



Public and Stakeholder Engagement  
Round 4  
Spring 2022  
Addendum



The purpose of this addendum is to document the process and results of the statutory public open house related to the City of Hamilton’s Municipal Comprehensive Review (MCR) that took place on Tuesday, May 3, 2022, via the WebEx platform. This addendum can be reviewed alongside the [Public and Stakeholder Engagement, Round 4, Spring 2022 Report](#).

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## Statutory Public Open House

On Tuesday, May 3, 2022, the City of Hamilton hosted the statutory public open house required under the [Planning Act](#) to present draft policy changes which are the outcome of extensive study and consultation related to the Municipal Comprehensive Review Process. This open house follows two public open houses, a stakeholder session, and an online survey conducted in February 2022, where the draft policy changes to the Urban and Rural Hamilton Official Plans were first introduced for early consultation.

Policy changes are intended to guide how the City will grow between now and the year 2051. These policy changes are required to meet the requirements of the Provincial Growth Plan for the Greater Golden Horseshoe, the Provincial Policy Statement, and to uphold Hamilton City Council's decision to implement a "No Urban Boundary Expansion" for growth to 2051. These policy changes are the next step in the City's completion of the required Municipal Comprehensive Review (MCR) and Official Plan Review, large and complex projects which have been ongoing since 2018.

Through both the early and statutory consultation, the City's goal was to connect with as many people as possible to share the updated policies and to listen and respond to questions, concerns, and ideas. The statutory public meeting will take place at the Planning Committee meeting on May 17, 2022. This will be followed by the submission of the Council-adopted Official Plan Amendments to the Ministry of Municipal Affairs and Housing in early June 2022 to meet the provincial deadline of July 1.

### What did we talk about?

The full presentation for the Statutory Open House, along with the questions that were asked, and the answers given can be accessed on [Engage Hamilton](#). Information about previous public consultation activities can also be accessed there. During the presentation, Staff presented the MCR background, a summary of proposed policy changes by topic area, and next steps.

### Getting the word out

The open house was advertised in several ways.

- Newspaper advertisements were run in the Hamilton Spectator and the Hamilton Community News.
- Internet advertising was targeted at the Spectator and Hamilton News websites.
- Notifications of the public open house were shared via City of Hamilton Twitter, LinkedIn and Instagram accounts starting in late April. Social media advertisements were utilized on Twitter and Instagram. Across all platforms, there were approximately 115,000 impressions.
- Direct email notification was sent to the GRIDS2 / MCR project list (approximately 700).
- Emails were sent to members of Council to provide information that could be shared with constituents.



## Participation

81 people actively participated in the virtual open house, along with six staff members from the Long-Range Planning Team and the Zoning Reform Team and a facilitator. Questions and comments were accepted prior to, during and following the session.

## What to expect in this addendum?

The remainder of this addendum summarizes the questions and perspectives that were exchanged and recorded by the City and consulting team.

**Appendix A** contains questions and detailed answers associated with the public consultation.

**Video Recordings and Questions and Answers Summaries** from the open house can be accessed on the [Engage Hamilton](#) site anytime.

## Virtual Public Open House Ideas and Insights Summary

Proposed policy changes were shared through mini presentations, which covered the highlights across ten topic areas.

These mini presentations were then followed by time for facilitated questions and answers, where participants were invited to ask questions through the Q & A feature of the WebEx virtual platform. Staff responded to all of the questions that were asked. Sixteen questions submitted prior to the sessions were also answered. At the conclusion of the session, participants were encouraged to go to the project page on Engage Hamilton for additional information.

## Question and comment themes

Questions and answers have been grouped under headings that correspond with the topics presented, and appear in the following order:

- Section 1:       **GRIDS 2 / Municipal Comprehensive Review Background**
- Section 2:       **Topic Area Review**
  - Part 1 (Provincial Plans, Housing, Employment)**
  - Part 2 (Cultural Heritage, Transportation)**
  - Part 3 (Climate Change, Infrastructure)**
  - Part 4 (Growth Management, Firm Urban Boundary, Urban Structure)**
- Section 3:       **Next Steps and Future Phases**

A summary of the response themes is presented in this section. All questions raised and detailed responses can be found in **Appendix A**.

## GRIDS 2 / Municipal Comprehensive Review (MCR) Background

Under this topic area participants had a number of questions related to the lack of comments on the City's draft submission materials from the Ministry of Municipal Affairs and Housing (MMAH) within the comment period, and any anticipated implications of this lack of comments. There was also interest in the appeals process through the Ontario Land Tribunal.

### Provincial plans, Housing, Employment

There was a great deal of focus on this topic group, particularly related to housing.

- Concern was expressed about the lack of affordable housing options, and housing choices in general, including the "missing middle" and choices for young families and people seeking to downsize or age in place.
- Some participants wondered when the permissive zoning to allow for more diverse housing choices may be approved and implemented. Support was expressed for diversifying residential housing choices across the City.
- Some participants expressed that single family dwellings are a preferred housing option.
- There was also interest in density targets for employment lands.



### Cultural heritage, Transportation

Participants asked questions related to improving road safety for all road users, including vulnerable populations. There was also a question about the potential to prioritize cycling corridors.



### Climate related, Infrastructure

Under this topic area participants posed a question about how the proposed policy changes will move the City towards net-zero carbon emissions by the year 2051. A question was also asked about how the proposed policy changes will protect bike lanes, parks, conservation areas and other recreational infrastructure in light of increased population within the urban boundaries.



### Growth management, Firm urban boundary, Urban structure/Zoning

There was great interest in these topic areas, particularly related to parking where mixed sentiments were expressed. Participants also asked about how the new policies could impact on rural areas, including Designated Greenfield Areas which are currently undeveloped, and permissions for secondary/ancillary dwellings.



## Next Steps

This report documents the process and content of the statutory public open house required under the Planning Act.

The next steps are to:

- Host the statutory Public Meeting required under the Planning Act at Planning Committee on May 17, 2022.
- Submit the Council Adopted Official Plan Amendments to the MMAH for approval in June 2022, prior to the provincial deadline in July.

Following submission to the Province in June, the next steps in completing the MCR and Official Plan Review include:

- Updates to the Rural Hamilton Official Plan (RHOP) for conformity with Provincial policy (e.g., refinements to the Agricultural and Natural Heritage Systems mapping, agriculture, and open space policy updates). This is anticipated for early 2023.
- Local Context policy updates for locally specific matters not related to Provincial policy (e.g., parks and recreation, urban design, residential development policies). This is anticipated for mid-2023.
- Major Transit Station Areas (MTSAs) planning (e.g., delineation of MTSAs and density targets on the Light Rail Transit corridor, investigation of inclusionary zoning). This is anticipated for mid-2023

Throughout these different steps, community input is critical and will be invited.

Participants with process-related questions following the session were invited to contact the project team, email [GRIDS2-MCR@Hamilton.ca](mailto:GRIDS2-MCR@Hamilton.ca) or visit the project page on [Engage Hamilton](#).

Participants with comments about the proposed amendments or wishing to delegate to the Planning Committee on May 17 were asked to contact the Clerk's Department at [clerk@hamilton.ca](mailto:clerk@hamilton.ca).

### Keep in Touch

For more information, visit our website at [hamilton.ca/grids2-mcr](http://hamilton.ca/grids2-mcr) or call or email staff to discuss

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## Appendix A: Virtual Public Open House Questions & Answers

The following questions and comments were entered into the Q & A box during the **May 3, 2022**, virtual public open house webinar or submitted prior to the session. 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. From this information, this Q & A document has been created and is also 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.

Questions and answers have been grouped under headings that correspond with the order that the topics were presented, and appear in the following order:

- Section 1: **GRIDS 2 / Municipal Comprehensive Review Background**
- Section 2: **Topic Area Review**
  - Part 1 (Provincial Plans, Housing, Employment)**
  - Part 2 (Cultural Heritage, Transportation)**
  - Part 3 (Climate Change, Infrastructure)**
  - Part 4 (Growth Management, Firm Urban Boundary, Urban Structure)**
- Section 3: **Next Steps and Future Phases**

### Section 1 - GRIDS 2 / MCR Background

- 1. *Has the city heard back from MMAH after the 90-day review period? What did MMAH say? Can the public review MMAH feedback?***

The Ministry did not provide written comments during the review time frame. There was a meeting with Ministry staff who confirmed that they did receive all of the materials required to do their review. If comments are received at a later date, they will be shared with the public through an information update.

- 2. *What is the implication of not receiving feedback from the Ministry?***

It is not possible to derive any direction or meaning from the lack of comments. This lack of comments has been experienced by other municipalities as well.

- 3. *Will the city oppose reference of the Official Plan to the Ontario Land Tribunal (OLT)?***

The decision to refer the Official Plan Amendments (OPAs) to the OLT rests with the Province and the City will not have an opportunity to oppose the referral. The City would participate in a hearing at the OLT if one were held as the City's current standing instructions state that where City-initiated OPAs are adopted, Legal staff will defend Council's decision on the basis of adoption.



**4. What recourse does the City have when provincial leadership attempts to force it through?**

The province is the final approval authority for the City's MCR and OPAs. The Province has the option to refer all or part of the amendments to the OLT for a recommendation, or to refer the amendments in their entirety to the OLT for a decision. The City would participate in a hearing at the OLT if one were held, as the City's current standing instructions state that where City-initiated OPAs are adopted, Legal staff will defend Council's decision on the basis of adoption. The decision of the tribunal would be final.

**5. Where is the documentation that councillors used to make their decision to reject the urban boundary expansion?**

The information that Council considered in making their decision was presented in Staff Reports to the General Issues Committee on November 9, 2021. Committee received staff report PED17010(m) which provided a summary of the public survey on the growth options; staff report PED17010(n) which presented the City's final Land Needs Assessment (LNA), as well as the LNA peer review and supporting technical documents; and staff report PED17010(o) which presented the How Should Hamilton Grow evaluation of growth options. The *How Should Hamilton Grow* Report included the evaluation of the No Urban Boundary Expansion scenario against the Ambitious Density scenario. All of the information is available on the [GRIDS2 / MCR website](#).

## Section 2 - Part 1 (Provincial Plans, Housing, Employment)

**6. How does the decision to maintain a firm urban boundary address the serious housing shortage in the greater Hamilton area?**

The proposed amendments identify that the City will be planning for the provision of housing to accommodate the forecasted population to 2051 within the urban area, spread throughout the neighbourhoods, existing greenfield areas, and through intensification of our nodes and corridors. The provision of affordable housing is a multi-faceted issue that will need to be addressed through multiple fronts using different policy responses and available tools.

**7. Will we potentially see triplex and fourplex conversions in next year, if yes, any idea on timing?**

Staff have proposed updates to the Zoning By-Laws of the former communities including additional housing form permissions. This information can be accessed in the [Staff Report](#). It is intended that those amendments will be brought forward following approval of the Municipal Comprehensive Review OPAs.

**8. Will part of implementing these housing policies be implementing omnibus zoning amendments city-wide to eliminate single use zones in neighbourhoods and permit a range of housing? As an example, full rezoning's to permit a semi-detached dwelling where only single detached dwellings are permitted based on 70-year-old zoning currently detracts a significant amount of gentle infill intensification.**

Yes, that is correct. The zoning changes to implement the Official Plan Amendments will provide additional residential uses in these low-density residential zones.



In addition, through the ongoing [Residential Zones Project](#), the City will be further examining opportunities to provide flexibility in low density residential zones.

**9. Are Hamilton's employment density targets ambitious when compared to other Greater Golden Horseshoe municipalities? There is growing community concern about employment sprawl.**

Hamilton's employment density target for 2051 as an average over all the employment areas, is planned to achieve a density of 29 jobs per hectare. This is an ambitious target, requiring significant intensification in some areas. The average considers all of the employment areas in business parks and industrial lands across the city. Some employment areas have traditionally developed at lower density, including the Bayfront areas and the Airport Employment Growth District. Comparatively, some of business parks traditionally have higher densities. The average assumes significant intensification of employment lands, with business parks being planned to achieve densities of about 38 persons and jobs per hectare. The policies encourage intensification of employment lands to ensure that job forecasts are accommodated without any expansion to existing employment lands.

**10. How was it possible that the Waterdown expansion was approved but not other areas in the proposed urban boundary expansion? What options do the taxpayers have in the other parts of the proposed urban expansion area for development and zoning changes?**

The Waterdown expansion was approved at Planning Committee in April 2022. There's a special provision in the Growth Plan that allows for a minor urban boundary expansion from areas that are identified as towns or villages within the Greenbelt Plan. In Hamilton, both Waterdown and Binbrook are identified as towns within the Greenbelt Plan, and therefore minor expansion of up to 10 hectares can be considered. Council provided direction to staff that we were to look at a smaller area of up to a maximum of five hectares and only to focus on Waterdown. Subsequently, staff conducted a review of requests that had come in for expansion from the Waterdown area and recommended the inclusion of the property that was mentioned, because it contains an existing long term care facility that's located in the rural area and desire has been expressed to expand on the existing property to create a continuum of care facility. The property therefore met the criteria to recognize this existing use and bring it into the urban area.

There are no other opportunities to review Urban Boundary Expansion in other areas of the city, in accordance with Council's direction for No Urban Expansion.

**11. Many countries, including Hamilton itself have commercial units, such as convenience stores, and other light retail exist. Will the changes allow for these to be brought back to allow more walkable neighbourhoods (i.e., 15-minute neighbourhoods), and if not, can this be changed?**

The "neighborhoods" designation in the Official Plan covers a majority of land uses within the urban area. The Official Plan already provides policy direction for local commercial uses within the "neighborhoods" designation. The "neighborhoods" designation is comprised of low, medium, and high-density residential areas. During the review for the Residential Zones Project, those local commercial policies will be assessed and the appropriate areas for allowing accessory commercial uses will be contemplated. If the zoning does not permit commercial uses, an amendment would have to be made, on a site-by-site basis.

**12. Not everyone wants to live in triplexes and four-plexes. How is the city going to provide more single-family dwellings to meet the demand of our growing city?**

There are single-family dwellings in existence within the urban area, making up one of the most predominant built forms of housing in the city. There are also some lands within the Greenfield Area that have either have existing development or subdivision approvals that have not yet been developed. There are also lands within the Greenfield Area that are not yet developed and don't have existing approvals, where there may be opportunities for single detached dwellings. The zones that currently permit single detached dwellings will continue to permit those uses, plus additional forms of housing will also be added to those zones.

**13. Will there be meetings to involve City residents to participate in discussions on zoning changes, as these will affect our neighbourhoods, especially in the lower City.**

Yes. The proposed Zoning Bylaw Amendments to implement the Official Plan Amendments will come forward after Council adopts the Official Plan Amendments. Approval is needed to allow staff to make those Zoning Bylaw Amendment changes. That will proceed through a full public process, including public open houses and a statutory public meeting before planning committee.

**14. There are already approved developments for single family homes BUT the developers are choosing not to build them. Hamilton has a 12 YEAR supply of such housing. Can staff please comment on the "12-year supply" comment. Chief Planner Robichaud stated that there was a 12-year supply in various stages of approvals. This does not mean shovel ready or permit ready supply. Most of these units within that 12-year context do not have any servicing. This point should be clarified as the comment conflates two different things a) units in the entire land use approval process and b) units that are fully approved and building permit ready.**

The 12-year supply is referring to City's lands identified on its [Vacant Residential Land Inventory](#), which is updated yearly and is available on the city's website. The supply is categorized by lands that already have approvals (registered or draft approved plans of subdivision) and units where the City has received a planning application which has not yet been approved. Other lands do not have any applications in process or approved. For those lands without approvals in place, some assumptions have been made about the type of unit anticipated based on secondary plan designations, zoning, or densities in the surrounding area.

**15. I would characterize Hamilton as a city with an abundance of single-family homes but a lack of rental, duplex or triplex options which would be more affordable. Do we anticipate that if smaller rental homes will become available that this will free up single family homes to be circulated back on the market?**

There are a number of variables that determine market conditions. It is difficult to anticipate what may occur in the future but through the implementation of these policy changes and the resulting amendments to the zoning bylaws, the intent is to provide more housing options for residents.

## Section 2 - Part 2 (Cultural Heritage, Transportation)

**16. How is the city planning to decrease danger to vulnerable road users amidst the planned ambitious density strategy?**

Policy updates related to transportation recognize that roads are for all users. There is focus on complete streets design and active transportation needs including bike lanes and pedestrian facilities. (Note: It was clarified that Ambitious Density was the name given to the previous option that was presented to Council that required urban boundary expansion. This option was not adopted. The question may be referring to the intensity of development anticipated through the intensification required to meet the No Urban Boundary Expansion scenario.

**17. What are the plans to make arterial roads (Main and King) safer for all road users but specifically pedestrians and other vulnerable persons?**

Proposed amendments to the Official Plan stress the importance of a complete streets approach to transportation planning including the importance of safe pedestrian and active transportation routes. Transportation staff have been working on updates to Complete Streets Guidelines to provide a manual for the design of safe, complete streets. Safety is part of that process, including ensuring designs that are safe for all users. Other documents such as the Transportation Master Plan and Cycling Master Plan also focus on road safety for all users.

**18. Is there potential to prioritize cycling corridors through cycling-oriented corridor zoning, similar to transit-oriented corridor zoning?**

Any zoning that is brought forward either through the Residential Zoning Project or the ongoing updates to the Zoning Bylaw will have regard for the forms of transportation that could be developed, including parking requirements, and built form requirements.

## Section 2 - Part 3 (Climate Change, Infrastructure)

**19. How does this report address the issue of climate change and help to move the city to net zero carbon emissions?**

The OPA includes many new policy directions related to climate change and the City's goal to be net zero by 2051, including encouragement of low impact development techniques and green infrastructure, focus on active transportation and complete streets design, encouragement of energy efficient building designs and techniques and use of recycled materials, and planning for complete communities.

**20. How will you ensure bike lanes, parks, conservation areas and other recreational infrastructure are maintained and improved with an increased population within urban boundaries?**

Master plans are being updated to align with the City's no urban boundary growth direction, including the Parks Master Plan and Recreation Master Plan. These Plans will incorporate provision of facilities in line with projected population growth. Further, the Complete Streets Design Guidelines will include requirements for complete street design including bike lanes in future road planning.

## Section 2 - Part 4 (Growth Management, Firm Urban Boundary, Urban Structure)

**21. Will the City consider alternative ways to achieve over-all density goals that would have less negative impact on neighborhoods and more potential to lead to affordable housing?**

Through the existing draft policies, there is consideration for impact on neighbourhoods through location criteria for intensification, as well as requirements to ensure compatible development. The policies include consideration of gentle intensification within neighbourhoods and higher density forms of intensification within the City's nodes and corridors. To achieve growth targets, intensification will be planned and encouraged throughout the built-up area in forms compatible with surrounding uses.

**22. Will we try to get new developments to put parkades underground?**

Underground parking is preferred. It is dependant on geotechnical review and in some cases, may not be feasible with existing subsurface conditions. A review of parking standards will be undertaken as part of the ongoing Residential Zones Project.

**23. Has the city removed the downtown height restrictions that maintained escarpment views? Why not?**

The height restriction of 30 stories and not greater than the top of the escarpment is being maintained downtown as per the direction of the Downtown Secondary Plan and expanded to the remainder of the City. It is appropriate to have a consistent height limit for high density developments across the City. Any applications for a greater height would require Official Plan and Zoning Amendment applications to review appropriateness, impacts, and design considerations.

**24. What cities have been successful in growing without spreading into countryside?**

Locally, other Greater Golden Horseshoe municipalities are also undertaking MCR processes right now and are making their own decisions about the growth of their communities. Halton has also decided to pursue a no urban expansion option.

**25. Rural Ward 2 remains an active farming community with multigenerational farming families living and working in this area. How will you protect their livelihoods and our access to foods grown locally from rural development and road expansions?**

The No Urban Boundary Expansion growth scenario does not include any expansions of the urban boundary into farmland.

**26. Are the proposed by-laws being implemented to support as of right development of single, semi's tri's townplexes ? It would be fantastic to reduce as many barriers to implementation/construction as possible to bring this much needed housing to life (a mid-20's Hamiltonian excited by this policy)**

Yes, zoning by-law amendments to the City's existing Low Density Residential Zoning By-law will be forthcoming following the approval of the Official Plan Amendments to expand the range of permitted uses within the existing Low Density Residential zones to permit semi-detached, duplex and street townhouses dwellings in addition to single detached dwellings, and to permit the conversion of existing dwellings to contain up to 4 units on a lot.

**27. It appears by your statement that people in the rural areas are being penalized by not having the same opportunities for zoning changes and development of their lands. Why is this the case?**

Zoning is not changing in rural areas. The City has already gone through a comprehensive zoning review of the rural area to implement rural zones. The rural area is primarily dependent on private services. In the urban area, there are shared, municipal services such as water and wastewater, making it appropriate for residential intensification to occur within the urban area where there are services to support that growth.

**28. The urban boundary has already been expanded on the east (Elfrida) and the west (Glancaster) as well as the 'islands' of Binbrook and Mount Hope, yet logical infilling of the proposed remaining hectares of land is being rejected. It only makes sense to fill in the remaining land that is currently designated as Whitebelt with new houses and town homes to accommodate the expected increase in population and provide local housing for the existing and planned employment growth for the area.**

As a point of clarification, the urban boundary has not been expanded in the Elfrida area. In response to the question, it is noted that the Council approved No Urban Boundary Expansion growth strategy plans to accommodate all of the City's forecasted population and employment growth within the existing urban area and therefore expansion into the Whitebelt lands cannot be contemplated.

**29. Can you explain in more detail why the focus on Major Transit Station Areas and associated policies like inclusionary zoning has been put off to 2023? Other municipalities seem to be working through MTSA identification and IZ as part of MCR process.**

The City's Major Transit Station Area (MTSA) work is currently ongoing. MTSA's are being delineated along the LRT corridor, and density targets associated with each of those MTSA's are being identified. That work was put on hold when the LRT project was temporarily halted. Staff have now restarted that project and will be proceeding with that work over the course of the next year. The public will be consulted as the project moves forward.

**30. For the lower City, a worry will be parking if multiple dwellings with 3-4-5-6 dwelling units are added without planning approval. How will the City deal with parking issues?**

The amendments to the low-density residential zones that are being proposed currently will permit conversions for up to four dwelling units within an existing dwelling within existing zones. Anything in excess of this would require a Zoning By-law Amendment, including site plan approval.

Parking considerations are central to the Residential Zoning Project. Underground parking is ideal when there are opportunities for its development. However, underground parking is dependent on the geotechnical characteristics of the area, so it's not necessarily feasible with every development.

**31. Is the City considering permitting secondary dwellings ancillary to the primary dwelling unit? This would provide an opportunity for intergenerational living, such as transitioning a family farm, or rural property between parents to young adults/families.**

In May 2021, the City implemented regulations permitting secondary dwelling units in existing single detached, semi-detached, and street townhouse dwellings. That is a city-wide permission. In the urban area, detached secondary dwelling units were also included and those permissions have been in place since May of last year in the urban area. In the rural area, there are permissions currently for a secondary dwelling unit within the principal dwelling. During the next phase of the rural secondary dwelling unit review, Staff will be reviewing and evaluating regulations in order to implement detached secondary dwelling unit permissions into the rural areas as well.

**32. Is there a process and a due date for any opposition to proposed zoning that has been done in rural areas?**

When the Zoning Bylaw team comes forward with possible regulations for detached structures within the rural area for secondary dwelling units, there will be an opportunity to provide input.

**33. Development of structures of 11 storeys or more is proposed in rural areas, surrounded by single dwelling homes. How can these structures be conceived as compatible with existing homes?**

To clarify, development of structures of 11 storeys or more as described in the question is not contemplated in the rural area. The question may be referring to Greenfield Areas, which are urban areas designated for development, but not yet developed. There will likely be increased densities in these areas. There are policies which would ensure transition of densities and compatibility with adjacent uses.

**34. Will these changes allow an owner to separate 2 acres of property?**

Severances to create a new residential lot are not permitted in provincial policy. Rural policies will be reviewed through Phase 2 of the Official Plan Review but will still need to conform to provincial policies (Provincial Policy Statement, Greenbelt) so it is not anticipated that any significant changes to the severance policies will be proposed.

35. ***Edmonton, Toronto, and more cities are moving away from minimum parking requirements. Could Hamilton move away from parking minimums as well?***

The City has taken steps in that direction. In the downtown area, for example, there are zones where parking minimums have been removed. Parking will be further reviewed through the Residential Zones project.

36. ***Why place an emphasis on parking with all of these climate change mitigation goals? As it does have a significant impact on the viability of many infill projects, could parking elimination or significant reduction measures for minimum parking requirements not be reviewed in tandem with this exercise?***

Staff are also considering parking through the Residential Zones Project. The challenges associated with parking have been identified and there is a need to balance considerations.

37. ***Will the City consider expropriation to make room for more dwellings? For example, on Kenilworth Avenue, and Barton Street, where there are lots of opportunities to build those areas up.***

The development process is developer or property owner driven, meaning that the property owner has to show any interest in developing their lands for a different or higher use. The City generally does not expropriate lands for development purposes.

### Section 3 - Next Steps and Future Phases

38. ***How will the solid waste be handled both on-site and then transported to an identified landfill site?***

Any policy updates related to waste management will occur through Phase 3, Local Context.

39. ***How quickly are we likely to hear about how Ministry of MAH will be responding to Hamilton's proposed pathway forward via our MCR?***

Recent legislative changes at the provincial level allow the Minister of Municipal Affairs and Housing to pause the 120-day decision window on an official plan amendment, leaving the response timeline unknown. There is also the opportunity for the Minister to refer all or part of the proposed Official Plan Amendment to the Ontario Land Tribunal, which could lead to very lengthy delays in getting a final decision.

## Miscellaneous

**40. *What are the permit requirements for Tree care companies?***

This is beyond the scope of this exercise. If this question is speaking to tree protection, development approvals are subject to the requirement for approval of a Tree Protection Plan.

**41. *Are there opportunities for after school program providers to partner with the city's recreational centers?***

This is outside the scope of this exercise. Consideration should be given to contacting the Recreation Department.