecting with other trails and parks through communities to facilitate biking/walking to work, and transportation networks that take major polluting car arteries (highways and bypasses) outside the core of residential communities.
- Dealing with runoff onsite, building larger condos units to allow for larger families.
- Complete communities make a lot of sense in Hamilton, as being able to do everything (work, school, entertainment) is attractive to a lot of people. Furthermore, reducing car traffic should be a major goal of the city. LRT or no LRT, we need to fix these transportation problems.
- Before proceeding with any plan, the city should evaluate current soil, water, air conditions and proceed using a capability/suitability matrix. The city is where it is because it so rich with green assets, but we are so close to losing it all because we take it for granted and assign no dollar value to it. What is the dollar value of the tree cover? What is the dollar value of the rich clay soils? What is the dollar value of the view over the escarpment? What is the dollar value of the headwaters feeding Lake Ontario and Lake Erie? I read and listen to the term "Land Needs" but has anyone asked the question, "What does the land need?"
- I cannot over emphasize the priority that safe water supply plays in future growth of cities. Humanity depends on it. In the Great Lakes area, we have been lulled into a complacency because of ample supply. Yet lake water quality is already comprised due to algal bloom toxicity, road salt and CSOs.
- Electric transit
- Roads, parking, cars emissions/need lots of trees and green space, build up.
- Please see above. Planning should not be around the ease of travel only by automobile. A lot of people moving out of Toronto don't even own cars.
- Treed walkways & solar panelled street lighting are visible things that should be included. The pathways for bikes and pedestrians should be required for all new communities to access each other.

- A community where you can live, work and play. Alternative transit connections--safe route to walk, bike, jog etc.
- Forests not only retain carbon but create cooler air and trap water....have a dense urban canopy. It would be nice to increase permeability in sidewalks, driveways somehow so water filtration into the ground is increased.
- Minimum net-zero building standards. More building inspections to ensure quality building envelope. Adopting passivehaus for new city building and renovations.
- Solar + wind. With the amount of wind coming off that Lake I can't believe we aren't utilizing it.
- LEED's material use. Solar panels. Central parking areas and less road space. Smart bicycle and walking paths to connect to parking lots and transit.
- Educating and informing the public on the ideas the city has. While students of geography such as myself understand the concepts in this survey, I feel that many citizens may be unfamiliar with concepts such as carbon sequestration and mixed-use development. Please continue to have surveys such as this one in the future. The public needs to be involved with the decisions being made, and they can play their role more effectively if they understand what they actually care about.
- Walkable communities will allow for less use of transit or private vehicles. This will reduce energy use, but also lower noises pollution.
- Insignificant. Adopt green practices because they are efficient and effective. Do not spend one dollar extra on anything remotely related to climate change while PEOPLE SLEEP IN TENTS OUTSIDE.
- Need space for farming so don't need to transport so much food in.
- Bike-ability (more bike lanes), leaving forests in place, don't destroy surrounding green spaces just to fit more ppl... long-term thinking over short term profits.
- **ensure** that native animal and plant species encroachment are considered with all new developments.
- Plant more trees. Add sustainable energy infrastructure for low-income neighbourhoods.
- Keep the rental bikes. MORE BIKE LANES!
- Ensuring city planning is done with goal of creating walkable communities. Jobs, grocery stores, pharmacies and parks should ideally be withing a 5 km radius of homes. And where not, transit should be easily accessible.
- The impact of development on climate change is directly linked to land use and density. We should be creating communities where there is existing transit and active transportation infrastructure, rather than creating additional growth at the periphery, focused on auto-dependent locations.
- More green space including trees.
- New communities should be built to higher sustainability standards and should include features such as grey water recycling.
- Beyond our actual built environment, . we, and future generations, will rely more than ever on the trails and parklands that surround Hamilton for recreation and also for health, Protection of our nearby natural environment and ensuring that citizens can access and use it easily, must be key considerations of intensification planning.

- New buildings should employ strategies to prevent bird strikes, which requires changes to building codes. Other cities are already doing this. Not only is climate change an issue but stress on wild birds and animals can be alleviated through thoughtful design of low impact liveable neighbourhoods, workplaces, and recreational spaces.
- Proximity to jobs.
- Sprawl eats up our farmland forcing us to import more food rather than grow it locally. We need to prioritize local agriculture and food sustainability. Importing food, we could be growing here increases our carbon footprint.
- Trees, gardens, storm drainage/sewers.
- Need to reduce roads for vehicles and include more walking/cycling connections.
- Eliminate hard surface parking lots and use permeable surfaces instead.
- Avoid large shopping malls with associated parking to free up land for housing.
- The city has indicated that we have a climate crisis. We need to get much more serious about changing our urban thinking and planning to reflect our response at all levels of planning. Perhaps we also need to think about the size of houses - do we really need more monster (Ancaster style) houses for smaller families??
- Plant more trees, incorporate urban green spaces and parks, rooftop vegetable gardens.
- Total lawn, green space should exceed both house, road, and sidewalk footage.
- Wastewater management to use existing structures where possible, and to prevent overflows into groundwater supplies. Walkable communities, local "downtown" areas.
- Public transit for downtown core, green energy for buildings
- Forested areas for recreation and trails for hiking and biking.
- Prioritize density, building energy efficiency, and transit access. Greenspace is not an efficient use of urban designated lands. Carbon sequestration efforts should be focused in rural areas, where they do not impact transportation distances and the ability to provide housing in a housing shortage in a land efficient manner. Perhaps instead focus on street trees and additional plantings in underutilized lands such as freeway shoulders, existing greenspaces that are underplanted, or unused municipal right of ways to encourage carbon sequestration without impacting development densities. Stormwater management techniques are important for managing a changing climate, but do not impact carbon emissions.
- 15-minute rule - access to work and play from home. Active transit encouraged (bikes, walk) as well as LRT, bus.
- Community gardens, bike paths, local stores.
- More greenspace.
- Sports, community centre, library complexes.
- Balance green development with phasing out reliance on fossil fuels. Almost all houses heated with natural gas. Bulk alternatives not available for a long time. Think!
- Sidewalks: backyards for kids to play in and adults to garden---stay away from factory farm development. they will become slums.
- Stop building high density condo site such as the sites along Garner Road in Ancaster
- consideration of access to food stores and green space for residents so they don't need to drive.

- I believe that effective yesterday all new buildings, condos, office towers, houses in Hamilton should include solar on the roof, geothermal, EV charging and whatever green technologies we currently have. Toronto mandated green roofs and she took heat for that... but they rose to the challenge and it has been successful. YOU NEED to be ambitious. Stop sprawl, Intensify wisely and with Green technology, reduce the need for cars and include bio swales and other passive measures. Make our city walkable and clean, with mixed housing and good public electric transport. Create designated green space, even gardens for people to grow food locally.
- Whether intensification is worth pursuing.
- Proximity of Employment Areas.
- Increased efforts to make the bayfront swimmable. It would be amazing :)
- Clean-up existing brown-field properties and other under-utilized industrial lands for added greenspace.
- Incorporate green building methods that exceed current OBC building code; capture energy "at source" (solar or wind energy capture from new buildings, used as required and stored if there is surplus); green roof tops.
- More pathways that can be used year-round. We can learn from many of our current hiking areas that have been affected by climate change and erosion due to improper use of materials or lack of managing the natural ones that are being affected by erratic weather conditions. For example, we have many natural conservation areas, but they are often inaccessible or dangerous to use from late autumn to early spring due to the "freeze/thaw" weather we have. More gravel needs to be put on the paths with improved drainage and swales to carry water off the paths.
- Design and management of storm water ponds and major controls (penalties) for failure to control and manage major storm water runoffs. Taxation on lands where there are excessive planned paved and other impervious surfaces.
- Missing middle- permitting buildings up to 6-7 storeys with large footprints, especially in urban areas and along lines of Higher order transit/ Permeable paving on residential streets and driveways and parking lots (when necessary)/ More trees (native) to replace those lost to higher residential density/ small stores and business located on ground floors/ offices and residences combined; separation of storm and sanitary sewers where possible;/ expectation of new buildings meeting 90% of passive standard (bearing in mind that most housed will not be south facing)/ planning for shared heating and shared renewable energy (windmills/solar/) within adjacent residential areas/ Where possible in new developments have streets radiating out from hubs so that more basic services are walkable/ allow for charging stations for vehicles in infrastructure/ in many shopping areas combine park like settings with well treed walkable courts instead of automobiles such as found in Vienna and Paris/ downtown, ground level housing should be used for residential/commercial and services combined in Mixed Use structures.
- Responsible carbon sequestration with appropriate native species. Responsible materials to promote water diversion.

- Do not cut into Prime Ag land and other areas of natural and scientific interest just to appease developers. Once it's gone, it's gone, and no amount of human ingenuity can replicate mother nature. Learn from the RHVP debacle. We need to focus on the missing middle and focus on preserving as much natural area as possible. Look at some areas of Etobicoke. They have a lot of 3 and 4 storey walk-ups, duplexes, triplexes, quadplexes and semis. Far more than Hamilton does. As well, the City needs to prioritize active transportation and public transit and require every development to make accommodations for it. Enforce tree planting and tree preservation policies (or create them if they fail to exist). Offer incentives to developers who do build any of the types of dwellings I mention earlier in this paragraph.
- That all areas of future development take a good hard look around the area to make sure of the impact it may cause...never just the footprint of the actual development but all the land that surrounds it and its future.
- Disallow "monster houses" "McMansions".
- Make walkable /bikeable communities re: schools, groceries, jobs.
- A proper balance and transition between residential and other developments (commercial/ industrial), adding adequate buffers in place.
- Renewable energy more greenspace.
- Electrify transit and in new areas currently without transit start with a system "on-call"/"scheduled ride" transit system and move to electric once use of "on-call" system is no longer financially feasible.
- That any additional roads and motor vehicle trips are a planning failure. We know transportation is a major CO2 emitter, regardless of EV development. We have more roads and cars than our environment can support.
- Leaving as much open land open space as it is or even better, focus on replenishing it so that it can restore natural habitat, edible food production sites on privately and publicly owned land.
- Home businesses, granny flats, encouraged dogs not.
- Inclusion of parkland and community garden spaces - not schoolyards - actual park land with trees, bushes, and other habitats for our native wildlife.
- Design that elevates the city to international levels of excellence. There is a way to combine and celebrate new technologies.
- Long-term sustainability: will these new communities be able to pay for their servicing in the long term?
- Protection and accommodation of wildlife e.g., wildlife corridors.
- Urban farming should be incorporated into the planning of the entire urban community, including vertical farming in under-used industrial areas, and green-roof farming.
- Minimizing greenfield usage--i.e., limiting expansion of city boundaries to existing.
- Accommodate expected surge in rainfall intensity and flooding by building appropriate stormwater culverts and retention facilities.
- Maximize local energy production/efficiency by requiring new builds to incorporate rooftop solar installation, geothermal heating where possible, and the highest insulation standards.
- CONNECTIVITY of greenspace for carbon sequestration and a STRONG FOCUS on NATIVE SPECIES PLANTING AND CONSERVATION.
- Due to the climate crisis there has to be an urgent need to freeze the urban boundary, we cannot let the boundary expand into rural Hamilton.

- Bike and pedestrian friendly street design (i.e., trees, bike lanes), low impact development techniques implemented at the property level (rain gardens, swales, and native plantings)
- No traditional single-family dwellings or monster homes. three story walk-ups, first floor is mixed use or commercial space. common shared greenspaces. creation of secondary units for existing subdivisions.
- Public transit access. Bike lanes. Parcs. Green roofs.
- Local food production from regenerative sources, ensure space for biodiversity to thrive, multi- family housing, ECO VILLAGE models!! Ensure social equity and avoid gentrification. Social justice is closely linked with combating climate disaster.
- Southern exposure roof lines for solar panels for new builds. Pedestrian, urban canopy and cycle centric planning. No development on or near wetlands. Intensification in urban areas along key transit like Brampton is doing.
- Affordability, and sustainability. We know there is a housing crisis in this city, and what we plan to do with the land will impact the under or unhoused in this city. They should be included in these plans; what eco friendly, sustainable changes are we making as a city to house the homeless?
- Walkable ,sustainable communities with close transit must be the goal. mixed type housing. condos up to max heights of 20 stories and shops below. re-imaging how existing shopping malls like Limeridge can be re-purposed (into condos, LTC homes, Senior residents with shops.) and indoor village.
- Redesign main corridors like Upper James, Upp Wentworth, etc. to be have more intensification. We have historically been using our land so inefficiently. single homes vs shops below and living spaces above. Just look to towns in Europe on they have built their cities. It's shameful how wasteful North America has designed their cities.
- Consider rebuilding the grey zones to have an ecological transformation of the city. A priority not to consider would be tall buildings close together, block the sunshine not able to grow anything green on walls nor on the streets and creates cold dark spaces.
- Bike lanes and walking paths.

Question 8: Do you have any comments about future land need for Employment Areas until 2051?



- It would be amazing to turn John A MacDonald school into a tech hub and try to land Google or similar company to build a campus in the old school.
- Corporate culture dictates that both customers and competitors like to be located together. Therefore, size matters. Many offices in one location. Etc.
- We need to think about co-location for remote workforce's wherever possible to reduce commute pollution and use land efficiently. This will also differentiate Hamilton as a city with work-life balance options.
- Hamilton has a large industrial base, but it also has a growth in other industries. COVID-19 has seen a flight of people from high density housing. A generation has discovered that they need more home space for work and recreation. Make sure your plans account for the need for more living space. Don't let developers build sub 1000 sq ft residential as work from home is going to be central in many peoples lives.
- Don't shift land designated as an employment area into designation for residential development.
- Open everything up for development.
- We should be looking at better utilizing what we have and how we can repurpose it and revitalize it to accommodate needs for today. (e.g., Listerblock, Royal Connaught, etc.).
- Consider employment areas to minimise/reduce commutes via car.
- I am perfectly fine with Hamilton growing its boundaries (here we come Burlington), but we need to make wise use of the space. Hamilton, Ontario, and Canada should be global leaders in green technology (whether R&D, construction, etc.). We have several advantages in this area, most importantly, available land. We can also position ourselves as a major transportation hub as well. We have a port, airport, several major highways, and rail yards so let's leverage these while we can (we need to connect John C. Munro and the city though). Furthermore, lets build up not out when it comes to residential spaces.
- I would like to see more thought given to how we can encourage employment in the "green industries" within a new "green city". Lived my entire life in the city and love it. But am really disappointed in the city leaders who have glazed over our richest assets and taken the short-term approach to getting re-elected. This is a great time to take a bold step and recalibrate the city so that future generations can live long healthy and happy lives. We need visionaries at the helm at this stage, so here's hoping they're there.
- Keep Airport lands away from housing for multiple reasons: noise, toxic fumes of airplane fuel and de-icers to name just two.
- Don't sacrifice greenbelt space.
- Some thought should be given the up coming autonomous vehicles that will be online , and the effect this will have public transit. How much transit will no longer be needed , Also the development of roads in new urban areas to allow autonomous vehicles enter and leave expeditiously .
- Revitalize existing urban spaces now, build up.

- The surplus of employment lands should be designated for community areas. The abundance of whitebelt greenfield lands designated for industrial use takes away from much needed land for community growth, specifically in the AEGD, where community areas exist along Twenty Road West. More importance should be placed on the intensification and development in major office and employment areas, rather than greenfield areas.
- Make sure space is appropriate to not disturb local living around it, but also make sure employable lands are available especially for daily needs to reduce environmental impact. Include infrastructure for charging new electric vehicles.
- Being able to access work via bus is critical, especially if they are retail or other low wage work where cars are not accessible financially. Green spaces around employers should be required, not just concrete parking lots and concrete buildings. Natural spaces help workers with mental health which is critical to a good quality of living for Hamiltonians.
- Be aware of air, noise, light pollution and don't have industries that will contaminate our air. It is really awful how stinky Hamilton is and for those of us who have to endure it because we are in the path of these emissions. Remember that we get temperature inversions that trap smog. Think of Mexico City and don't have become like that. I know we don't have two stoke engines that cause the kinds of pollution but plan for a city of clean air because if you don't, polluted cities are awful.
- More mixed use, less high-rises, more 4 or 5 story multi-use building. Remove requirement for minimum number of parking spaces!
- This could be the most beautiful city in Ontario. Green should be the goal. Train now and Create jobs.
- Hamilton has an oversupply which unfortunately does not fit in with current employment growth corridors.
- Given that many people have been able to work remotely during this pandemic, I hope that the City will continue to encourage companies to allow their employees to work remotely even after the pandemic.
- If less people need to move around, then it will be easier for those who do need to move around.
- Converting brown lands to office and community space will facilitate growth.
- I assume you have factored in distribution patterns across the entire city with a focus on existing/downtown areas which is fair.
- Don't sell our lands to the highest bidder. leaving spaces undeveloped for the community to enjoy is priceless.
- Take back the waterfront.
- Business parks are great, but often feel really flat and disconnected from the rest of the city. While primary designation should be for business, it feels like these could be built up into mixed used areas, with condo housing on top of the businesses and more "attraction" type business like coffee shops to make these areas feel inviting. Otherwise, they often become spots you drive to and leave as soon as possible. If we are running out of rural land, could the city's official plan expand this land use designation?
- Employment Areas should focus on their integration with the existing community by requiring active transportation and transit connections to reduce automobile dependence and create employment that is accessible by all income levels, including communities that cannot afford an automobile.

- The city should revisit planning that completely removes employment centres from residential development, and aim to foster more complete, more walkable communities.
- Employment lands must be as close to residential areas as is feasible and definitely made accessible by public transit.
- Any expansion of city land boundaries should be served fully by transit, should consist of complete streets and communities modelled after the '15-minute city,' and should heavily discourage the use of automobiles in favour of active transportation. Also please stop building single family homes.
- Designated areas must be respected (i.e., heritage areas, "quaint" areas), parks, green areas with benches, trees!!! People need space to breath and walk. Garbage is a factor - more intensification means more garbage on the streets. Traffic will be a huge issue as well as available parking and parking for all the units being built. Cars obliterate the "green" on new residential streets.
- We must ensure that there is enough farmland around Hamilton to ensure that we can provide our own food needs. Climate change will shift our whole way of living!
- Keep factory's (and housing) off best farmland in country. Lower escarpment fruit belt. Not just current unregulated green belt area.
- Some of this land could be re=purposed for residential land.
- Further investigation of intensifying employment uses is required. Investigate reducing minimum parking standards, setback, and landscape area requirements, encourage multi-storey industrial developments, etc. to increase densities and reduce the land needs. Also encourage certain employment types through intensification, such as office. Perhaps incentives for offices to locate downtown. L3 Wescam in Waterdown is a huge employment gain for the city however uses a large amount of land for a mostly office-based use for example.
- Build up, use those old industrial sites.
- Current and future homes close to employment areas need to have reduction in noise and emissions from factories.
- High-tech
- I'm not well versed with this; however, transit and proximity are all factors. The world of work is changing these days.
- Expand the Ancaster employment land south to Book Road.
- I believe that the AEGD is too large. Once again it is swallowing up prime agricultural land around Hamilton Airport. This airport was slated to grow but that seems to have not taken place and instead now we have Business Parks set to pave over farmland all along Garner Road.
- <https://www.collierscanada.com/en-ca/properties/4036-industrial-park-hamiltons-premier-industrial-address/can-380-400-garner-road-ancaster-on-ontario-canada/can2006140>
- I believe that the AEGD boundary was set around 2015 and I would argue that we have, since that time, grown immensely in our understanding of the Climate Crisis and its impending implications if we do not act now. Paving over Prime Ag land for business parks when there are gray lands available is irresponsible of us and based on information, we had six years ago before the IPCC report was made public. We have only 9 years till 2030. I suggest we limit further the size of the AEGD.
- <https://insideclimatenews.org/news/27082019/12-years-climate-change-explained-ipcc-science-solutions/>

- Let's find a way to create mixed use lands in the Industrial Sectors. Throw in a park or two!
- There should be no vacant commercial properties/run-down areas of the city before any new green-field or "white-field" development is approved. The City needs to encourage the maintenance and upkeep of existing buildings and infrastructure ahead of spending money to make new developments.
- More opportunities for "work/live" zoning for housing; office "sharing" facilities within a development that can be booked for specified time slots, e.g., an hour, 3 hours, etc. including I.T. facilities/support, shared/bookable meeting facilities, etc.
- With the growing expectation that remote work may become very normalized after the pandemic, is this even a great concern?
- Where possible Urban employment lands should be reused such as in warehouses and buildings in the downtown, north end that are abandoned or that can be repurposed.
- None of concern.
- Employment areas that do not involve manufacturing or warehousing should be concentrated in the downtown core.
- Just make sure that the GREENBELT is never disturbed...it was established for a reason.
- Having a slight surplus is welcome news. All must be done to reduce traffic and commute gridlock so we hope having sufficient employment areas will help address this problem.
- Whatever plan is finalized should always consider the surrounding areas ensuring developments flow well and boundaries are transitioned properly.
- Transit friendly and walking friendly.
- Think green. Build green houses, invest in vertical growing; invest tax dollars in new public "common ground" where food can be grown and sold; be innovative in creating real; public-private opportunities for new types of employment in local agriculture.
- While reassuring we have enough, what is the cost of servicing the suburban parks? Traffic and utility burden would be contained if we rebuilt all of the industrial lands, wouldn't they?
- We must build existing capacity within the limits we currently occupy. Our greater focus should be to make sure that all open land is used to improve climate issues, or we won't be able to support a larger population or even the existing population.
- Do not convert to housing uses.
- The development along Rymal road by Nebo has created a disaster for anyone travelling that route, we have available zoned industrial land and giant parking lots near Burlington Street, negotiate purchase/use of that land which is already used for that purpose.
- Incentivize small start-ups to occupy our commercial spaces within the core and suburban locations. We have a large technical qualified workforce from our local university and colleges.
- Hamilton's waterfront and industrial end (including James St. North and associated downtown neighborhoods) are full of employment lands opportunity and should not be moved to the edges of the city.
- Looks like employment accommodation will be met, but as mentioned above, due to the type of developments occurring at MIP and its proximity to downtown, I think it would benefit the city to include residential in the WHID to really help facilitate and grow a world-class mixed-use community.
- Clean up what we have all along Burlington Street and surrounding areas.

- Employment areas should focus on infill, be based on a nodal structure incorporating residential, commercial, and industrial usage, and accommodate internet-intensive employment.
- Make sure have proper infrastructure such as roads, parking, transit.
- Does it efficiently and effectively, you don't need to keep expanding?
- Mixed use spaces wherever possible to minimize commute. intensification not sprawl. use up brownfield.
- Prioritize reuse of existing, abandoned land where contamination for living would be an issue but not for industrial use. Redeploy industrial land to which people can easily have access by bike, walking or public transit for work.
- JUST AND GREEN TRANSITION!! New ways to think employment to ensure we not just attract tax avoiders (Amazon, Walmart etc.) but build good employers that can support living wages, pay municipal taxes, and lower carbon impact. The way the city is currently developing industrial areas is destructive, disconnected from public transit and many industries are polluting WATER and AIR with no ramifications.
- Its time to set higher standards for industrial employers in Hamilton.
- Have you considered the work-from-home trend? Many people moving into Hamilton from the GTA are bringing their jobs to their new homes. The amount of land needed to accommodate employment may be lower than expected.
- Don't use agricultural lands for other purposes.
- Thinking green will be key for Hamilton, especially with such a large industrial section not far away. We need to also keep community in mind and protect our disabled, and at-risk citizens.
- Bring green energy companies to Hamilton's brown fields. this is where there will growth!
- More spaces available that are affordable for people to work from their own City instead of traveling out of town .

Question 9: Do you have other comments about the City's initial determination of community and employment land need until 2051?



- They don't call us "The Ambitious City" for nothing. Let's go big!
- Sounds terrible. People prefer detached homes. Their own space and a place to park. This is proven by real estate prices. This proposal is an overall downgrade of our quality of life. Our children will have less.
- We need to take the problem of urban sprawl seriously. I live on a lot 30 feet by 100 feet, which is more than satisfactory. There are a lot of single-family dwellings in my neighbourhood (Westdale) that are currently rented out to groups of unrelated people by absentee landlords. More appropriate accommodation for these renters in apartment buildings on the main streets could free up a lot of accommodation for families with children in a very desirable part of the city--a true 15-minute neighbourhood.
- Open the greenbelt where it currently sits. Move it south of Binbrook where there are millions of hectares of land. Don't sandwich dairy farms etc. in the middle of thousands of homes and open yourself up to complaints of the smell from city folk.
- Preserve green space, create complete communities that foster and build a sense of uniqueness and community.
- Nope! I know these ideas are ambitious and that the Mayor could probably win another election by pitching back to basics (wastewater treatment, road maintenance, etc.) but we are talking 30 years here!
- I think you're all doing a great job and I thank you for this work. Please take the time to hear me out on the above and if there's anything I can do to help, please let me know - I'm here to help. Let's all get it right this time around.
- You can do better.
- Put the health of citizens first.
- Please have a plan that is comprehensive, and yet flexible where needed. But, have the strength to stick with it, and not simply cave into commercial promises of tax monies when in the end they only stay as long as it is profitable.
- Taking direction from the Province's A Place to Grow document might be a given. However, abiding by the Treaties is also a given. More time should be allocated and more effort in relationship building should be allocated. We teach our children that we are on Mississauga & Haudenosaunee land, that this relationship must be considered primary in all our endeavours. Yet this same lesson is absent from the City's offered plans to date. We are all Treaty People. This needs to be demonstrated.
- I think that those areas in the current urban boundary and connected to transit should be prioritized for low, mid to high rise and alternative intensification especially around the BRT and GO. I also think that there is room to commit to semi and single detached homes especially in Elfrida and Binbrook area to allow for mixed growth so that citizens have options. I like the SMART community proposed at Clappison Corners and I like the identification of neighbourhoods the City of Burlington created for the downtown to allow SMART growth (Lakeshore to top of Brant St.).
- Rich developers have determined land use in Hamilton for far too long. Back scratching deals with councillors and developers must end. Car free mixed-use neighbourhoods should be explored.

- With City infrastructure spending and backlog of keeping up existing infrastructure, especially with plans to intensify current subdivisions. I do not see any need to add suburbs and extend city boundaries. The negatives far outweigh the benefits. Especially if compare to Cities on comparable growth curves. Somehow this vision seems to rely too much on if you build it, they will come.
- I think the City should hold on to progressive values, regardless of the projected population growth. If the City does not have enough single detached homes for all the people who want single detached homes, then so be it. I may be wrong for thinking this, but I want to see Hamilton become a "nice" city. Thank you again for doing this survey.
- Hamilton has a wonderful sense of community and a rich history. Its growth should highlight these core strengths and not just use them in marketing copy. Enhancing and preserving our history and communities through land use policy will make for a healthy and vibrant growth.
- If this work does not factor in a PLAN IN WRITING to develop affordable rental housing that will solve the imminent crisis, then you need to start over. Rezoning employment lands, if necessary, has to be on the table if necessary or you are not doing your jobs holistically as City staff.
- Please don't base all future plans on financial answers. The City needs to also recognize people need green spaces/forests & undeveloped areas. Don't expand just for the sake of expanding.
- Ensure that the provincial government has changed regulations to ensure that derelict properties in areas like Kenilworth, Main, King , downtown etc. can be easily expropriated so that some beautification can start to happen with the new urban development plans. Without that ability, how can you provide the appropriate urban density in the City of Hamilton.
- Take back our waterfront.
- Just that it would be great to get some visuals of what the various density percentages would look like. Are there proposed maps available for residents to view?
- I feel that right now and in the past developers have been driving the bus. We need to take the development out of the hands of the developers and into the hands of reliable people who are held accountable to the taxpayers.
- Just concern about the aesthetics of much of the new construction in this city. We can see the economic benefit derived from preserving historic streetscapes and existing neighbourhoods. It is important to preserve and enhance these characterful parts of the city.
- The premise that we need to extend the urban boundary to accommodate growth is self-defeating. Staff and council should prioritize the growth and intensification strategies that will focus growth in already built areas. Increasing sprawl while Hamilton's infrastructure deficit balloons further every year is like telling someone in a hole to "dip up, stupid."
- Would be nice to see reuse of Hamilton's built heritage.
- Please focus on densification of existing neighbourhoods and updating existing infrastructure especially in the lower city before pushing any kind of expansion.
- We need to examine more closely HOW people will move between their residences, their workplaces, and their shopping areas. How can that be accomplished without a dependence on individual cars?

- I think you have not seemed to consider the real need to prevent the further taking up of prime agricultural land and turning it into housing. And we need to ensure that housing lots are used, not for monster houses, but sensible smaller houses.
- Investigate ways to ensure intensification targets are met. 60% targets can be achieved if they way intensification occurs changes from today. Things like opening up zoning permissions in residential neighbourhoods such as encouraging severances, laneway suites, and garden suites, or pre-zoning areas for intensification.
- Communities that encourage walking and cycling to school, work, and play. We need to keep what greenspace and agriculture we have. It will become even more important as population increases to have food production and big conservation areas nearby.
- Develop excellent playgrounds for children and community centres for everyone to promote social connectivity.
- We only have prime agricultural land in southern Ontario, and it should be more valued than suburban sprawl.
- Keep as much green space, trails community centres as possible. Build 1 story large condos. Hasn't Japan already done this?
- Remove transparency barriers and optical bias in favour of developers vs taxpayers.
- Expand the urban boundary along Garner Road West in Ancaster between Shavers Road and Fiddlers Green to Book Road as a minimum. It does not make sense to leave this area of land as farmland/greenbelt land when there is high density residential to the north of Garner Road and Employment land to the west of Shavers and east of Fiddlers. This block of land was originally white belt until the Province and the City of Hamilton converted it to greenbelt land for no logical reason. The block of land south of Garner Road West is ideal for residential purposes.
- We need to be bold and ambitious and break speed records if we are to house everyone, have enough green space, electrify everything, and save ourselves by avoiding an increase of more than 1.5C in only nine years. Please run fast and break things. Stop sprawl and rebuild our city from the inside out.
- Thank you for the opportunity to comment.
- Its unfortunate climate change considerations were not included. Also, the "missing middle" should be considered.
- You guys have a tough job ahead of you. I appreciate your care for this city and the work that you do. May God bless you in your efforts!
- Height restrictions along corridors and transit hubs should be increased to encourage higher-density buildings where they can best be accommodated - density should not be restricted by rules from decades past.
- I have made many comments above, especially in Item 2 and 8 above (please refer to them).
- I am, thrilled that the city is incorporating a climate lens and plans for greater density where people can live where they work and play. We will have a much for vibrant city. One that I would prefer to live in in 20 or 30 years. Unfortunately, being a baby boomer, I do not expect to have more than 20-25 years.
- Keep studying as we all know that the needs change daily, and the WANTS should never outweigh the NEEDS. Stay true to what is really necessary and thank you for including us, the citizens of this, the present City of Hamilton. Cheers.
- I hope to receive further updates in general.

- I would like to know more about land use for renewable energy e.g., wind and solar. I didn't ask during the presentation. THANK YOU!
- Based on the reports and needs assessment, the vacant lands on Twenty Rd. W. (formerly Glanaster Golf Course), should be designated residential, acting as a buffer with a gradual phase into any Airport commercial/industrial developments. These lands would be better serviced as residential as they are not needed for employment or airport growth and development.
- Transit and walking friendly.
- Think long term. Think legacy. Don't sell out our beautiful city.
- Allow zero hectares of white belt lands to be developed. It is a waste of precious resources. Any argument in favour of developing is based on flawed assumptions and planning traditions best abandoned.
- Include community sustainability and self-sufficiency in the plan. How can we support more people until we can support the existing population? Build in our local supports first and then look to accommodation i.e., where should we be growing food locally instead of using that land to build?
- Go slow.
- You assume growth will remain possible. Not even to 2030. AND no climate impact test to reduce emissions 6%/year minimum to achieve target emissions in 2030 (50%reduction) and 2050 net zero.
- With the change towards working remotely and not occupying office space, buildings should be restricted to the size of the surrounding area. Heritage Green is a good example, the newer offices in that area fit well with the height of the buildings near them.
- While we grow the city, more attention/respect should be dedicated to optimizing Hamilton/Stoney Creek natural landscapes for public use. Areas near Lakefronts, forests, creeks, the escarpment (above or below) should not be slated for any housing and large commercial development. There should be a significant buffer of land around those natural areas.
- Understating the FUTURE demographics of the city will be imperative. Stacked townhomes and back-to-back units are NOT suitable for families with children and an aging population. Both adults and children require outdoor space like front and backyards, the pandemic alone has highlighted this need even more.
- Aging residents that wish to remain independent will require homes that are designed with less stairs, not stacked townhomes and not necessarily apartments, whilst being close to amenities like grocery, hardware, and pharma.
- This assessment is clearly motivated by short term investment through developers. it does not consider wholistic development of the city and reinvesting in existing infrastructure that needs to be replaced. This plan (and the developments that would result from it) do not give back to the community in a long-term sustainable way and erode the borders that exist to protect the separation between rural and sub-urban. If the city anticipated 200,000 more people, then the core should be the focus and everything that comes with that.
- Allow for secondary dwellings that will promote multi-generational use and affordability in Ward 1 - Kirkendall.
- Please look at areas to develop or re-develop within the current urban boundary. Keep our farmland as farmland please.

- Look at the aging demographics. You have 3 over 55 communities out here off Twenty Road. To think anyone would put commercial warehousing next to us seems unfair. These complexes have been here for close to 30 years in some cases. In the adjacent lands on the south of Twenty embrace our communities with residential and green space. We have a plethora of active seniors that walk Twenty Road please be mindful.
- Are there any reports available regarding existing municipal services i.e., storm and sanitary sewers, and water supply in the within the existing urban boundaries that address the remaining serviceability of these services, and the timeline and cost to upgrade? If available, how does this information inform the proposed intensification targets?
- The projected population increase is likely high, based on past projections. Regardless, any development should be incorporated into the existing city boundaries and/or built areas, with minimal expansion to greenfield areas.
- Hopscotching over existing Greenbelts should be avoided by expanding the Greenbelt area to minimize adjacent urban encroachment--i.e., the principals of infill and densification should apply to all provincial urban areas.
- Don't let deep pocket builders detect what they want(more profits) in the planning stages. The city needs to take ownership and plan properly and don't design very dense areas where the infrastructure cannot handle the increase density.
- The next decade is key if we are to have any hope for a climate resilient future. Outward growth will increase the carbon footprint, which is what cannot happen.
- Continue to engage your engaged communities in a meaningful way.
- Don't focus on developing at the extremities of the city like airport and Ancaster. There are many sites left under used in the core between Barton and the lake. That part of the city needs to be rejuvenated.
- I truly hope that the City has the courage to take on this challenge it is to ensure life for the next many generations. The City declared a Climate Emergency almost two years ago but has done absolutely NOTHING that reflects the fact that we are in a crisis. We can't even house our homeless-but choose to violently remove them and their belongings and let them fend for themselves. We have very little to be proud of at the moment as a city, with sewage water constantly leaking into our natural habitats-once the most biodiverse in the country but now struggling because of our mismanaged urban sprawl and polluting industries. It is time for the City to shape up, learn from the original people of this land and become proper stewards of this land, to ensure that our children have a future in this city!!
- Residents wanting to live in a single home, or a bigger townhouse should pay a significant premium in taxes for it, as their choice affects the community. These taxes should be put into work to enhance public transportation, guarantee enough services are available in the new developed areas, and offset climate change impact.
- Respect Climate Emergency.
- Build the LRT, bring better transit links to the existing suburbs. Stop building outward. The inner city is subsidizing the suburbs and we can't sustain it as seen by our poor infrastructure that is resembling a third world country in some parts of the city. All design needs to have the marginalized in mind. Build for them and the whole city wins!!
- Implementing more co-op business. Hamilton has made great decisions and has accomplished great projects moving towards helping the climate, I think just like having an ambitious growth, we need an ambitious decision making in everyday for the climate.
- Make business parks build up, not out. The amount of concrete being poured in areas that used to be natural land is creating a terrible landscape.



Public and Stakeholder Engagement Round 3

Appendix D:

Summary of Questions, Letters and Social Media Posts

Questions submitted in advance January 18, 2021 virtual public webinar



1. Slightly west of the intersection of Golf Club Rd and Hendershot Rd (Southside, greenbelt), across from the southeastern boundary of one of the large lands slated for development. - what is the timeline for developing this area? When would they install water and wastewater infrastructure along golf club road? If our well does dry up, what then? Who pays for a solution, us or City? Will it be a cistern or connection to City water?
2. "How do the plans reflect the teaching that, 'We are All Treaty People' and demonstrate adequate respect for the Dish With One Spoon Treaty Wampum that is reference daily in our public schools?
3. Do we know what potential exists for intensification within the existing urban boundary, for example by development of the "Missing Middle" we have started hearing about? Do we know what incentives and disincentives exist for intensification within the current urban boundary, and how we might create more incentives? 2. Have changes in population characteristics been considered in preparing this LNA, specifically the fact that baby boomers have begun to divest themselves of their single family detached homes, and are looking for other forms of housing? History shows us that it will take about 15 years for this bubble to move through, with an increased availability of detached homes during this time.

Questions submitted in advance January 20, 2021 virtual public webinar

1. What has to happen for the City to adopt the "increased targets" or "ambitious density" in its planning. Can Council mandate use of these targets and require new developments to adhere to them?
2. What incentives and initiatives has the City been pursuing to encourage more intensification in the urban area?
3. Will water servicing be available for rural properties on the boundary of the expansion areas? Will the road cross-sections of the urban-rural boundary be upgraded on both sides of the road to include sidewalks?
4. How have population and demographic information been taken into consideration in the calculation of Community Area Land Need? Particularly, the aging of baby boomers and the implications for housing supply.
5. How is the City engaging in meaningful consultation with the local indigenous community through this planning work?
6. How is the Land Needs assessment taking into account the Community Energy and Environment "low carbon modelling" which would change some of the assumptions contained in the "Business as Planned" assumptions. I am referring to the data presented in the June 15 CEEP Advisory Committee presentation by SSG

Summary of e-mail correspondence received by the project team during the consultation period.



January 19, 2021

- Would like to consider an intensification rate of 81%, as part of achieving a 0 ha of new community land area need.
- Emphasis on intensification with no greenfield development
- Highlights importance of complete community features (mix of housing, green space, green design, mix use, proximity of services/shopping/employment)
- <https://www.weforum.org/agenda/2020/07/tiny-urban-forests-miyawaki-biodiversity-carbon-capture/>
- <https://www.brooklyn.energy/>
- <https://insideclimatenews.org/news/27082019/12-years-climate-change-explained-ipcc-science-solutions/>

January 20, 2021

- Concern raised regarding timing of recommendations to Council in March or early April; concern that this is not enough time to fully consult with the CEEP consultations.
- Concern that recommendations regarding expansion of city boundaries must be made in consideration with LNA decision.
- Request to delay.
- Would like to see the 81% intensification, “no urban boundary expansion” option considered.

January 20, 2021

- Owns, with her sister, 10 acres on north east corner of airport road and Upper James.
- Concern that development cannot take place on her land, while other land closer to airport is being developed.

January 20, 2021

- Would like some clarity on timing of phasing options being presented to GI Committee.

January 21, 2021

- Question on what extent Lands Needs planning staff is collaborating with CEEP staff.
- Would like to see highest level of intensification, concerns regarding impact of future development on climate change.
- Would like to see the 0 h growth as an option.
- Could you please let me know to what extent GRIDS2 is collaborating at this time with CEEP?
- Can you please add 0 h growth as an option to get a true sense of what people want and allow people to go back and alter their answer if needed?

January 22, 2021

- Preferred scenario is the Ambitious Density Scenario
- Comments: to help make Hamilton “cleaner and greener by reducing need for urban expansion
- Climate change, complete communities, and transit accessibility top three factors
- More lots with smaller frontages
- Even mix of street townhouses and stacked/back-to-back units
- Ranking for priorities: 5) Green Building design, 4) Alternative/renewable energy planning, 3) Transit connection, 2) Greenspace, 1) low impact development techniques for stormwater management
- Other priorities: Higher densities help to promote the growth of public transit and reduce the greenhouse gas emissions that are driving climate change.
- I’m pleased that the city has a small surplus of employment area land and does not need to add new employment land. Corporations should be encouraged to promote employment that’s consistent with mitigating the effects of climate change, as urged by the city’s Climate Change Task Force
- There is growing public support for environmentally sustainable planning that promotes healthier, more attractive communities, and reduces the pressure for urban sprawl and leapfrog development...The city should plan for low impact development as much as possible.

January 25, 2021

- Owners of property at the northeast corner of upper James street are trying to understand why this property isn’t being rezoned, as it is difficult to find a buyer with the current status.
- Why would the city of Hamilton choose this path? Is there anything we can do to change this? We don’t have the resources to pay 250 thousand dollars to amend a bylaw”.

January 29, 2021

- Participated in Virtual Information Meetings on January 18th and 20th 2021.
- In support Growth Plan Minimum (50% intensification) and Increased Targets (55% intensification) “as both scenarios represent reasonable growth targets that are in keeping with the Provinces’ market-based approach for land use planning”.
- Opinion that Elfrida continues to remain a logical and viable option to expand the City’s urban boundary to accommodate growth and development.

February 1, 2021

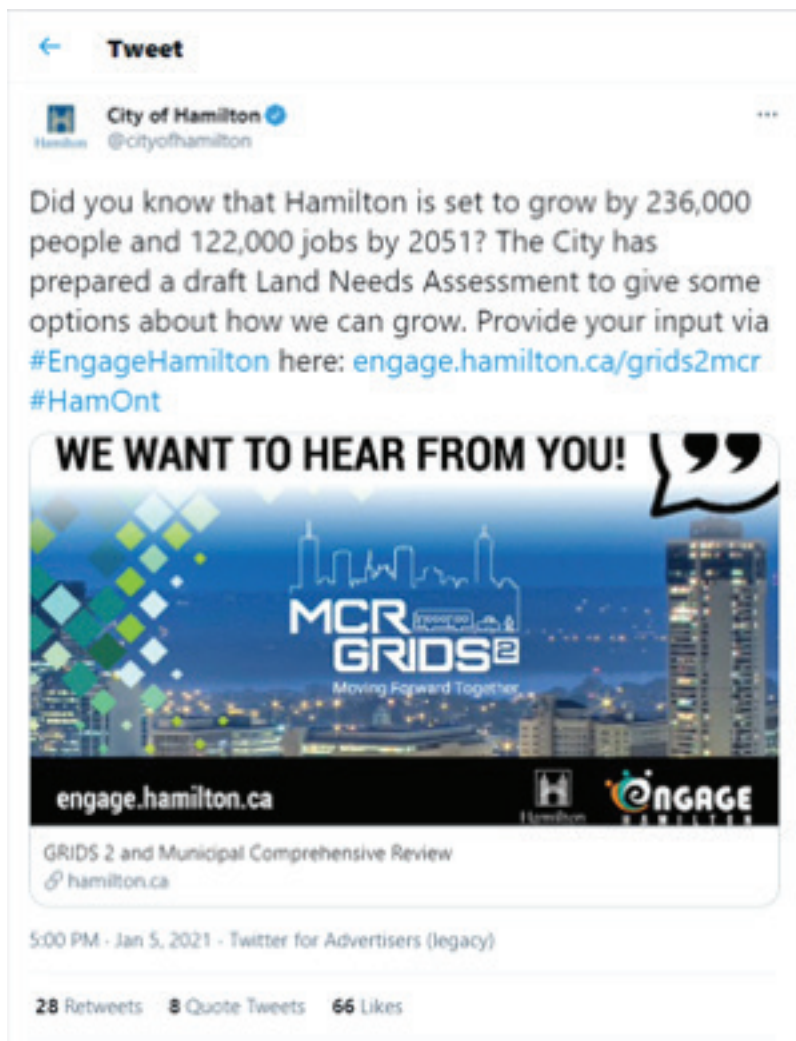
Thank you for the session re: Land Use Planning. I have a couple of questions about details:

1. Was “grey” land taken into account when calculating the number of hectares required for population growth (grey lands include parking lots of current commercial operations, such as Limeridge Mall, Eastgate Square and the lands along lower Centennial Highway)
2. The presentation included the number of people expected to move into the Hamilton area by 2051 but does not include the specific number of units that will be required to house the increased population. Please supply if available.

Twitter Comments:

Numerous people reposted and/or commented on the City's social media posts. In those comments, there was mention of a need for transit, protection of the Greenbelt, affordable housing, concern about the existing drinking water issues among First Nations and the long term nature of this exercise, and some skepticism about whether public input would be considered in decision making for this project.

- Jan 5, 2021: <https://twitter.com/cityofhamilton/status/1346549615915622400>
- Jan 5, 2021 (paid ad): <https://twitter.com/cityofhamilton/status/1346577212045021185>
- Jan 13, 2021: <https://twitter.com/cityofhamilton/status/1349375668040196098>
- Jan 16, 2021: <https://twitter.com/cityofhamilton/status/1350545623603433474>
- Jan 20, 2021: <https://twitter.com/cityofhamilton/status/1351968752452198403>



Instagram Comments:

- Jan 20, 2021: <https://www.instagram.com/p/CKRmYjFFNSP/?igshid=q4xxx7j4zk7w>
- Jan 5, 2021: <https://www.instagram.com/cityofhamilton/>
(Instagram story – no longer visible)

